

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MARCH 24, 2008**

**DOCKET ITEM:** 4

**ISSUE:** Consideration of a request to extend the existing NO PARKING BETWEEN SIGNS restrictions fifteen (15) feet outward on both sides of the alley in the 400 block of North Pitt Street on the east side of the Street.

**APPLICANT:** Bulfinch Square Owners Association

**LOCATION:** 400 block North Pitt Street

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**STAFF RECOMMENDATION:** Staff recommends that the “NO PARKING BETWEEN SIGNS” signs be moved 15 feet out on both sides of the alley

**DISCUSSION:** The Bulfinch Square Owners Association Board of Directors, representing 31 town homes, is requesting that the City extend the existing NO PARKING BETWEEN SIGNS restrictions out 15 feet 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.

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MARCH 24, 2008**

**DOCKET ITEM:** 5

**ISSUE:** Consideration of a request to install a pedestrian-actuated hybrid signal traffic 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

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

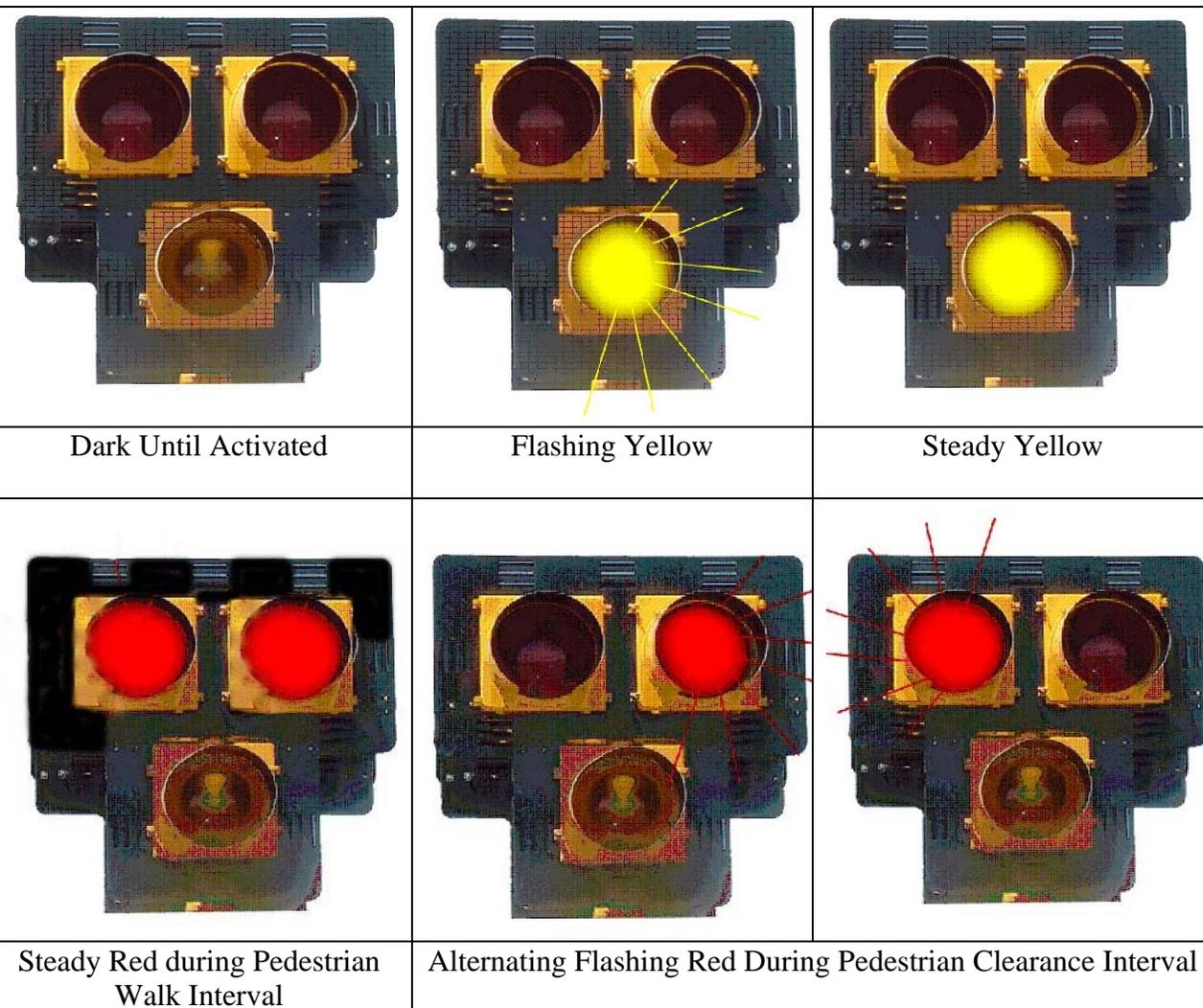
**DISCUSSION:** Pedestrians are having difficulties crossing Van Dorn Street at Maris Avenue to access the bus stop. North Van Dorn Street is a four-lane arterial roadway with a posted speed limit of 35 mph and an ADT of 32,000 vehicles.

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 on northbound North Van Dorn Street is reaching the crest of a rise that creates sight distance problems. The intersection is illuminated by only one overhead streetlight on the southwest corner.

Since January 1, 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 Street. 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 hybrid signal proposed is currently an experimental device that is expected to be included in the 2008-09 MUTCD. The signal, also known as a "HAWK" signal, looks and operates similar to an emergency beacon. The signal 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 hybrid signal 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.<sup>1</sup> The City also filed a Request for Permission to Experiment with the Pedestrian Hybrid Signal to the Federal Highway Administration.

<sup>1</sup> 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  
MARCH 24, 2008**

**DOCKET ITEM:** 6

**ISSUE:** Consideration of a request to remove parking around the curve radius on the southwest corner of the intersection of Diagonal Road and Reinekers Lane.

**APPLICANT:** The Transportation and Environmental Services Department

**LOCATION:** The intersection of Diagonal Road and Reinekers Lane

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

**DISCUSSION:** Diagonal Road has two-hour metered parking along the eastern curb face up until the intersection of Reinekers Lane. Starting at the inside curve radius of this intersection there are no posted parking restrictions until Reinekers Lane. The outside of the curve is posted NO PARKING. Many motorists are parking along the inside of this curve creating a dangerous situation. The parked vehicles block the visibility and access of pedestrians using the crosswalk at this location. On many occasions, parked vehicles block pedestrian access to the crosswalk. The width of the pavement along the curve is 29 feet.