

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
JANUARY 23, 2012**

**DOCKET ITEM:** 4

**ISSUE:** Consideration of a request to change the speed limit on northbound Quaker Lane between King Street and Shirlington Circle from 25 mph to 30 mph.

**APPLICANT:** Kevin Posey

**LOCATION:** 3500 block of North Quaker Lane

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**STAFF RECOMMENDATION:** Staff recommends changing the speed limit on:

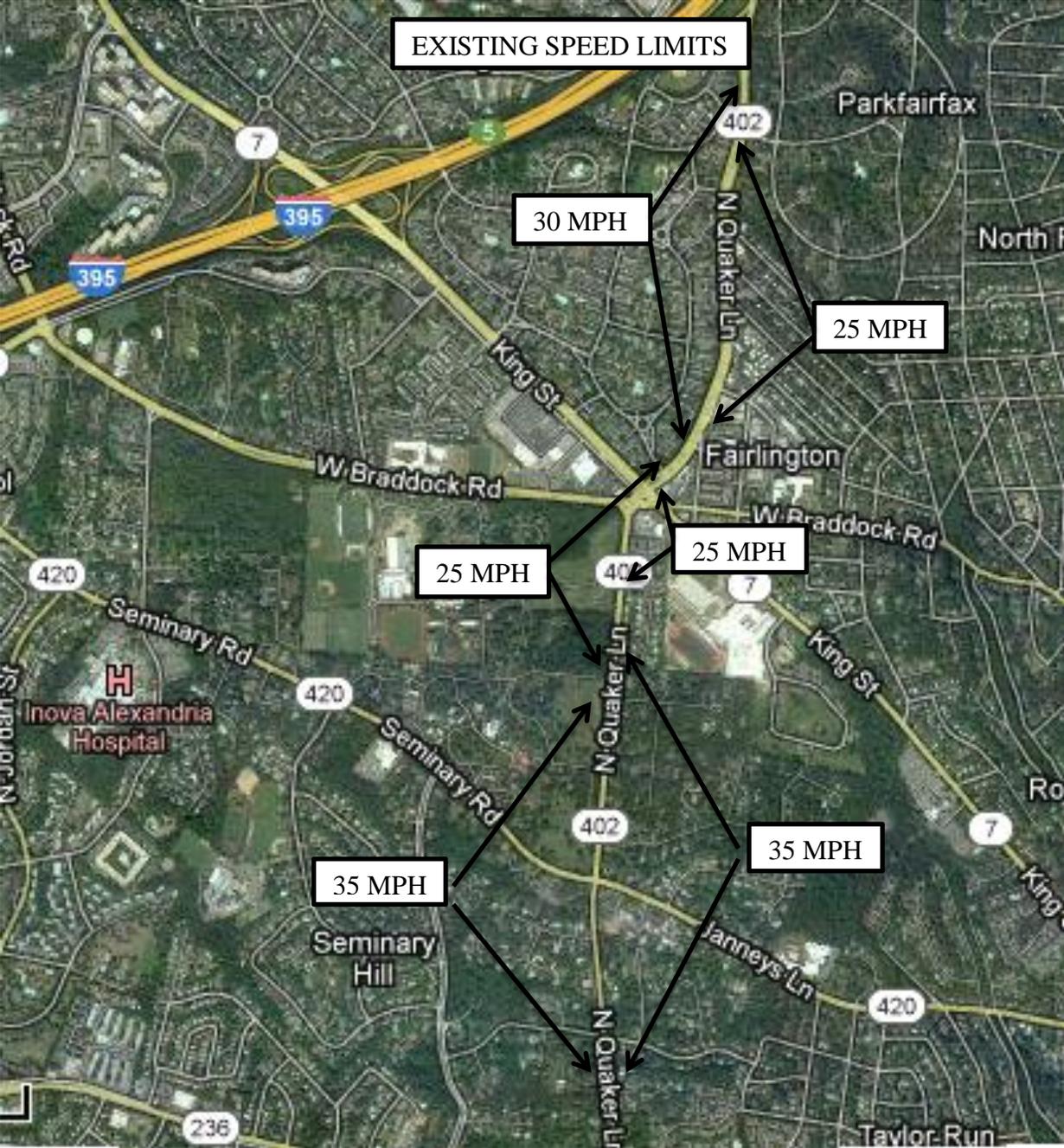
- 1) Northbound Quaker Lane between Braddock Road and Shirlington Circle from 25 mph to 30 mph;
- 2) Northbound Quaker Lane between Woods Avenue and Braddock Road from 25 mph to 35 mph;
- 3) Southbound Quaker Lane between 36<sup>th</sup> Street and Braddock Road from 25 mph to 30 mph; and,
- 4) Southbound Quaker Lane between Braddock Road and the Episcopal High School Service Road from 25 mph to 35 mph.

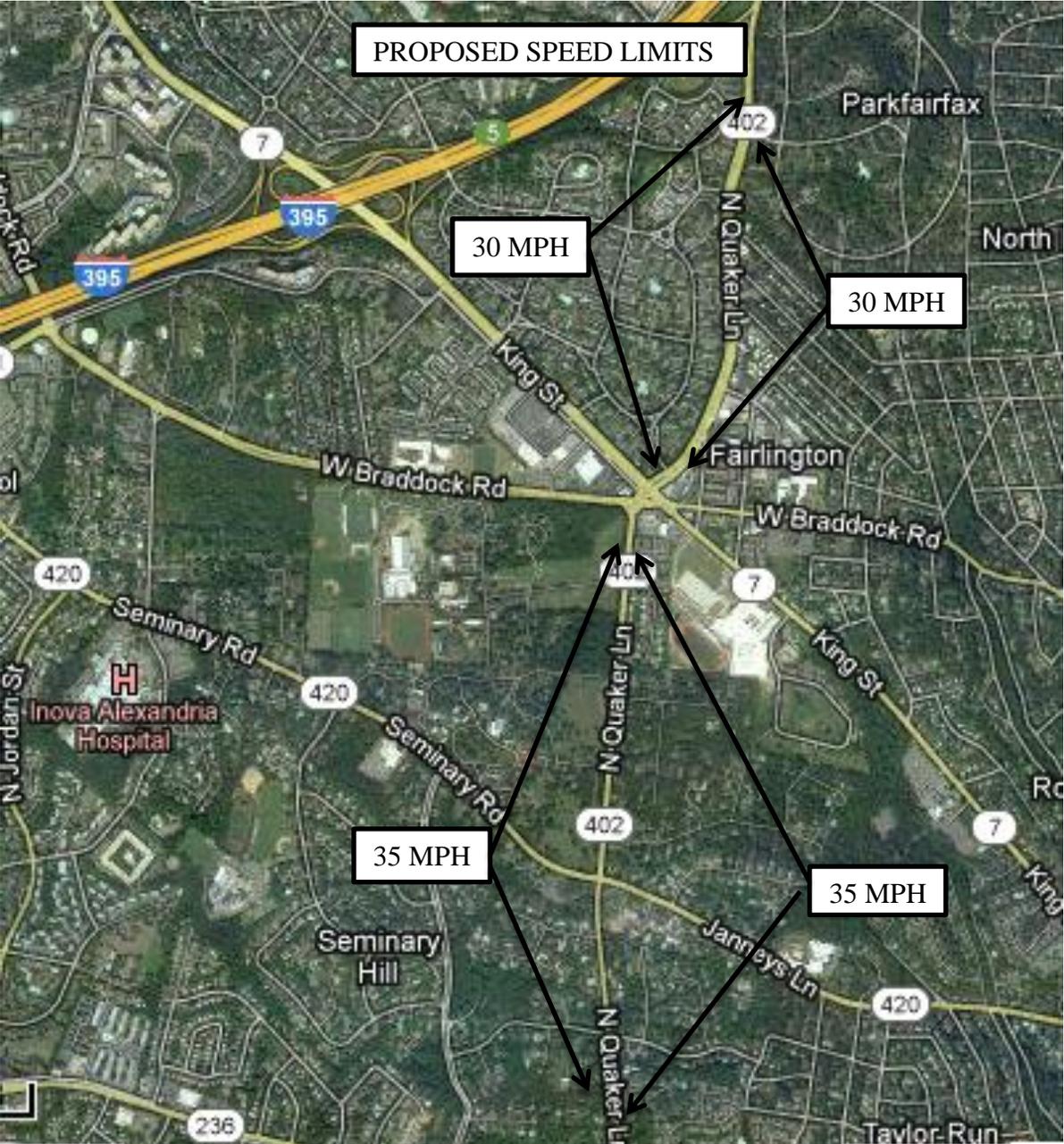
**DISCUSSION:** Quaker Lane falls within the jurisdiction of both Alexandria and Arlington County. Within Alexandria (NB Quaker Lane), the posted speed limit is 25 mile per hour (mph). Within Arlington County (SB Quaker Lane), the posted speed limit is 30 mph. There has been a concern that the different speed limits may cause confusion among drivers and is a potential safety issue.

Speed limits are established using the 85<sup>th</sup> percentile speed and the 10 mph pace speed. The 85<sup>th</sup> percentile speed is the speed below which 85 percent of the traffic travels. The 10 mph pace is the 10 mph speed range containing the largest percentage of vehicles. Speed variations greater than 10 mph decrease safety because motorists and pedestrians have difficulty judging the speed of vehicles. Speed limits set at the 85<sup>th</sup> percentile speed usually minimize variation in speeds. At a minimum, two-thirds of the vehicles should be traveling within the 10 mph pace speed. The City measured traffic speeds along Quaker Lane in October 2011. Data was collected between Oakcrest Drive and Dogwood Drive. The 85<sup>th</sup> percentile speed was 37 mph for northbound traffic and 39 mph for southbound traffic. The percentage of traffic within the 10 mph pace speed was 78 percent for northbound traffic and 80 percent for southbound traffic.

Staff evaluated three options: 1) Increase the speed limit to 30 mph in Alexandria, consistent with Arlington; 2) Leave the speed limit in Alexandria at 25 mph; and, 3) Leave the speed limit in Alexandria at 25 mph, but install additional speed limit signs. Staff is recommending increasing the speed to 30 mph north of Braddock Road and increasing the speed to 35 mph

south of Braddock Road. This recommendation is being made to reduce confusion resulting from multiple speed limits in a short section of roadway. The problem with only changing the speed limit to 30 mph for northbound traffic, as requested, is that there will be several sections of 25 mph roadway remaining. Quaker Lane would have three different speed limits. Northbound would be 35 mph to the south and then drop to 25 mph at Woods Avenue only to increase to 30 mph 800 feet away. Southbound Quaker Lane would be 30 mph in Arlington, dropping to 25 mph at 36<sup>th</sup> Street only to increase to 35 mph 700 feet away.





**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
JANUARY 23, 2012**

**DOCKET ITEM:** 5

**ISSUE:** Consideration of a request to approve the color scheme and insignia for the GoGreen Cab Company.

**APPLICANT:** Mujahid Ahmad

**LOCATION:** 4917 Brenman Park Drive, Alexandria, Virginia

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**STAFF RECOMMENDATION:** Staff recommends approval of the request

**DISCUSSION:** GoGreen cab was approved to start operations on January 1, 2009 with the understanding that no new authorizations would be granted. All vehicle authorizations had to be acquired through transfers of taxicab owner-operators. GoGreen was required to have 20 affiliated authorizations by January 1, 2009 and 40 by January 1, 2010. The company was never able to attract driver transfers so in December 2010 the City manager approved 20 new hybrid only authorizations. GoGreen is in the process of setting up a business office at 4917 Brenman Park Drive. Section 9-12-28 of the city code requires that all taxi companies have an approved color scheme and insignia to differentiate their vehicles from the appearance of ordinary vehicles. GoGreen is proposing that its taxicabs be painted white with the insignia below:

**GoGreen Cab**

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**DOCKET ITEM:** 6

**ISSUE:** Consideration of a request to replace the YIELD signs on Ramsey Street at East Luray Avenue with ALL-WAY STOP signs.

**APPLICANT:** Wendy Moniz

**LOCATION:** The intersection of East Luray Avenue and Ramsey Street

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**STAFF RECOMMENDATION:** Staff recommends replacing the YIELD signs on Ramsey Street with STOP signs.

**DISCUSSION:** Ms. Wendy Moniz of 216 East Luray Avenue submitted this request. This intersection has YIELD signs controlling traffic on Ramsey Street and no controls for traffic on East Luray Avenue. The residents are concerned about the safety on East Luray Avenue because of the speed of traffic. Staff performed a study and found that ALL-WAY STOP signs are not warranted. Over the past five years there was only one reported accident at this intersection. This accident was the result of a motorist on Ramsey Street failing to yield to traffic on East Luray Avenue. Replacing the YIELD signs with STOP signs may have helped prevent this accident.



**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
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**DOCKET ITEM:** 7

**ISSUE:** Consideration of a request to replace the loading zone at 815 King Street with metered parking.

**APPLICANT:** Director of T&ES

**LOCATION:** 815 King Street

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**STAFF RECOMMENDATION:** Staff recommends replacing the loading zone at 815 King Street with metered parking

**DISCUSSION:** The loading zone in front of 815 King Street was approved by the Traffic and Parking Board at the April 25, 2005 meeting. Mr. Roger Fons, Managing Partner of the Old Town Theater, requested the loading zone to facilitate tour buses and others dropping patrons off at the theater. The Old Town Theater recently closed and staff believes the loading zone is no longer needed. When the loading zone was approved the Traffic and Parking Board expressed concern because there were already two other loading zones in close proximity - one around the corner on Alfred Street and one directly across the street on King Street. To maximize parking staff is recommending that the loading zone at 815 King Street be removed.



Loading Zone

Remove Loading Zone

Loading Zone

**TRAFFIC AND PARKING BOARD PUBLIC HEARING**

**JANUARY 23, 2012**

**DOCKET ITEM:** 8

**ISSUE:** Appeal of a three day suspension of public driver's permit (#842) issued to Mr. Randolph Stephens for violation of City Code Section 9-12-131 (A) *Expired meter seal.*

**APPLICANT:** Mr. Randolph Stephens

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**STAFF RECOMMENDATION:** The Board uphold the three day suspension.

**DISCUSSION:** This issue was continued from the November 28, 2011 Traffic and Parking Board meeting. The Hack Office records document that Mr. Stephens has been late getting his cab meter inspected each year over the past four years. In 2008 Mr. Stephens meter was due for inspection by August 28, 2008 and did not pass until September 25, 2008. In 2009 Mr. Stephens meter was due for inspection by August 27, 2009 and did not pass until October 1, 2009. In 2010 Mr. Stephens meter was due for inspection by August 26, 2010 but did not pass until September 9, 2010. In 2011 Mr. Stephens meter was due for inspection by August 25, 2011 and did not pass until September 29, 2011. The meter course is conducted every Thursday starting at 8:00 A.M.

Mr. Stephens has been suspended in the past for the same violation.