



# Traffic and Parking Board

September 23, 2024

City Hall – Alexandria, VA

Hybrid meeting will start at 7:00 PM



# Notice

The September 23, 2024, meeting of the Traffic and Parking Board is being held in the City Council Chambers on the second floor of City Hall (301 King Street, Alexandria, Virginia, 22314) and electronically. Members of the Traffic and Parking Board and staff are participating either in-person or from a remote location through video conference call on Zoom. The meeting can be accessed by the public in-person or via Zoom.



# Welcome

## Public Hearing:

- Board will receive comments from the public in-person and via Zoom
- 3 minutes per speaker

## Three Ways to Speak:

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



# Agenda: September 23, 2024

## Welcome & Introductions

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

## Consent Items:

5. Disability Parking Space Addition – 3906 Old Dominion Boulevard
6. Loading Zone Addition – 215 South Union Street
7. Loading Zone Removal – 215 North Payne Street

## Public Hearing Items:

8. Daylighting Administrative Procedure

## Information Items:

9. Staff Updates
  - Traffic and Parking Board Legislative and Budget Priorities
10. Commissioner Updates



# 1. Deferrals and Withdrawals



## 2. Approval of the Minutes



# 3. Written Updates & Public Hearing Follow-Up



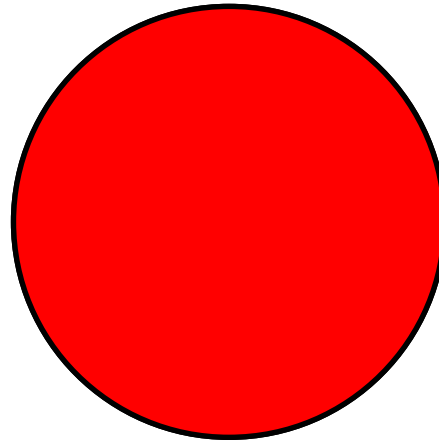
# 4. Public Discussion Period





## 3 Minute Timer

*Announcement will sound automatically when time is up*



# 5. Disability Parking Space Addition – 3906 Old Dominion Boulevard

Presenter: Max Devilliers



# Background & Location



- Existing Disability Parking Space
- Proposed Disability Parking Space



# Outreach

## Letters of Support

- Property manager of the Parc Square Apartments
- Applicant for the space at 3902 Old Dominion Boulevard
- Applicant for the space at 3906 Old Dominion Boulevard



# Recommendation

That the Board recommend the Director of T&ES designate one disability parking space at 3906 Old Dominion Boulevard.



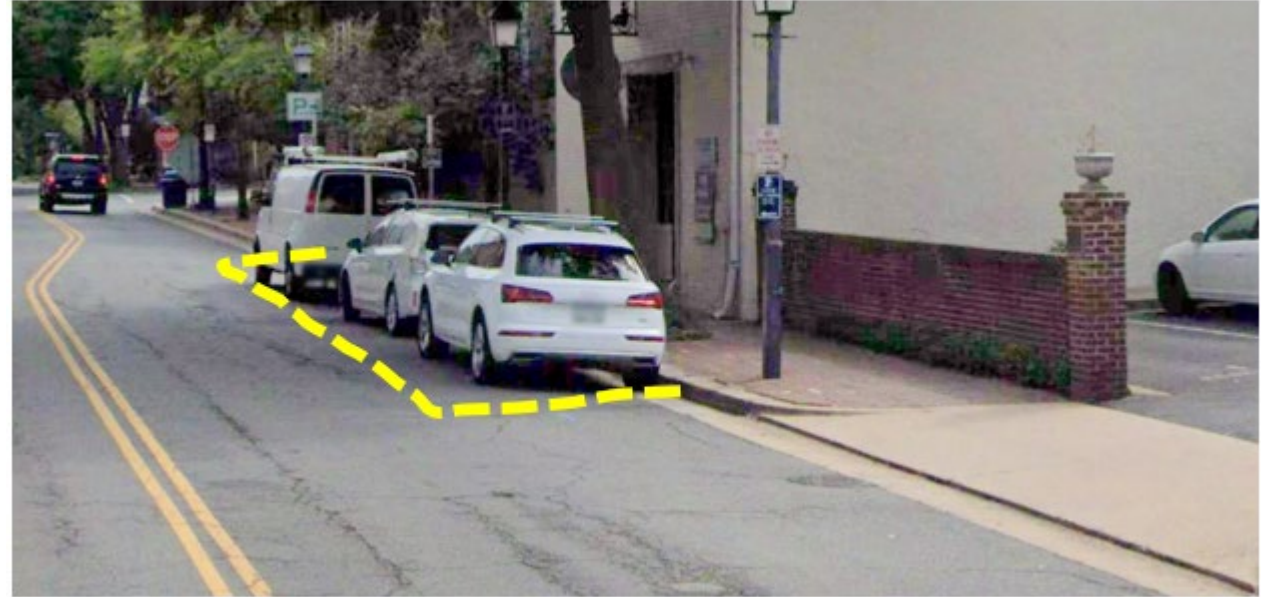
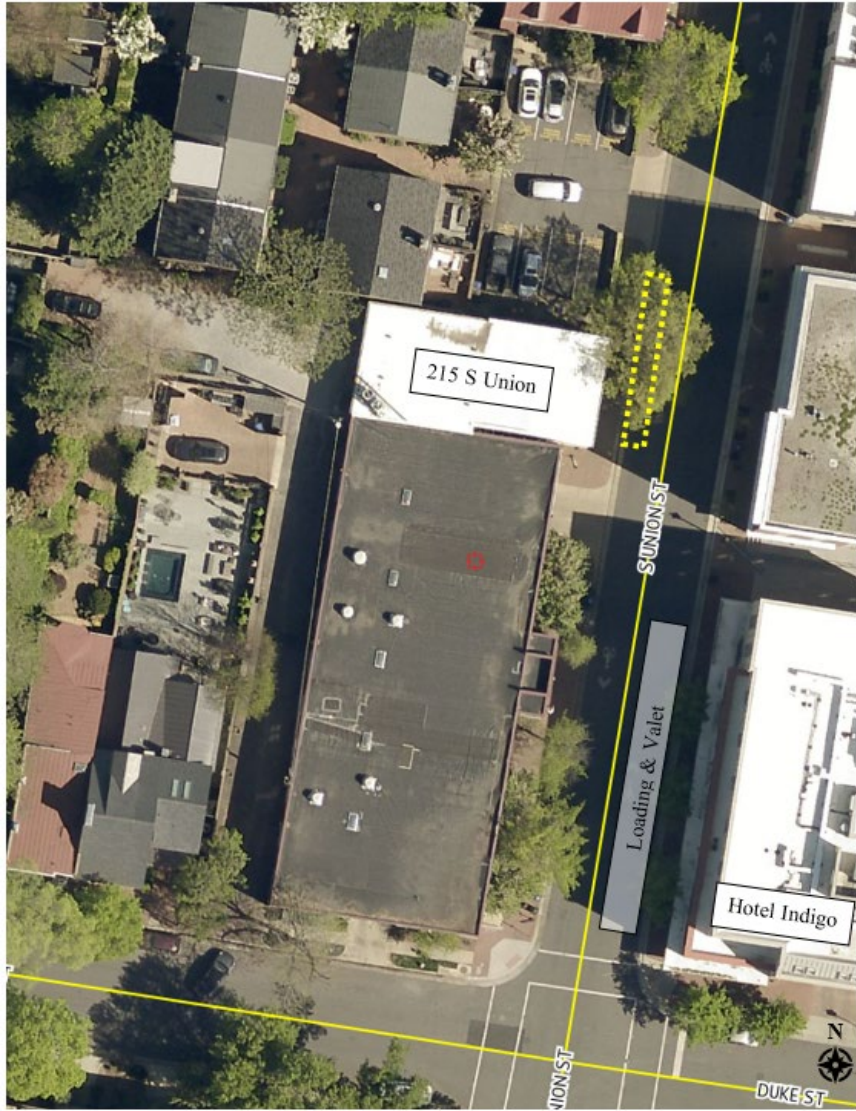
# 6. Loading Zone Addition – 215 South Union Street

Presenter: Max Devilliers





# Location



# Background & Outreach

- February 2024 - Staff brought a request for a pickup/dropoff zone at this same location
  - The Board voted to defer the item due to opposition from the Old Town Business Association (OTBA) and the Old Town Civic Association (OTCA), as well as a general lack of details regarding the tenants' delivery needs and Café du Soleil's absence at the meeting to provide more information on the matter.
- April 2024 - Staff met on site with a manager of Café du Soleil, Samuel Darlo, and managing director of the OTBA, Charlotte Hall
  - Given the information gathered, staff recommend implementing a traditional time-delimited loading zone that spans the length of the curb in front of the building (approximately 54 feet) to allow for larger delivery vehicles to easily pull into the zone, 7 a.m. to 2 p.m., Monday through Saturday.
- July 2024 – Staff received an updated petition from the project champion
  - The petition is supported by the three businesses
    - Café du Soleil, Hair and makeup studio, Photography studio - occupying 215 South Union Street as well as by the property owners and manager.





# Recommendation

That the Board recommend the Director of T&ES add a loading zone at 215 South Union Street, 7 a.m. to 2 p.m., Monday through Saturday.

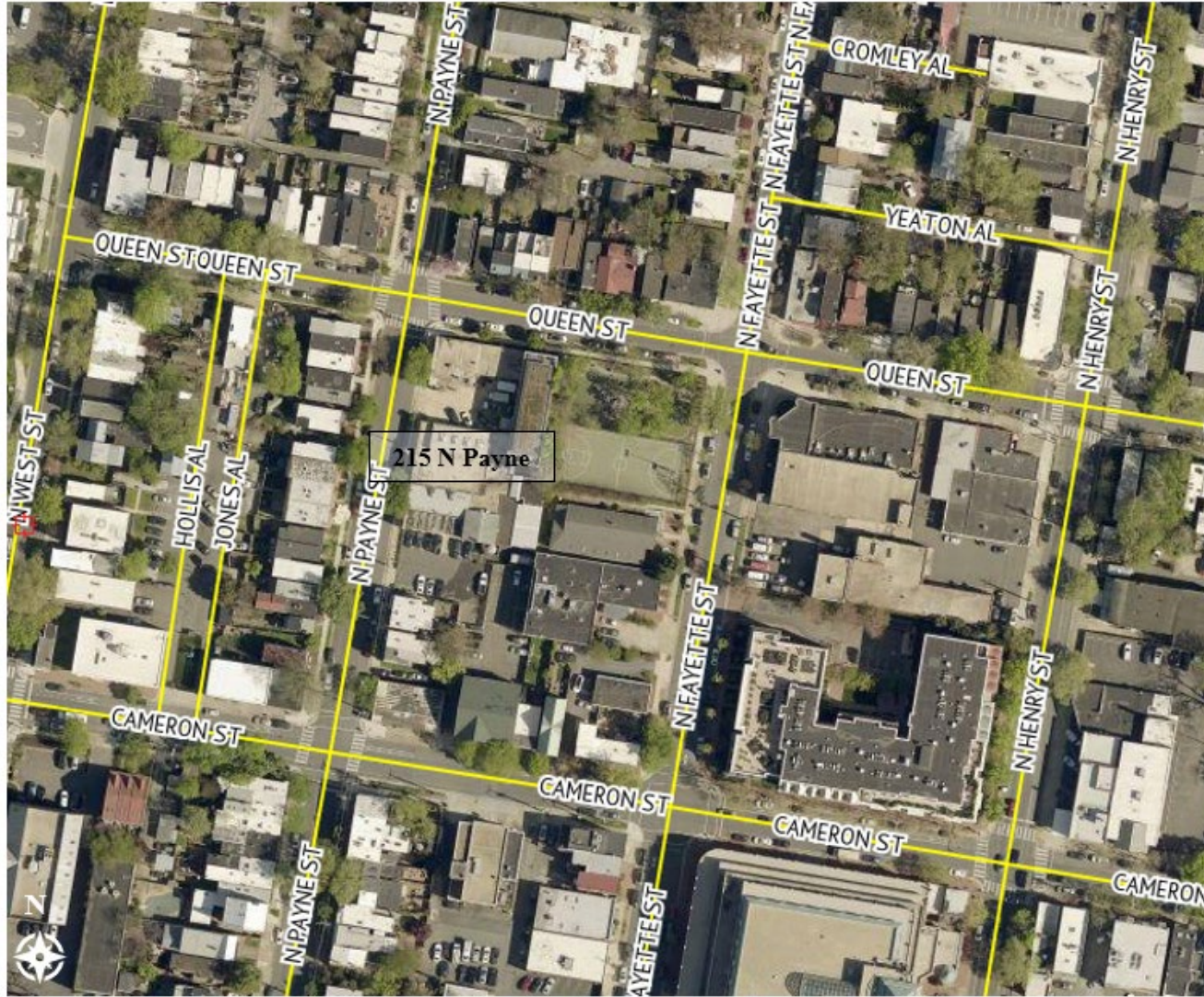


# 7. Loading Zone Removal – 215 North Payne Street

Presenter: Max Devilliers



# Background & Location



# Recommendation

That the Board recommend the Director of T&ES remove the loading zone at 215 North Payne Street and replace with the same restrictions on the remainder of the block.



# 8. Daylighting Administrative Procedure

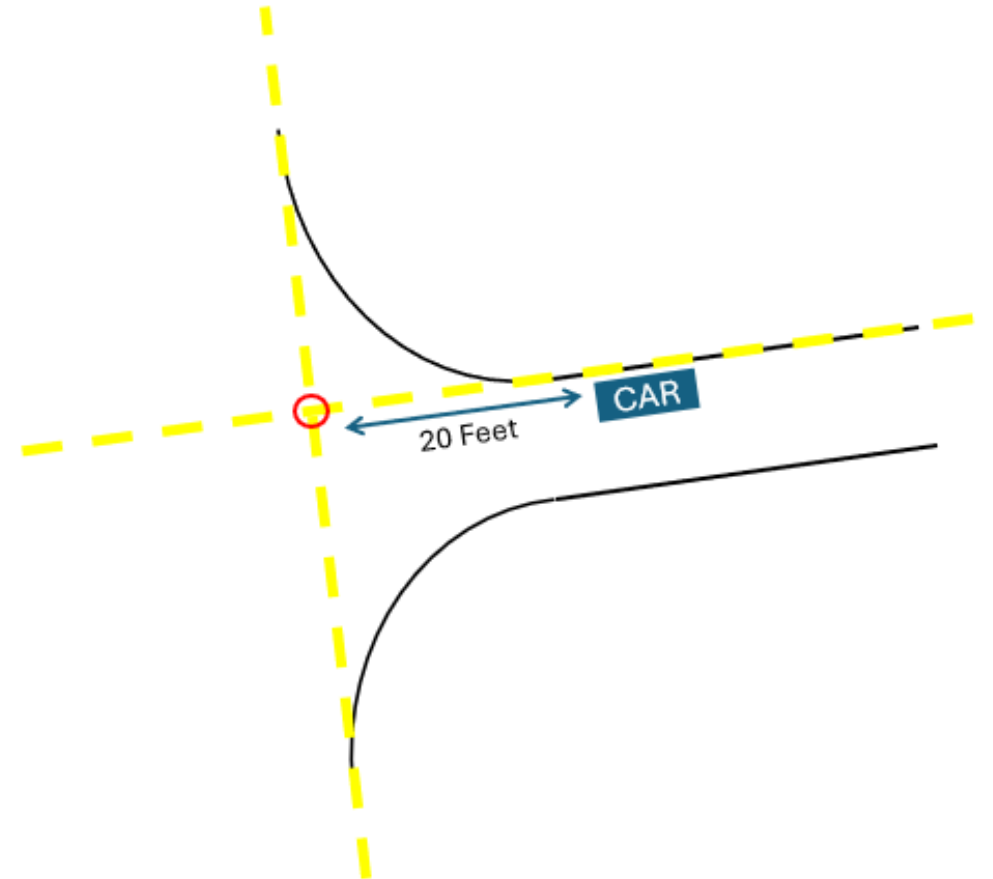
Presenter: Max Devilliers





# Background

- Sec. 10-4-41
  - **No person shall park a motor vehicle or permit a motor vehicle to stand, whether attended or unattended, on a street in front of any part of a private driveway, within five feet of any part of an alley, or, at any intersection of streets, within 20 feet from the intersection of curb lines or, if none, within 15 feet of the intersection of the surfaced portions of the streets**
  - Reduces the need for signage
  - Not sufficient at some intersections



# Background

- Sec. 5-8-3(h) allows staff to remove only less than one parking space (20 feet) without Board consideration
- Daylighting
  - Can increase visibility amongst roadway users
  - Excessive visibility can encourage speeding, less stopping, recklessness, and less caution
  - Currently, daylighting requests handled without defined parameters/set procedure in piecemeal fashion that is time-consuming for the public, staff, and the Board
    - Common daylighting requests
      - Drivers
      - Pedestrian



# Background

- Board has approved the following administrative procedures:
  - the removal of parking at bus stops for ADA compliance,
  - the addition of 'No Turn on Red' signage at intersections for pedestrian safety,
  - the removal of parking at crosswalks to improve driver sightlines, and
    - Procedure is cumbersome and does not allow for enough on-street parking removal in some exceptional cases to adequately address visibility concerns
  - the addition/removal of pickup/dropoff zones.





# Goals

- Establish guidelines and criteria to uniformly address requests for daylighting.
- Reduce community and staff time preparing for and hosting a public hearing for individual daylighting requests.
- Use data, criteria, and engineering judgment to implement daylighting most effectively and have a greater impact on community safety.
- Streamline the implementation of safety improvements at higher-risk intersections.

Staff will strive to minimize parking removal overall unless necessary. Staff will only remove the full 60 feet of parking where absolutely necessary, but will aim to and will most often remove much less.



# Application Process

- Staff- or resident-initiated.
- Applicant (if resident-initiated) submits the Daylighting Request Form, which shall include signatures of support from all property owners and tenants directly fronted by the requested zone.
- Staff manage tracking of submissions.
- Staff evaluate all requests received twice per year (exception for staff-initiated locations).
- Staff will notify each applicant of approval or denial per the criteria.
  - If approved, Staff would notify the Board of parking removal for daylighting.
  - If denied, Staff would notify the Board of each denial and the criteria-based reason for each denial.
  - Some requests may be docketed for consideration by the Board as needed.



# Eligible Locations: Approval

Administrative approval by staff for removing up to 40 contiguous feet of on-street parking in addition to the 20 feet that staff can currently remove without Board approval per Sec. 5-8-3 (f) (1)



# Eligible Locations: Criteria (must meet two)

- Stopping sightline distance/intersection sight triangles insufficient as determined by T&ES staff
  - Driver needs to be able to see pedestrians from 155 feet away at 25 mph
    - Grade (>3% per AASHTO guidance; determined via Traffic Engineering analysis)
  - Uncontrolled crossing
  - Crashes within last five years
    - Only if could be addressed by improving sight distance
    - Especially if any crashes resulted in injury
  - Presence of:
    - School bus stops (on the approaches in question, as determined by staff)
    - Public bus stops (on the approaches in question)
    - Schools, recreation/community centers, libraries, parks (within 750 feet)
  - >25-foot curb radius
    - If drivers tend to park along the curvature of the intersection
    - If crosswalk/sidewalk is far back from intersection



# Eligible Locations: Amount to Remove

- Staff would determine the amount of parking removal needed based on:
  - Visibility needed to satisfy stopping sightline distance requirements
  - Grade and topography of the roadway
  - Type or lack of intersection control (less is needed at controlled intersections)
  - Curb radius



# Ineligible Locations

- Will not be considered by Traffic and Parking Board after staff determination
- Criteria:
  - If daylighting would result in unintended consequences such as increased speeding or less stopping as a result of parking removal (as determined by engineering judgement)
  - Satisfies stopping sightline distance requirements (as determined by staff) AND no history of crashes within last five years.

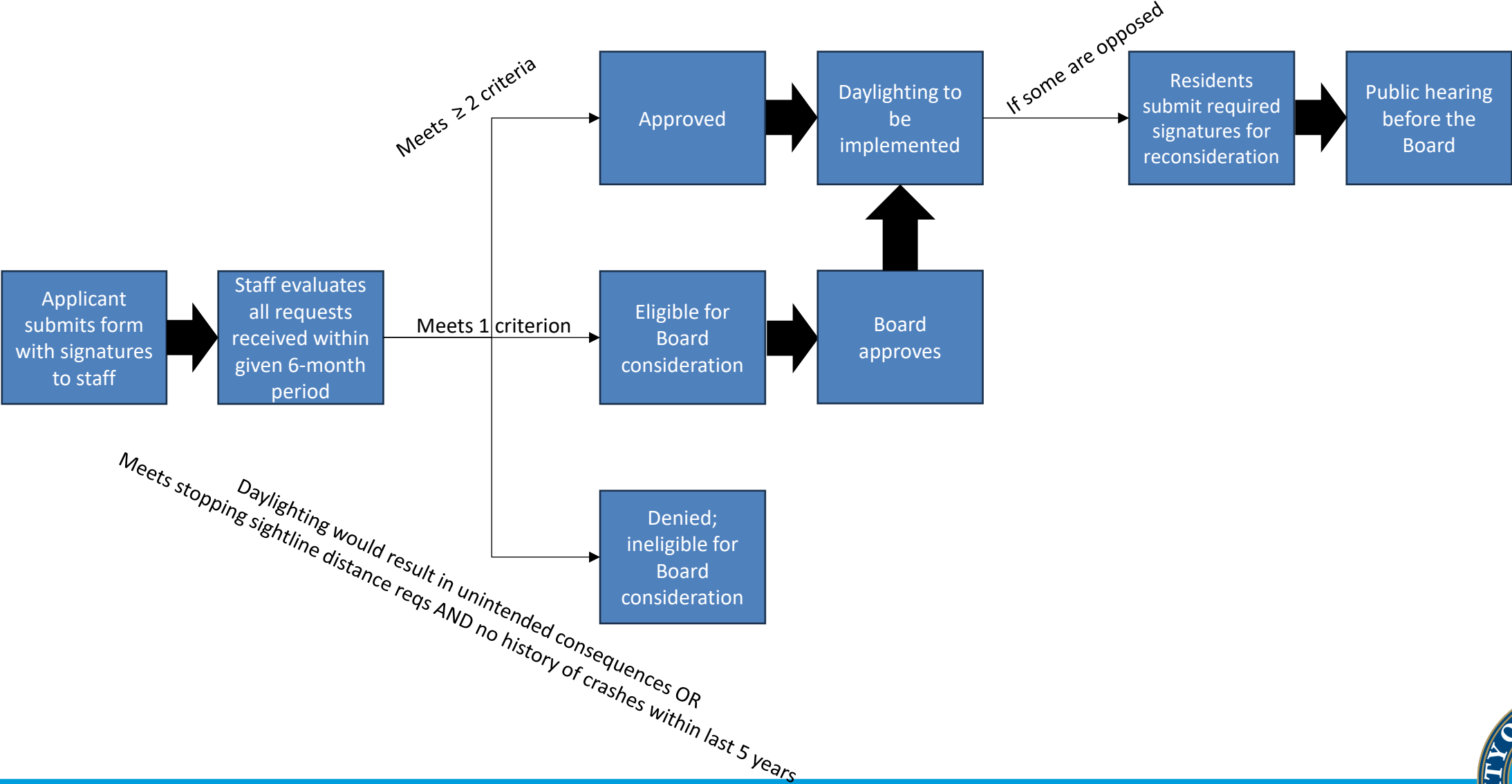


# Eligible for Traffic and Parking Board Consideration

- For requests of more than 20 feet for each approach
- Criteria:
  - Involves only one of the Eligible Locations criteria AND not deemed Ineligible.



# Flowchart of Proposed Resident-Led Application Process



\*Staff-initiated daylighting does not go through this process if it meets two or more eligibility criteria





# Initial Feedback and Staff Responses/Positions

**Comment Received:** Remove the requirement for signatures

**Staff Response:**

- Precedent for removing parking involves getting approval from adjacent property owners and/or occupants with all other procedures
- The Neighborhood Transportation Improvements Program (NTIP) and Neighborhood Sidewalk Programs are resident-driven programs that requires majority neighborhood consensus for a project to occur
- Notifies direct neighbors of potential change
  - Reduces staff time by eliminating the need to post public notices
- The role of the Board is to provide a forum for public comments about parking issues/for decisions that need to be discussed/that staff cannot decide empirically
  - The procedure sifts out the easy decisions for daylighting that don't need Board approval



# Initial Feedback and Staff Responses/Positions

**Comment Received:** Include prioritization criteria in the process

**Staff Response:**

- Staff will still have the ability to implement daylighting at any time. Staff will continue to implement daylighting as part of wider City programs and projects as needed using empirical data
  - Furthermore, neighborhood- and corridor-wide requests would go through NTIP
  - This resident-led process allows for spot fixes as identified by residents and evaluated using the criteria laid out
- All staff-approved requests will be implemented at once with the installation of ‘No Parking Here to Corner’ signs



# Initial Feedback and Staff Responses/Positions

**Comment Received:** Daylighting is the best tool for improving safety at intersections

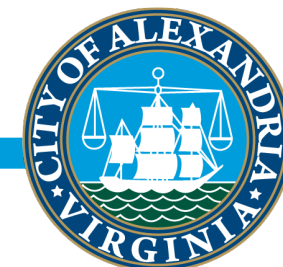
**Staff Response:** Daylighting may mean different things to different roadway users. Many drivers request to daylight intersections for increased visibility of oncoming cross traffic, however, too much visibility at intersections can encourage certain drivers to drive recklessly/speed more and stop less. Decreased visibility can encourage all roadway users to use more caution at intersections.

**Comment Received:** What would daylighting as part of this entail?

**Staff Response:** Daylighting through this procedure would, at the very least, involve the installation of 'No Parking Here to Corner' signs in the location(s) as determined by staff.

**Comment Received:** Add public squares (such as Market Square and Pat Miller Square) to list of nearby facilities that make an intersection eligible for daylighting

**Staff Response:** There are not many public square in Alexandria but staff can include public squares to the list of nearby activity centers



# Initial Feedback and Staff Responses/Positions

**Comment Received:** Daylighting should be coordinated with paving

**Staff Response:** Daylighting need not be coordinated with paving as it will often only include the installation of signage on the curb, not the roadway

- Staff can tweak the procedure as it matures and will gather lessons learned on how its working
  - Staff will update the Board of how the procedure is performing during semiannual written updates



# Recommendation

That the Board approve an administrative procedure to allow the Director of T&ES to remove up to 40 contiguous feet of on-street parking in addition to the 20 feet that staff can currently remove without Board approval per Sec. 5-8-3 (f) (1) for each approach for the purposes of daylighting an intersection.



# 9. Staff Updates

- Traffic and Parking Board Legislative and Budget Priorities
- Other Staff Updates



# TPB Legislative Priority Letter

## 2024 State Legislative Priorities

The Traffic and Parking Board has identified legislation that will allow the City of Alexandria to continue to make safety a priority. Among these priorities we would like to highlight:

- The City of Alexandria be authorized to install automated speed enforcement and issue tickets as appropriate city-wide.
  - Currently Virginia authorizes automated speed enforcement only in school zones and work zones.
- That the population threshold for red light cameras be reduced and maximum number of red light cameras be increased so that the City of Alexandria is authorized to install red light cameras and issue tickets as appropriate city-wide.



# TPB Past Legislative Priority Letter Background

## Automated Speed Enforcement (Speed Cameras)

- In 2020, the Commonwealth of Virginia passed a [law](#) authorizing the use of speed cameras in school zones and work zones.
- City of Alexandria Speed Camera Safety Program
  - [Speed Camera Safety Program | City of Alexandria, VA \(alexandriava.gov\)](https://alexandriava.gov/speed-camera-safety-program)

## Red Light Cameras

- Commonwealth of Virginia passed a [law](#) authorizing use of red light cameras based on population
  - One camera for every 10,000 residents, 15 total currently allowed
- Current Locations (4)
  - Duke Street & South Walker Street
  - Duke Street & West Taylor Run Parkway
  - South Patrick Street & Gibbon Street
  - South Patrick Street & Franklin Street





# Past TPB Budget Priority Letter

- **Enforcement:** At almost every Board meeting citizens request additional police enforcement. Enforcement resources are needed for parking, speed control and other regulations. Good enforcement ensures compliance with parking and traffic safety regulations and earns trust from residents about the effectiveness of regulation. Enforcement is also an area where the City is not yet using the full advantages of technology. Additional investments in license plate reader (LPR) technology can dramatically improve the efficiency of the City's parking enforcement officers.
- **Safety:** Keeping Alexandria's streets and sidewalks safe is an important objective for the Traffic and Parking Board, impacting three of the City's programs in particular:  
Focusing the Vision Zero program on sound engineering solutions will make the City's streets and sidewalks safer. Complete Streets is a good program that is worth investment. Money invested in the Complete Streets program will help address these concerns, and should also include money for a robust data collection program to better analyze potential projects and the impacts of those projects once complete. As the City's student population and overall population increases more money should be dedicated towards Safe Routes to School. More students will be walking to school and those students will face higher traffic volumes as the region's population and traffic increases.
- **Parking and Wayfinding Technologies:** Alexandria faces challenging parking issues because of the high demand for multiuse parking. The City's on-street parking must accommodate residential, office and visitor parking. Balancing the needs of so many uses is challenging. Investing money in Parking and Wayfinding technologies maximizes the City's limited parking inventory and provides opportunities for more efficient enforcement.



# TPB Budget Priority Letter

- **Maintenance of pedestrian infrastructure:** The City has made good progress on sidewalk repair, pedestrian signals and painted crosswalks, but ongoing maintenance is a never-ending task. Beyond maintenance, there are many missing segments of sidewalks that need to be addressed to ensure continuity improvements to intersection to ensure safe access and crossing. This is an important segment of the transportation system that is often overlooked and is essential to ensuring safety on our streets and sidewalks.
- **Disabled Pedestrians:** The disabled community faces many challenges. More funding should be available to install accessible pedestrian signals and other improvements to help improve the mobility of disabled persons. These investments will offer a new independence to disabled persons that others take for granted. Money invested in such infrastructure will also help make streets safer for non-disabled pedestrians.
- **Improving Access to the City's Trail Network:** Trails are often a safe alternative to roads for pedestrians and bicyclists to travel in City, which lessen impacts to traffic. The City should consider funding a comprehensive study of the trail system and investments that will help bring the trail system up to a state of good repair including maintaining trail pavement conditions and replacing damaged trail infrastructure
- **Alexandria Transit Vision Plan:** This plan laid out a framework network to expand access to low-income and minority populations and improve DASH service overall. Fully funding the proposed network will not only improve access for most Alexandria residents but will also make DASH service more efficient and help address traffic issues in the City.



# Other Staff Updates

- Finalizing the FY2024 TPB Report
- 200 Block of King Street Closure Pilot Update
- New TPB Inbox for Public Comment
- July TPB Items going to City Council
- October & November Meetings



# 10. Commissioner Updates



**Next Meeting: October 28, 2024**

