

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY APRIL 25, 2016 7:30 P.M.
301 KING STREET, 2nd FLOOR
COUNCIL CHAMBERS**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the March 28, 2016 Traffic and Parking Board meeting minutes.
3. **PUBLIC COMMENT**

PUBLIC HEARING:
4. **ISSUE:** Consideration of a request to install “No Parking Here to Corner” sign on the west side of the entrance of Harborside at 2 Wolfe Street.
5. **ISSUE:** Consideration of requests to:
 - Remove one travel lane in each direction along North Van Dorn Street between Braddock Road and Menokin Drive; and
 - Reduce the speed limits on North Van Dorn Street from 35mph to 25mph between Braddock Road and southern most driveway to Park Place Condominiums;
6. **ISSUE:** Consideration of a request to change the time limit at the 400 block of East Braddock Road from 30 minutes parking to 15 minutes parking.
7. **ISSUE:** Consideration of a request to (1) add two hour, 8 AM to 5 PM, Monday through Friday, residential restrictions on the south side of the 300 block of East Glebe and (2) expand the boundaries of Residential Permit Parking District 11 to include the north side of the 300 block of East Glebe.
8. **ISSUE:** Consideration of a request to reserve parking for food trucks at the following locations:
 - North West Street at the Braddock Road Metro
 - 900 North Fairfax Street
 - 2200 Eisenhower Avenue
 - 1700 King Street
 - 300 Madison Street

STAFF REPORTS AND UPDATES:

City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 25, 2016
TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD
FROM: T&ES STAFF
SUBJECT: DOCKET ITEM # 5

ISSUE: Consideration of requests to:

- Remove one travel lane in each direction along North Van Dorn Street between Braddock Road and Menokin Drive; and
- Reduce the speed limits on North Van Dorn Street from 35mph to 25mph between Braddock Road and southern most driveway to Park Place Condominiums;

APPLICANT: T&ES Staff

LOCATION: North Van Dorn Street between Braddock Road and Menokin Drive

STAFF RECOMMENDATION: That the Board:

- Recommend to the Director of T&ES to remove one travel lane in each direction along North Van Dorn Street between Braddock Road and Menokin Drive;
- Recommend to the City Manager to reduce the speed limits on North Van Dorn Street from 35mph to 25mph between Braddock Road and Menokin Drive

DISCUSSION: North Van Dorn Street is being resurfaced in spring 2016 and due to previous requests for traffic calming, the roadway was evaluated for Complete Street improvements along the corridor. Community concerns identified through a number of community meetings for this roadway included:

- Difficult pedestrian crossings at bus stops and intersections;
- Excessive vehicle speeds;
- ADA upgrades needed along corridor;
- No bicycle facilities provided;
- Need for dedicated left turn lanes along corridor

Staff collected data in order to determine options that were feasible for this type of roadway. Staff worked with the community address these concerns through the development of a proposal intended to improve safety and access along the corridor for all roadway users.

Proposed Roadway Improvements

The proposed plan is intended to provide safer pedestrian crossing with ADA compliant upgrades, reduced vehicle speeds and safe bicycle facilities along the corridor. The plan will be implemented in two phases, with the first phase to include improvements on Van Dorn Street from the intersection of Braddock Road and Van Dorn Street to just prior to the intersection of Menokin and Van Dorn Street. The second phase involves improvements at the intersection of Van Dorn Streets and Menokin Street, with a new traffic signal to improve travel times and to enhance safety. More design is needed on the intersection improvements for the second phase, and these changes will be brought before the Traffic and Parking Board for consideration at a future meeting. The following is a detailed description of the first phase which is for Board consideration:

PHASE 1

- Reconfiguration of the Braddock Road and North Van Dorn Street intersection (Figure 1)
 - o Removal of the westbound to northbound free right turn from Braddock Road to North Van Dorn Street;
 - o Installation of lane designation markings to better inform drivers at intersections;
 - o Reconfiguration of the northbound to eastbound free right turn from North Van Dorn Street to Braddock Road to slow turning vehicles;
 - o Installation of a protected bike lane from westbound Braddock Road to northbound to North Van Dorn Street;
 - o Construction of ADA compliant curb ramps.
- Installation of a crosswalk and ADA compliant bus pad for the bus stop along the King Street Service Road approaching Menokin Drive (Figure 2)
- Removal of one travel lane in each direction along North Van Dorn Street between Braddock Road and Menokin Drive (Figure 3)
 - o Installation of a center left turn lane for the northbound section of the roadway where turns are possible;
 - o Installation of buffered bicycle lanes in each direction along North Van Dorn Street where roadway space permits and standard bike lanes where space does not allow for a buffer;
 - o Installation of crosswalks with pedestrian refuge islands at three locations along the corridor, including both bus stops and the crossing to the Church (Figure 4).
- Improved streetscape with new trees and pervious space.
- Reduce the speed limit along North Van Dorn Street from 35mph to 25mph between Braddock Road and the western-most driveway to Park Place Condominiums.

PHASE 2 (future Board approval)

- Reconfiguration of the Menokin Drive and North Van Dorn intersection (Figure 2)
 - o Removal of the southbound to westbound free right turn from Menokin Drive onto North Van Dorn Street;
 - o Installation of a new traffic signal with pedestrian countdown signals and an exclusive pedestrian phase at Menokin Drive and North Van Dorn Street;
 - o Installation of a new sidewalk along Menokin Drive and North Van Dorn Street;
 - o Installation of new crosswalks across Menokin Drive and North Van Dorn Street.

Data Collection

Data was collected to determine the feasibility of removing a travel lane in each direction along North Van Dorn Street. The AM peak hour vehicle volume was 605 vehicles (northbound) and the PM was 507 vehicles (southbound). The average weekday volume was 6,900 cars per day with 3,700 in the southbound direction and 3,200 in the northbound direction. A Federal Highway Administration (FHWA) study showed that a road diet is feasible on roadways with at or less than 750 vehicles in the peak hour in each direction and that a road diet has shown to be effective on roadways with up to 23,000 vehicles per day¹. Both of these criteria are met for North Van Dorn Street, between Braddock Road and Menokin Drive. (Figure 5).

The impact on the travel time delays and intersection level-of-service was also analyzed by staff. The analysis determined there are no significant increases to travel time delays (no more than 30 seconds in either direction in the peak hour) and no deterioration in the level-of-service at the intersections of North Van Dorn Street with Braddock Road, Menokin Drive, and King Street with the proposed improvements.

Speed was collected along the section of the roadway currently signed as 25mph, and 85th percentile speeds were recorded at 37mph. The proposed speed limit change is due to the proposed roadway configuration. The speed limit would remain 35mph south of Braddock Road where the roadway is designed for that particular speed. With the road diet north of Braddock Road, the street would be designed for 25mph instead of 35mph. Within the project area, there were 133 crashes in the project area over the past ten years. Braddock Road at North Van Dorn Street experienced 77 crashes during this time frame.

Public Outreach

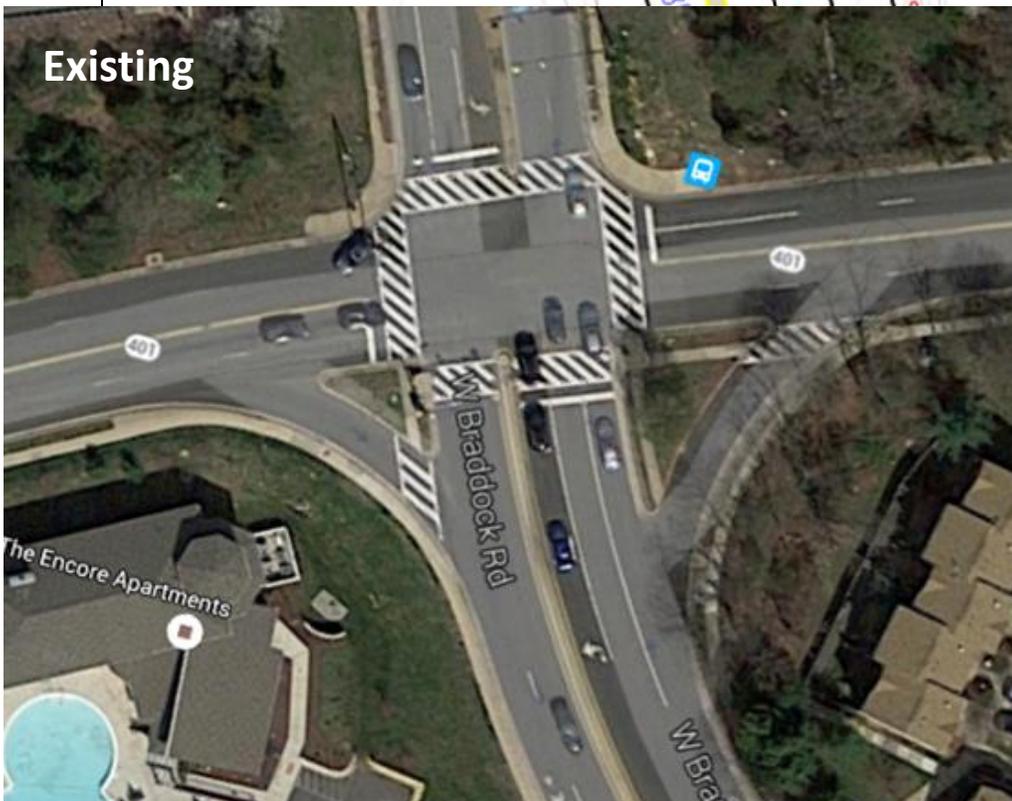
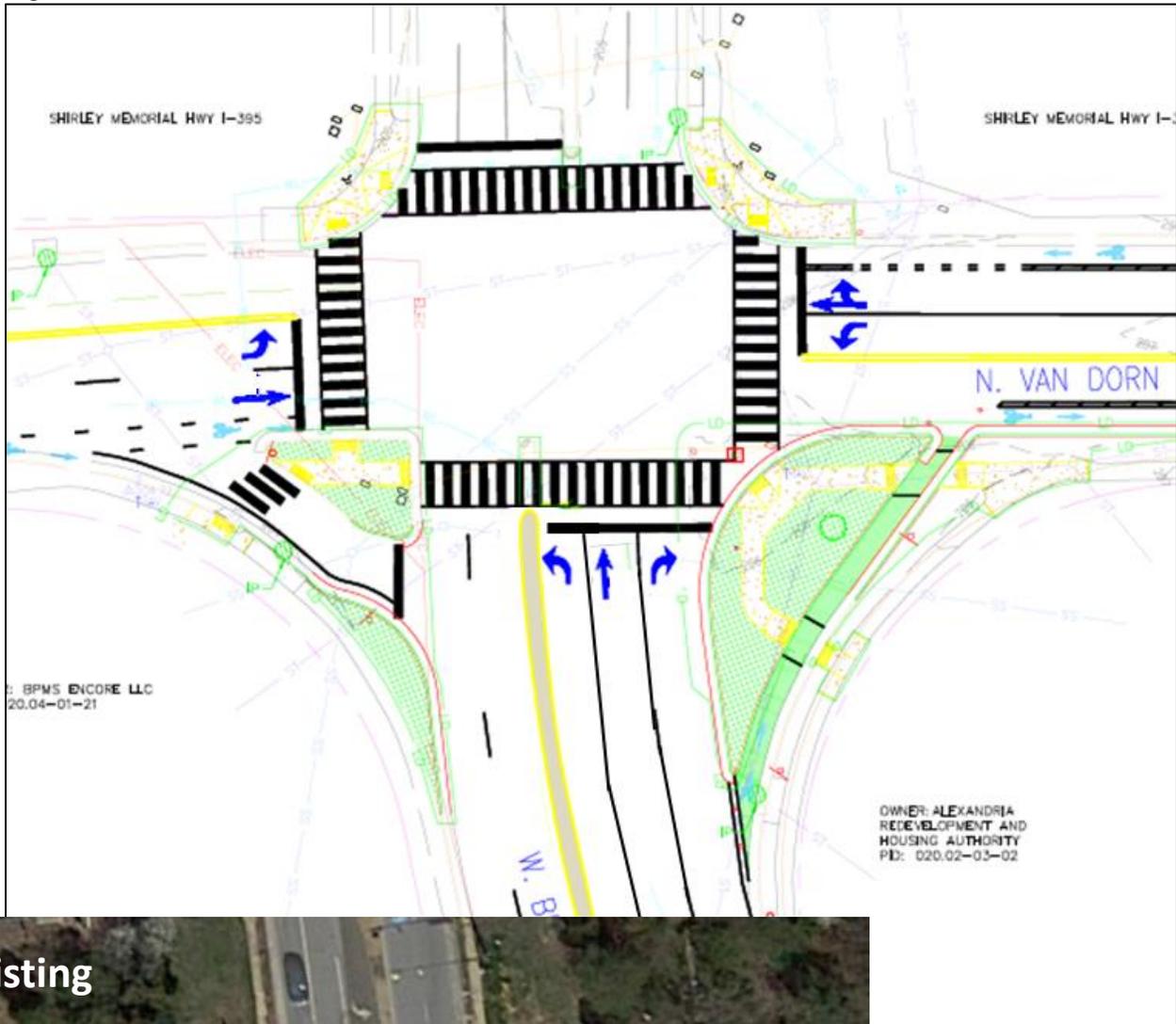
The project began on October 22, 2015 when staff attended a Homeowners' Association (HOA) meeting with the Park Place Condominiums residents and gathered input on the issues and concerns with this roadway. Park Place is the only property along this corridor with homeowners, and the street does not fall within a civic association. Based on the feedback from this meeting, staff returned on January 28, 2016 to present two options to the HOA. Based on the feedback from this meeting and from a meeting with representatives from Fairlington United Methodist church and preschool located at 3900 King Street, staff moved forward with development of the plan being presented to the Traffic and Parking Board. On March 15, 2016, the City held a public meeting at the Fairlington United Methodist Church to present the proposed plan and get community input. The plan was well received, and staff modified the plan slightly based on input provided during this meeting. Information was conveyed to the public via a project website, Alexandria eNews, project emails to residents to who signed up to receive project specific information, notification to the property manager who sent meeting notifications to all residents of Park Place Condominiums, notification to Seminary Hill Civic Association which is adjacent to this roadway and a project briefing to the Alexandria Bicycle and Pedestrian Advisory Committee (BPAC). Letters of support for this project were submitted by the Fairlington United Methodist Church (Attachment 1), the Fairlington Preschool (Attachment 2) and BPAC (Attachment 3).

¹ Road Diet Informational Guide: FHWA Safety Guide; http://safety.fhwa.dot.gov/road_diets/info_guide/rdig.pdf

Evaluation

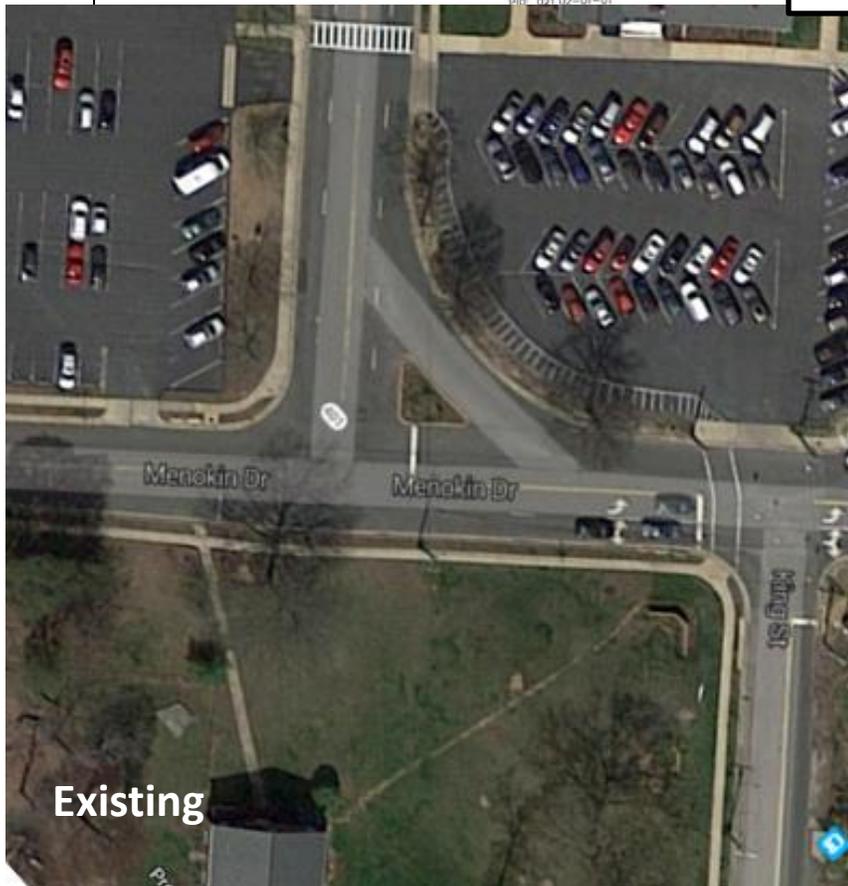
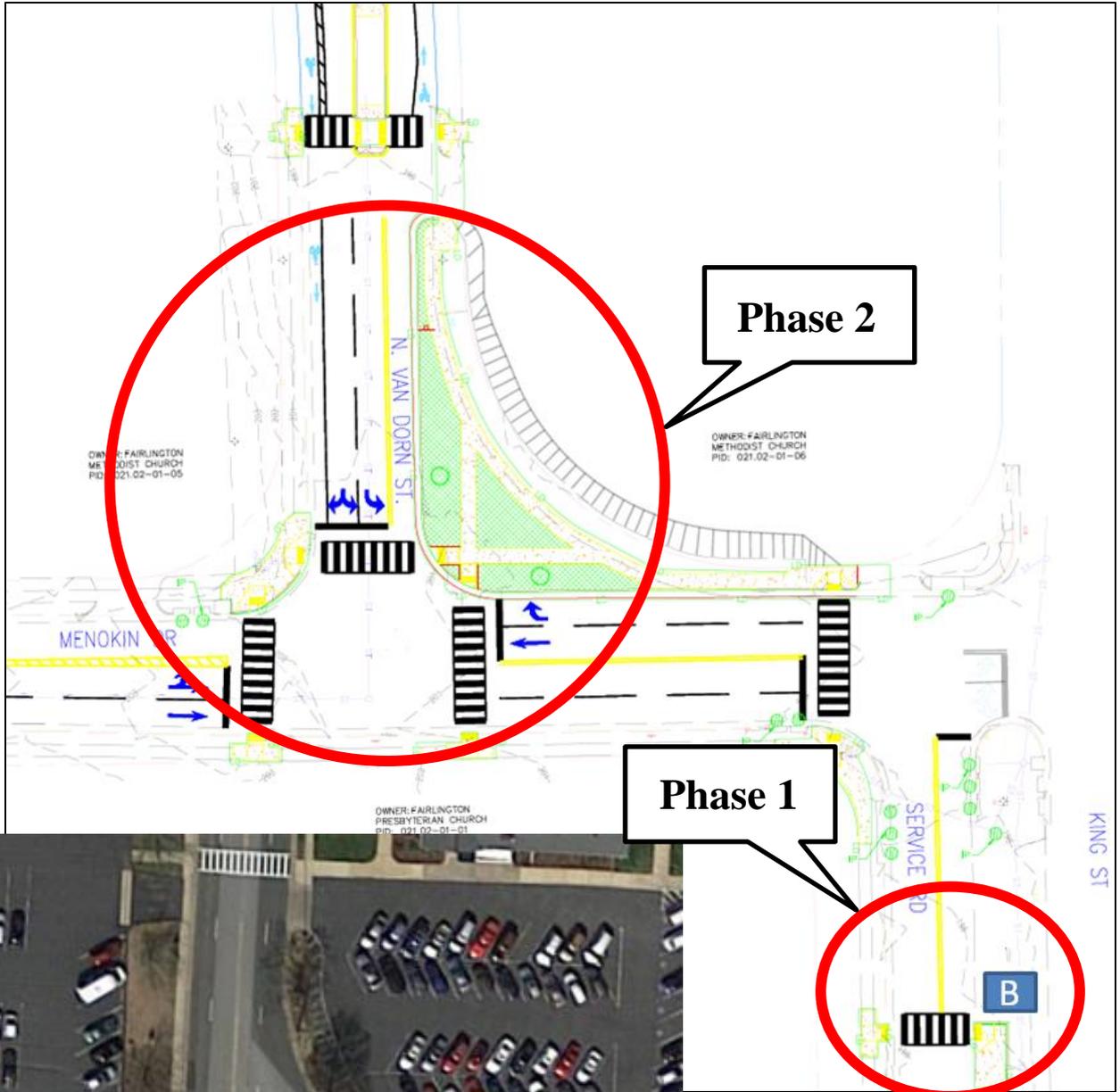
Subject to approval by the Traffic and Parking Board, staff will evaluate the changes to North Van Dorn Street. In fall 2016, data will be collected to determine if speeds have been reduced along the corridor.

Figure 1 – Braddock Road at North Van Dorn S

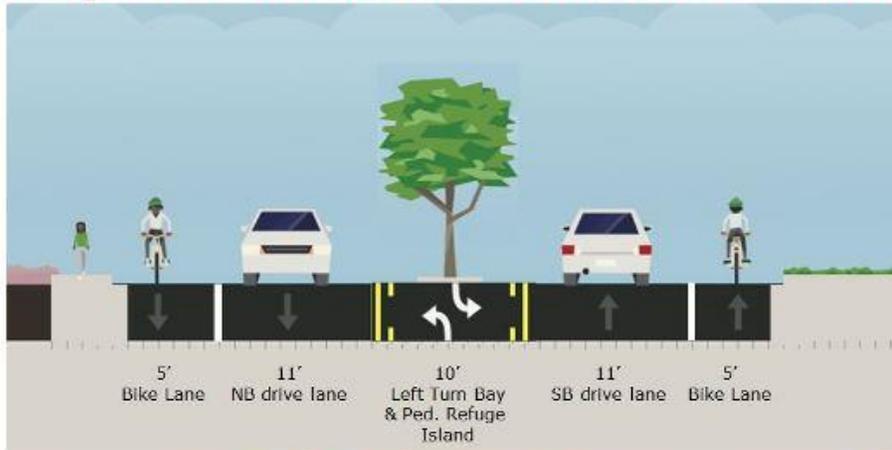


Existing

Service Road



Proposed Plan - North Section



Proposed Plan - South Section

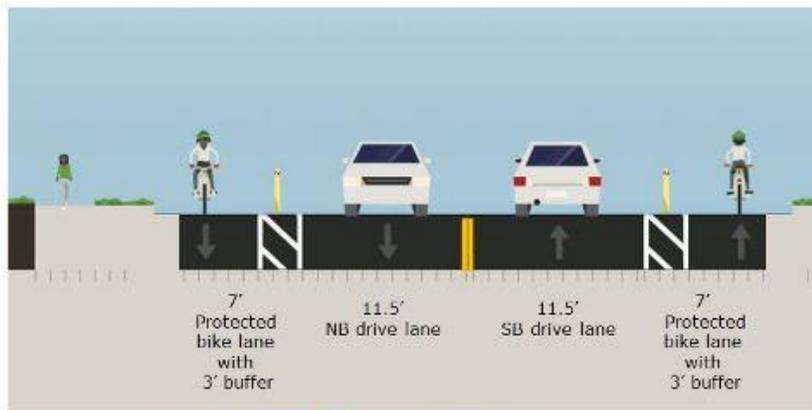
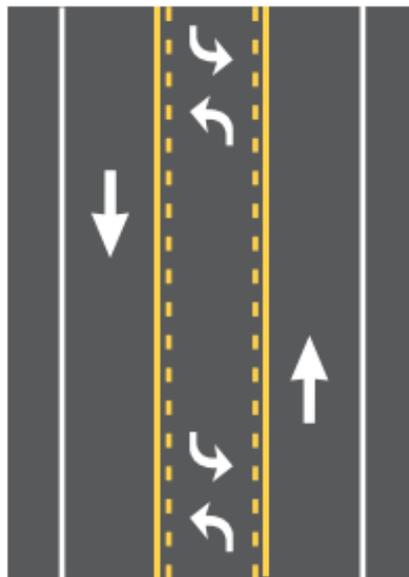
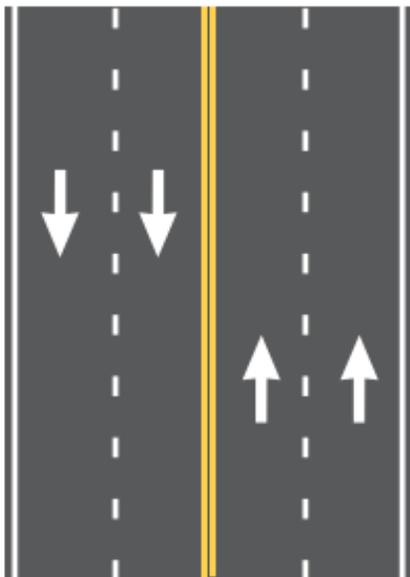


Figure 5 – Example 4 to 3 lane conversion concept examples



Before

After



Attachment 1 – Letter of Support from Fairlington United Methodist Church

Hillary Orr

From: Leslie Staples <lesliestaples1@comcast.net>
Sent: Monday, April 04, 2016 5:33 PM
To: Hillary Orr
Cc: Christian White
Subject: North Van Dorn Complete Streets project

Dear Hillary,

I am writing on behalf of the Board of Trustees of Fairlington United Methodist Church (FUMC) in strong support of Option 2 of the North Van Dorn Complete Streets project.

The intersection of North Van Dorn and Menokin Drive, as currently configured, has long been a safety concern to members and staff of FUMC, as well as to staff and parents associated with the Preschool housed in our church on weekdays. The cut through for cars from Menokin heading south on Van Dorn is especially dangerous since drivers tend to speed through it, and there is a crosswalk on Van Dorn just beyond the cut through. Often cars do not slow down at all as they approach the crosswalk. This is a heavily used crosswalk between FUMC's upper and lower parking lots and it is not a safe place to cross. Parents with young children are especially concerned about the safety of this crosswalk.

Another problem with this intersection is the placement of the stop signs. It seems counterintuitive to many drivers having stop signs on Menokin, and no stop sign at Van Dorn, even though cars on Van Dorn approaching Menokin must turn right or left. Many drivers on Menokin are expecting the Van Dorn cars to stop (assuming they have a stop sign), and often times the cars on Van Dorn do stop (because it seems like a stop sign should be there) as other cars speed by them turning left onto Menokin. I have witnessed many near-accidents at this intersection.

Although I am sure you are aware of the issues I describe, the FUMC Board of Trustees thought it was important to let you know about the safety issues many of us face daily at this intersection. In our opinion, Option 2 of the Van Dorn Complete Streets Project, if constructed, would address our concerns, as well as improve the streetscape. I would appreciate your sharing our input with the City of Alexandria Traffic and Parking Board.

Thank you for all of your hard work on this, and I look forward to working with you should this project move forward.

Sincerely,

Leslie Staples
Chairman
Board of Trustees
Fairlington United Methodist Church
3900 King Street
Alexandria, VA 22302

Attachment 2 - Letter of Support from Fairlington Preschool

Hillary Orr

From: Fairlington Preschool <preschool@fairlingtonumc.org>
Sent: Tuesday, April 05, 2016 10:27 AM
To: Hillary Orr
Subject: letter in support of proposed changes to Menokin and Van Dorn St.

Dear Hillary,

I am writing on behalf of the families and children who attend Fairlington Preschool. We are in strong support of Option 2 of the North Van Dorn Complete Streets project.

The intersection of North Van Dorn and Menokin Drive, as currently configured, has long been a safety concern to parents and teachers at Fairlington Preschool. The cut through for cars from Menokin heading south on Van Dorn is especially dangerous since drivers tend to speed through it, and there is a crosswalk on Van Dorn just beyond that turn. Many times, cars do not slow down at all as they approach the crosswalk. In the past year, there have been 5 near misses of cars nearly hitting parents and children as they cross the street, one was an Alexandria police car with no siren on! This is a heavily used crosswalk between FUMC's upper and auxiliary parking lots and it is not a safe place to cross. Because of the success and growth of the preschool, many parents and staff members do park across Van Dorn in the auxiliary lot.

Another problem with this intersection is the placement of the stop signs. It seems counterintuitive to many drivers having stop signs on Menokin, and no stop sign at Van Dorn, even though cars on Van Dorn approaching Menokin must turn right or left. Many drivers on Menokin are expecting the Van Dorn cars to stop (assuming they have a stop sign), and often times the cars on Van Dorn do stop (because it seems like a stop sign should be there) as other cars speed by them turning left onto Menokin. At 8 in the morning, it is nearly impossible to turn left from Menokin on to Van Dorn St. as cars will block the intersection.

Although I know you are aware of the issues described, I think it is important to let you know about the safety issues faced daily at this intersection by parents and their young children. In my opinion, Option 2 of the Van Dorn Complete Streets Project, if constructed, would address my concerns, as well as improve the streetscape. I appreciate you sharing my input with the City of Alexandria Traffic and Parking Board.

Many thanks for all of your work to keep the parents, staff and children of Fairlington Preschool safe.

Sincerely,

Carol

Carol Keller
Director
Fairlington Preschool
3900 King St.
Alexandria, VA 22302
703-671-3939

Play is the highest expression of human development in childhood, for it alone is the free expression of what is in the child's soul.(Froebel, 1897)

Attachment 3 – Letter of Support from Alexandria Bicycle and Pedestrian Advisory Committee



April 11, 2016

Mr. Yon Lambert, Director of Transportation and Environmental Services
City of Alexandria
301 King Street
Alexandria, VA 22314

Re: N. Van Dorn Street Complete Streets Project

The Alexandria Bicycle and Pedestrian Advisory Committee (BPAC) is pleased to express its support for the proposed plan as presented at the March 15, 2016 public meeting, subject to potential changes to the plan to ensure safety of cyclists approaching the N. Van Dorn Street and Menokin Drive intersection northbound, as discussed at that meeting.

BPAC would like to call attention to two aspects of the proposed plan. First, the proposed plan balances the needs of all users, consistent with the Complete Streets policy. Lower vehicle speeds, shorter crossing distances and pedestrian refuge islands will greatly improve safety for people walking. Separate space from vehicles greatly improves safety for both people who walk and people who bike. The center turn lane that separates turning vehicles from through traffic and the proposed traffic signal at N. Van Dorn Street and Menokin Drive improves safety for people who drive. Second, the plan is consistent with the new Pedestrian and Bicycle Chapter of the Transportation Master Plan in that multiple slip ramps are eliminated and the one remaining slip ramp within the project area is improved. Eliminating slip ramps greatly improves safety for people walking and is consistent with the city's policy to improve or eliminate existing slip ramps where possible.

BPAC expresses its appreciation for the process that brought us to this point. The outreach to the community in the development of the proposed plan was well done and the plan has benefited from community input. This plan would not have been possible without the professional expertise and efforts of City Staff. They are to be congratulated for a job well done.

Thank you for giving members of the community the opportunity to participate in the process. We are excited about the improved safety and accessibility that this project will provide for all users, but particularly for people who walk and bike.

Sincerely,

Jim Durham
Chair, Alexandria Bicycle and Pedestrian Advisory Committee