

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
FEBRUARY 25, 2008**

DOCKET ITEM: 4

ISSUE: Consideration of a request to remove parking on both sides of the alley on the east side of the 400 block of North Pitt Street.

APPLICANT: Bulfinch Square Owners Association

LOCATION: 400 block North Pitt Street

STAFF RECOMMENDATION: Staff recommends that NO PARKING BETWEEN SIGNS signs be posted 20 feet back on both sides of the alley

DISCUSSION: The Bulfinch Square Owners Association Board of Directors, representing 31 town homes is requesting that the City restrict parking on both sides of the alley on the east side of 400 block of North Pitt Street. Their parking lot exits into this alley so everyone exiting the parking lot must use this alley. The Association states that exiting from the alley is difficult and dangerous because parked vehicles block the visibility of traffic on North Pitt Street. The Old Town Civic Association was notified of this proposal and has not responded. There is a fire hydrant to the south of the alley so the net parking loss will only be one space.

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
FEBRUARY 25, 2008**

DOCKET ITEM: 5

ISSUE: Consideration of a traffic calming request to construct a roundabout at the intersection of East Glebe Road, Montrose Avenue and Ashby Street.

APPLICANT: The residents on East Glebe Road between Route 1 and Commonwealth Avenue.

LOCATION: Intersection of East Glebe Road, Montrose Avenue and Ashby Street.

STAFF RECOMMENDATION: Staff recommends approval of this request.

DISCUSSION: The Traffic and Parking Board voted to include East Glebe Road between Route 1 and Commonwealth Avenue in the list of traffic calming projects to be funded. East Glebe Road is classified as a Primary Collector on the City's Roadway Classification Map. The posted speed limit is 25 MPH and East Glebe Road had an 85 percentile speed of 32 MPH, therefore, the project qualified for the traffic calming program. Additional volume data will be presented at the meeting.

City staff, in coordination with residents of East Glebe and in consultation with area residents and neighboring Civic Associations including Mount Jefferson Park, Lynhaven and Del Ray, developed a concept that was presented at a series of working group and community meetings over the spring and fall of 2007. The goal of the project is to reduce vehicle speed, improve pedestrian safety and access from the side streets and improve the skewed geometry of the intersection of East Glebe Road, Montrose Avenue and Ashby Street. The proposal below reflects the refined plan after taking into account many considerations including, parking, pedestrian safety/crossing, emergency and large vehicle traffic, utilities, drainage, and intersection geometry. The Fire Department has reviewed the concept and we will continue to update them as we move into detailed engineering.

The proposal will create a roundabout and pedestrian crossing at the intersection.

Petitions were circulated to 43 addresses including the condominium association and 31 residences voted in favor of the project (72%) with 12 addresses not signing the petition (28%).

If approved, this project can be engineered in the winter/spring and construction will not begin until the Monroe Avenue Bridge is open and the East Glebe Road detour is removed.

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
FEBRUARY 25, 2008**

DOCKET ITEM: 6

ISSUE: Consideration of a request to install a pedestrian activated signal at the intersection of North Van Dorn Street and Maris Avenue.

APPLICANT: City of Alexandria and Parkside Board

LOCATION: The intersection of North Van Dorn Street and Maris Avenue

STAFF RECOMMENDATION: That the Board recommend to the City Council that this signal be approved.

DISCUSSION: Pedestrians are having difficulties crossing Van Dorn Street at Maris Avenue to access the bus stop. North Van Dorn Street is a four-lane arterial roadway with a posted speed limit of 35 mph and an ADT of 32,000 vehicles.

Pedestrians wishing to cross North Van Dorn Street to access or depart southbound DASH and WMATA buses must traverse four travel lanes (two in each direction, approximately 46 feet) using an uncontrolled crosswalk with no median refuge. In addition, traffic traveling northbound on North Van Dorn Street is reaching the crest of a rise that creates sight distance problems. The intersection is illuminated by only one overheard streetlight on the southwest corner.

Since 1 January 2008, Parkside Board has indicated to the City that it estimates at least 2-4 riders per trip using both DASH and WMATA transit stops during rush hours (headways in this area are approximately 10 minutes during rush hour with service provided by both DASH and WMATA). Parkside Board members indicated that many riders are using nearby stops at Seminary Towers (approximately ½ mile north) because they feel unsafe on North Van Dorn. In addition, Parkside Board members have also noted increased bus ridership from the nearby Overlook complex (180 units). A rough estimate of transit mode share at 20% (lower than the City average) would equate to an additional 35-45 transit riders accessing southbound bus stops on North Van Dorn Street.

The pedestrian activated signal proposed is currently an experimental device that is expected to be included in the 2008-09 MUTCD. The beacon, also known as a "HAWK" signal, looks and operates similar to an emergency beacon. The beacon is pedestrian activated and the pedestrian movements are controlled by pedestrian signal heads. Vehicular traffic on the major street (in this case, North Van Dorn Street) would be controlled by three-section signal displays – a CIRCULAR YELLOW signal lens centered below two horizontally aligned CIRCULAR RED signal lenses. (See Figure 1.) The pedestrian signal heads will display a steady upraised hand

(symbolizing DON'T WALK) signal indication and the vehicular signal heads would be dark between pedestrian activations.

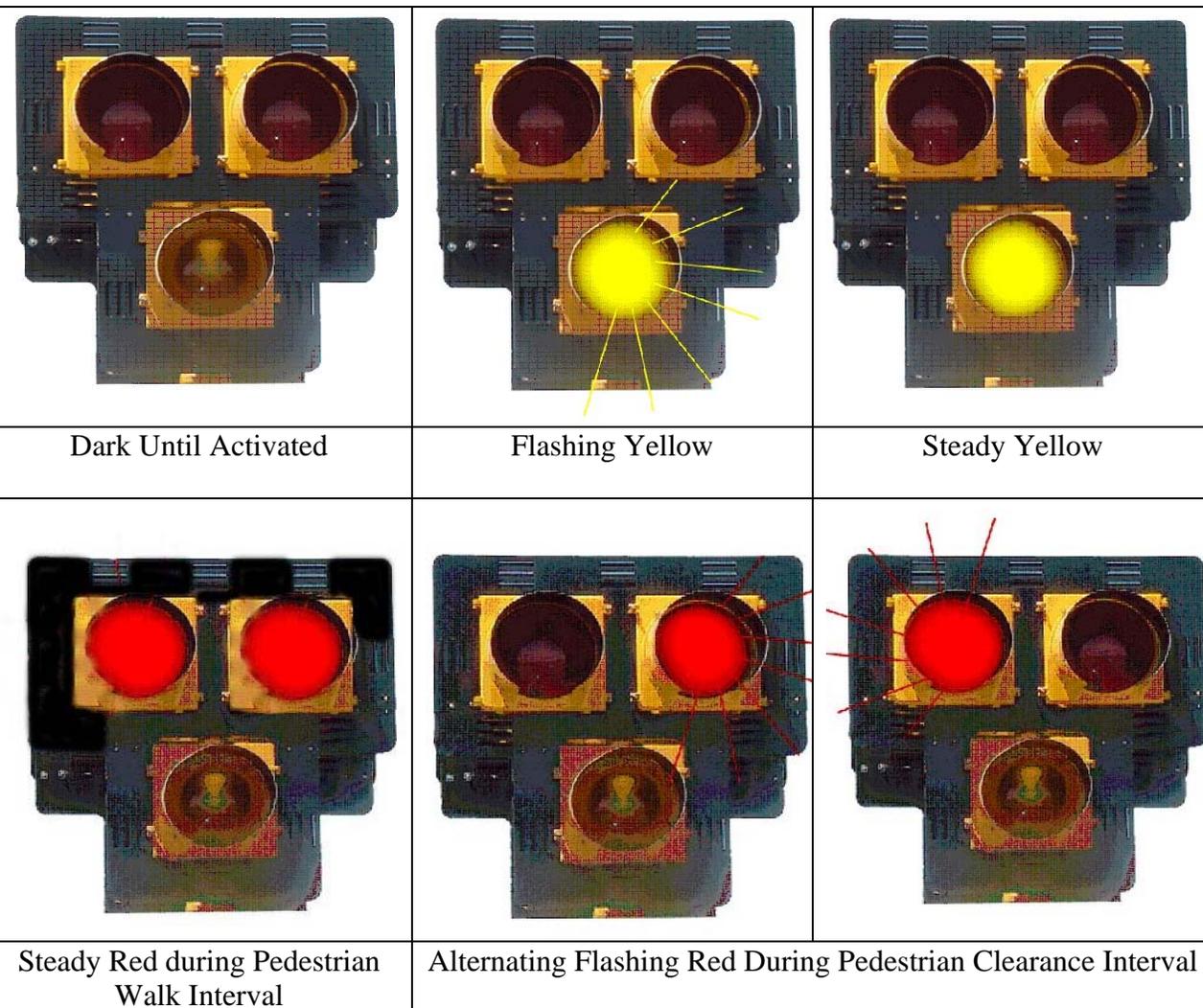


FIGURE 1

The proposed pedestrian beacon provides an alternative treatment for locations where traffic signal installation based on pedestrian warrant is not justified but treatments including typical markings, signs and/or a warning beacon are considered insufficient.¹ The City also filed a Request for Permission to Experiment with the Pedestrian Beacon Signal to the Federal Highway Administration.

¹ Signals Technical Committee. "Proposed new Chapter 4M Traffic Control Beacons for Pedestrians." June 29, 2006. Recommendation approved by the National Committee Council on January 19, 2007.

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
FEBRUARY 25, 2008**

DOCKET ITEM: 7

ISSUE: Consideration of a request, on the north side of the unit block of King Street, to: 1) create parking for the King Street Trolley; 2) remove the existing two-hour parking and tour bus loading zone that are presently at this location; and, 3) relocate the existing handicapped parking space at this location to Union Street.

APPLICANT: City of Alexandria

LOCATION: Unit block King Street

STAFF RECOMMENDATION: Staff recommends approval of the request

DISCUSSION: In December, 2006, the Mayor asked the Chamber of Commerce to convene a large group of business, governmental, non-profit, and civic stakeholders in order to take advantage of the opportunity, as well as prepare for the challenge, presented by the new National Harbor development, across the Potomac in Maryland. National Harbor is a 300 acre, mixed use development that will include five hotels, as well as the Gaylord National Resort and Convention Center, the largest such non-gaming convention center on the east Coast of the United States. The 3,000 hotel rooms at National Harbor, along with eventually up to one million square feet of retail and restaurant space, condos, and the Gaylord convention center, are anticipated to generate thousands of new visitors to Alexandria annually.

In order for the City to provide a convenient means of bringing people from National Harbor to Alexandria, the City has been working with the private sector to provide two 99 passenger vessels, which can provide water taxi service from National Harbor to Alexandria. This service is slated to begin in April, 2008, with half hourly service from 10 AM to 10 PM from April until December. In order to provide a means by which users of the water taxi and circulate throughout all of Old Town, it was decided that the City would provide a rubber-tired trolley replica which would travel from the Waterfront to the King Street Metro station. This expenditure was approved by City Council at its meeting of September 11, 2007. The basic concept of the trolley is that it provide frequent, clean and free travel along King Street. To this end the trolley will operate at least every 15 minutes from 10 A.M. to 10 P.M. seven days a week, and will be free.

In order that trolley operations can be efficiently provided, it is necessary for the trolleys to have a layover spot somewhere along the route. These locations permit trolleys to maintain their schedules, by giving them some time to wait between trips. Due to the amount of

congestion on King Street, such a location is essential. Since one of the major tasks of the trolley is to bring water taxi patrons to locations along King Street, the trolley requires a safe, high visibility location to serve as the waterfront terminus of the trolley. The routing of the trolley is to travel east on King Street, turn left on Union Street, turn left onto Strand Street and turn left onto northbound King Street. The location which appears to provide the best location for a layover function is on the north side of King Street, in the unit block, between Strand Street and South Union Street. This location will require the relocation of a parking space for disabled persons to the location of a general purpose parking space on North Union Street. Two other two-hour parking spaces will be transferred from general purpose use to trolley layover use, and the existing tour bus loading space will need to be removed. This location is slated to have a number of amenities for trolley patrons.

