

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
JULY 25, 2011**

DOCKET ITEM: 4

ISSUE: Consideration of a request to remove the existing NO PARKING 7:00 A.M. TO 4:00 P.M. MONDAY THROUGH FRIDAY restrictions in front of 3041 Colvin Street

APPLICANT: Godwin Okafor, Director of Vocational, Department of Community and Health Service.

LOCATION: 3041 Colvin Street

STAFF RECOMMENDATION: Staff recommends removing the NO PARKING SIGN to the left of the westmost curb cut at 3041 Colvin Street adding two parking spaces.

DISCUSSION: There are three existing NO PARKING 7:00 A.M TO 4:00 P.M. MONDAY THROUGH FRIDAY signs on the north side of Colvin Street in front of 3041. Mr. Okafor states that these signs are no longer needed because the business that requested them has moved away. Mr. Okafor would like for the signs to be removed and parking allowed. Over the last ten years demand for parking on Colvin Street has increased because of the new businesses which have located on this street. Off street parking for the Department of Community and Health Service's is very limited and cannot accommodate all of their needs so many of their employees must utilize the street parking. Staff investigated this request and found the signs were installed over ten years ago. Staff is recommending that only the restrictions to the left of the westmost driveway entrance be removed. The other two locations being requested are in between curb cuts and there is insufficient space to allow parking between the driveway aprons.

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DOCKET ITEM: 5

ISSUE: Consideration of a request to install “NO PARKING BETWEEN SIGN” restrictions west of the parking garage at 6300 Stevenson Avenue.

APPLICANT: LaTonja Faggins, Property Manager/Sentinel of Landmark Condominiums.

LOCATION: 6300 Stevenson Avenue

STAFF RECOMMENDATION: Staff recommends approval of the request.

DISCUSSION: Ms. Faggins states that many unit owners are concerned about the safety of exiting the garage because of the restricted visibility of traffic on Stevenson Avenue. This is especially problematic when large vehicles, such as trucks, park close to the garage entrance. Further complicating this matter is the fact that the garage exit is located on a long stretch of downhill roadway and therefore vehicles travel faster than normal. Stevenson Avenue is classified as a primary collector on the City’s roadway classification map and carries an average daily traffic of 14,000 vehicles per day. The road serves as primary road for residents in Alexandria and Fairfax country. Even though over the past five years there have been no accidents reported. Field observation indicate that there a safety issues with the current parking arrangement.

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DOCKET ITEM: 6

ISSUE: Consideration of a request to remove two parking spaces and install a Bus Stop on the west side of the 300 block Dulany Street south of Duke Street.

APPLICANT: City Of Alexandria

LOCATION: 300 Block Dulany Street.

STAFF RECOMMENDATION: Staff recommends approval of the request.

DISCUSSION: The Washington Metropolitan Area Transit Authority has received numerous complaints from persons with disabilities and others in regards to an inaccessible bus stop located on the 300 block of southbound Dulany Street, just south of Duke Street, adjacent to 2000 Duke Street. In order to board WMATA REX buses or DASH buses from the existing southbound bus stops, persons using mobility aides such as wheelchairs must utilize the tunnel under Duke Street and trek to the King Street Metro. Also, the existing WMATA REX bus stop and DASH bus stop (approximately 45 feet away from each other) are seen as dangerous as persons wanting to catch a WMATA REX bus must walk through parked cars and persons wanting to catch a DASH bus must walk into the travel lane. It is estimated that four to five individuals with mobility disabilities who work near the 300 block of Dulany Street within the Carlyle development utilize the WMATA REX buses daily. Moreover, these individuals must travel over .30 of a mile to the King Street Metro to board a REX bus instead of catching one closer to their place of employment.

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

ISSUE: Consideration of a request to prohibit left turn movements on North and South Washington Street during high occupancy vehicle hours as follows:

a). Southbound left turn prohibitions from 7:00 AM to 9:00 AM at the following intersections:

1. North Washington Street & Pendleton Street
2. North Washington Street & Oronoco Street
3. North Washington Street & Princess Street
4. North Washington Street & Queen Street
5. North Washington Street & Cameron Street
6. South Washington Street & Duke Street
7. South Washington Street & Wolfe Street

b). Northbound left turn prohibitions from 4:00 PM to 6:00 PM at the following intersections:

1. North Washington Street & Pendleton Street
2. North Washington Street & Oronoco Street
3. North Washington Street & Princess Street
4. North Washington Street & Cameron Street
5. South Washington Street & Duke Street
6. South Washington Street & Wolfe Street

APPLICANT: City of Alexandria

LOCATION: Washington Street between Pendleton Street to Wythe Street

STAFF RECOMMENDATION: Staff recommends approval of the request.

DISCUSSION: As a result of safety issues on Washington Street brought to the attention of City staff by Alexandria residents, Transportation staff conducted an accident/safety analysis along a 19-block stretch of Washington Street from Green Street to First Street. The study analyzed accident data for a three year period from 2008 to 2010. Specific emphasis during the analysis was placed on left turn failure to yield accidents during high occupancy vehicle (HOV) hours. Accident rates along the Washington Street corridor are significantly higher than similar intersections along the Duke Street and Route 1 corridors. Left turn failure to yield accidents during HOV hours are a significant cause of the elevated accident rate along the Washington

Street corridor when compared to the Duke Street and Route 1 corridors. The attached report discusses the primary causes of the left turn failure to yield accidents during HOV hours along the Washington Street corridor and explores several alternatives to mitigate the elevated accident rates at these intersections.

The study concludes that left turn prohibitions, as proposed in this docket item, would be the most effective method of reducing the left turn failure to yield accidents along the Washington Street corridor during HOV hours. While left turn prohibitions will significantly reduce the left turn failure to yield accident rates during HOV hours, it is important to acknowledge that implementation of the left turn restrictions will change the traffic patterns along both Washington Street and adjacent parallel streets. With the left turn restrictions in place, the drivers will either have to turn at the far northern end of the corridor at locations with dedicated turn lanes (First, Madison, Powhatan, or Wythe) or at the southern end of the corridor where queuing is typically less severe and no turn restrictions are proposed (Wilkes, Jefferson, or Green). Alternately, drivers may go one block past the turn prohibition and make a series of three right hand turns, and then cross Washington Street. Approximately 280 drivers currently making left turns during the AM peak and approximately 270 drivers currently making left turns during the PM peak would be affected by the left turn prohibitions. Overall, Transportation staff believes the safety benefits of the proposed left turn prohibitions far outweigh the drawbacks listed above.

In addition to the proposed left turn prohibitions, Transportation staff will be upgrading the intersection of North Washington Street and Wythe Street to provide protected left turn movements during HOV hours. The intersection has dedicated turn lanes, and protected left turn movements can be provided by modifying the existing traffic signal heads and modifying the traffic signal timing at the intersection. This change will allow safer movement of left turning vehicles during HOV hours and will reduce the left turn failure to yield accident rate at this intersection.