

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY OCTOBER 27, 2014, 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 September 22, 2014, Traffic and Parking Board meeting minutes.
3. **STAFF REPORTS AND UPDATES**

- Update on Biennial Review
- 329 N. Washington St, La Bergerie, SUP Loading Zone

**PUBLIC HEARING:**

4. **ISSUE:** Consideration of an appeal to the approval of a request for a curb-cut at 412 Hume Avenue
5. **ISSUE:** Consideration of a request to change parking regulations and speed limit on Stevenson Avenue
6. **ISSUE:** Consideration of relocating a loading zone located mid-block on the north side of the 700 block of Wilkes Street
7. **ISSUE:** Consideration of a request to replace the “No Parking, Bus Layover” restriction on the west side of 600 North Royal Street with a “2 hour Parking 9-a.m. to 5-p.m., Monday through Friday,” restriction
8. **ISSUE:** Consideration of a procedure to allow the Director of Transportation and Environmental Services to make changes to current parking configurations within 100 feet of a bus or other transit stop in order to comply with the requirements of the ADA without docketing each individual change for approval by the Traffic and Parking Board

**NEXT TRAFFIC & PARKING BOARD PUBLIC HEARING NOVEMBER 24, 2014**

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY SEPTEMBER 22, 2014, 7:30 P.M.  
301 KING STREET, 2nd FLOOR  
COUNCIL CHAMBERS**

**MINUTES**

**BOARD MEMBERS PRESENT:** Chair, Jay Johnson, Vice Chair, William Schuyler, James Lewis, Kevin Beekman, Mary White, and Elizabeth Jones

**BOARD MEMBERS ABSENT:** None were absent

**STAFF MEMBERS PRESENT:** Bob Garbacz, Division Chief, Traffic, Ravi Raut, Traffic Studies Engineer, and Chris Dowling, Traffic Engineer.

1. Announcement of deferrals and withdrawals: There were no deferrals or withdrawals.
2. Approval of the July 28, 2014, Traffic and Parking Board meeting minutes: Mr. Lewis made a motion, seconded by Ms. Jones, to approve the minutes from the July 28, 2014, Traffic and Parking Board meeting. The motion carried unanimously.
3. **STAFF REPORTS AND UPDATES:** Bob Garbacz updated the board on the Taxicab review process.

**PUBLIC HEARING:**

4. **ISSUE:** Consideration of a request to install a “3 Hour, 8 a.m.–5p.m., Monday – Friday, with the exception of District 4 Permit Holders,” restriction on the west side of the 400 block of South Henry Street where parking is currently unrestricted

**PUBLIC TESTIMONY:** Steve Neal and Janie Smith spoke in favor of the request.

**DISCUSSION:** Bob Garbacz presented the item to the Board.

**BOARD ACTION:** Mr. Lewis made a motion, seconded by Mr. Schuyler, to approve staff’s recommendation and install a “3 Hour, 8 a.m.–5p.m., Monday – Friday, with the exception of District 4 Permit Holders,” restriction on the west side of the 400 block of South Henry Street where parking is currently unrestricted. The vote carried unanimously.

5. **ISSUE:** Consideration of a request to replace a 33-foot loading zone with a 22-foot disability parking space in front of The Alexandria Shoe Repair and Orthopedic Service store on North Fayette Street

**PUBLIC TESTIMONY:** No one from the public spoke on this issue.

**DISCUSSION:** Bob Garbacz presented the item to the Board.

**BOARD ACTION:** Ms. White made a motion, seconded by Ms. Jones, to approve staff’s recommendation to replace a 33-foot loading zone with a 22-foot disability

parking space in front of The Alexandria Shoe Repair and Orthopedic Service store on North Fayette Street. The motion carried unanimously.

6. **ISSUE:** Consideration of a request to remove one parking space on the west side of Dewitt Avenue on the southwest corner of the intersection of Dewitt Avenue and E. Windsor Avenue in order to allow for sufficient room for a fire apparatus to complete a safe turn

**PUBLIC TESTIMONY:** No one from the public spoke on this issue.

**DISCUSSION:** Bob Garbacz presented this item to the Board.

**BOARD ACTION:** Mr. Beekman made a motion, seconded by Mr. Lewis, to approve staff's recommendation to remove one parking space on the west side of Dewitt Avenue on the southwest corner of the intersection of Dewitt Avenue and E. Windsor Avenue. The motion carried unanimously.

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
OCTOBER 27, 2014**

**DOCKET ITEM:** 4

**ISSUE:** Consideration of an appeal to the approval of a request for a curb-cut at 412 Hume Avenue

**APPLICANT:** Daysi Martinez

**LOCATION:** 412 Hume Avenue

**STAFF RECOMMENDATION:**

Staff recommends that the Board deny the appeal and uphold the Director's decision to approve the request to install the 9 foot curb-cut at 412 Hume Avenue.

**DISCUSSION:**

The Department of Planning and Zoning and the Department of Transportation and Environmental Services approved an application for a 9 foot curb-cut at 412 Hume Avenue. However, both adjacent neighbors at 410 and 414 Hume Avenue have objected to the installation of the curb-cut. Per city code section 5-2-14(d), no work may begin until after 15 days of the date of this notice, or until after a decision by the Traffic and Parking Board if an appeal is requested.

This parcel is within the Town of Potomac Historic District. Section 8-200(C)(5)(d) of the zoning ordinance states, "access to all parking shall be from an alley or interior court." Upon inspection of the property, it was noted that there is no alley that will allow parking at the rear. If a rear alley parking is not feasible, the homeowner can seek the remedy of applying for a curb cut through Transportation and Environmental Services. Section 7-1005 of the ordinance states that no more than 50 percent of the front yard can be paved. The applicant has submitted a proposal that will accommodate a standard size parking space and will meet the conditions set in section 7-1005 of the ordinance. See Figure 4c for the proposed curb-cut.

The City Arborist has no objection to the curb-cut, but would like the opportunity to transplant the cherry tree planted in 2013 prior to construction of the curb-cut.

Neighbors at 410 and 414 Hume Avenue object to the installation of the curb-cut. Both Ada Matterson of 410 Hume Avenue and Vivian McPherson of 414 Hume Avenue state that the installation of a curb-cut could have the following affects:

1. Air quality will suffer with a vehicle being parked so close to their respective homes.
2. Public on-street parking will be limited as one parking space would be eliminated.
3. The curb-cut would not look appealing to the neighborhood and may affect property value.
4. Insufficient space for pedestrian sidewalk.

Section 5-2-14, *Sidewalk crossovers and curb cuts generally*, of the City Code allows the applicant 15 days to appeal the City Manager's decision to the Traffic and Parking Board. In deciding the appeal the Board may affirm, modify, or overturn the Manager's decision only if the Board concludes that the Manager clearly erred in applying the following factors:

1. That the location and operation of the curb cut will not interfere unreasonable with vehicular and pedestrian traffic, the demand and necessity for parking spaces, and means of ingress and egress to and from adjacent properties.
2. That the health, welfare and safety of the public will not be impaired unreasonably by the curb cut.
3. That the curb cut is of adequate width under existing conditions and circumstances.
4. That the plans submitted comply with the standard specifications of the City for public work of like character, and that the design of the curb cut has been approved by the director of Transportation and Environmental Services as being in accord with City specifications; provided, however, that the City Manager may grant variances from these specifications when strict application of the specifications will prohibit or unreasonably restrict the use of property.
5. That the cost of construction, as estimated by the director of Transportation and Environmental Services, have been paid for by the applicant if the work on the curb cut is to be done by the City or a contractor employed by the City; however, if the applicant for a permit under this section elects to do the work himself or through his own contractor, he or his contractor shall comply with article E of chapter 2 of this title.

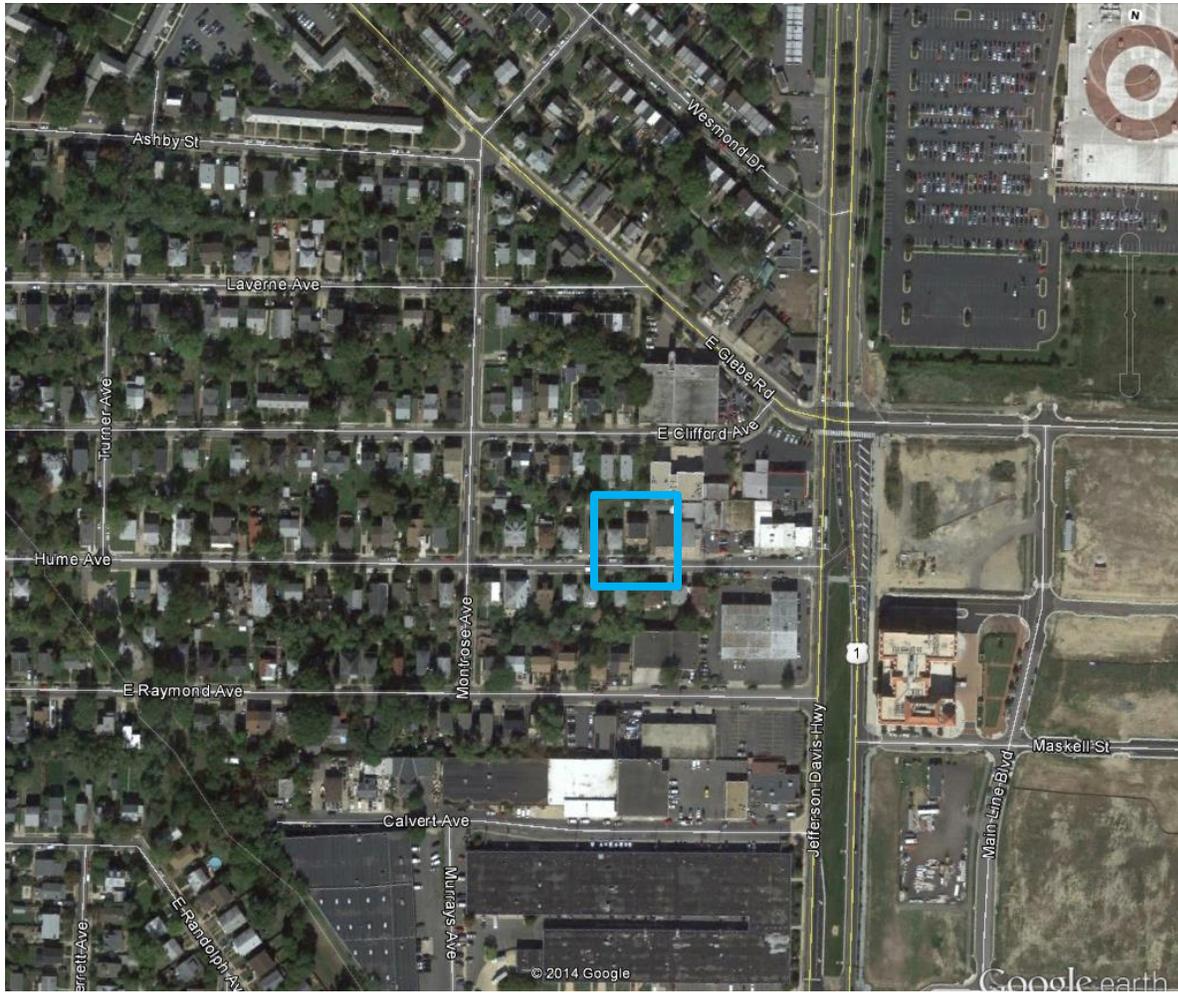
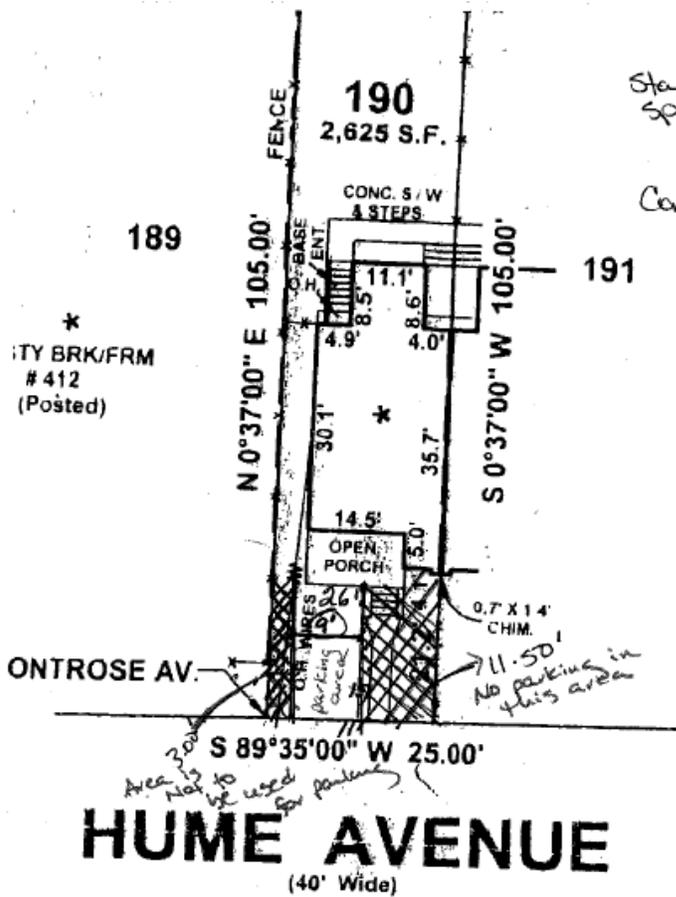


Figure 4a shows the location of 412 Hume Avenue



Figure 4b shows ground level view of the location of the proposed curb-cut



Option #3  
 Standard size parking space is  
 18.5' (L) x 9.00' (W)  
 Compact space is  
 8.00' (W) x 16.0' (L)

Option #3  
 will comply as  
 14.50 feet will not  
 be used for parking

This The measurements  
 I AM PROPOSING

Daisy MARTINEZ  
 7/7/14

RECEIVED

JUL 7 2014

Transportation & Eng. Services  
 Const. Mgmt. & Insp.

\* Plans are to scale 1" = 30 feet

Figure 4c shows the proposed plan approved by the Departments of P&Z and T&ES



**DEPARTMENT OF TRANSPORTATION  
AND ENVIRONMENTAL SERVICES**

P.O. Box 178 - City Hall  
Alexandria, Virginia 22313

703-746-4035 (office)

alexandriava.gov

703-838-6438 (fax)

October 7, 2014

Daysi Martinez  
412 Hume Avenue  
Alexandria, Virginia 22301

Dear Ms. Martinez:

As noted in the original approval letter sent August 15, 2014, your request for a curb cut at 412 Hume Avenue has been reviewed by staff and is approved. There is an objection by the adjacent property owners, and per city code section 5-2-14(d), no work may begin until after 15 days of the date of this notice, or until after a decision by the Traffic and Parking Board if an appeal is requested.

If the final decision is in your favor, we will reschedule the work, at your request. You would also have the option of hiring a contractor of your choosing to perform the work. Your contractor would be required to apply to our office for an excavation permit.

If you have any questions, please call our office at 703-746-4035.

Sincerely,

A handwritten signature in cursive script, appearing to read "M. Daly for".

---

Maurice Daly, P.E., Division Chief  
Infrastructure Right of Way Division  
Transportation & Environmental Services



## City of Alexandria, Virginia MEMORANDUM

DATE: JULY 07 2014

TO: SHANNA AUSTIN, SITE PLAN COORDINATOR  
DEPARTMENT OF TRANSPORTATION AND ENVIRONMENTAL  
SERVICES

THRU: PETER LEIBERG, ZONING MANAGER   
DEPARTMENT OF PLANNING AND ZONING

FROM: MARLO FORD, URBAN PLANNER, ZONING COMPLIANCE

SUBJECT: DRIVEWAY APRON REQUEST FOR 412 HUME AVENUE  
(REVISED)

---

The Department of Planning and Zoning has re-reviewed the request for a driveway apron at 412 Hume Avenue. This parcel sits within the Town of Potomac Historic District.

Section 8-200(C)(5)(d) of the zoning ordinance states, "access to all parking shall be from an alley or interior court." Upon inspection of the property, it was noted that there is no alley that will allow parking at the rear. If a rear alley parking is not feasible, the homeowner can seek the remedy of applying for a curb cut through Transportation and Environmental Services.

Section 7-1005 states that no more than 50% of the required front yard is paved.

The applicant has submitted a proposal that will accommodate a standard size parking space and will meet the conditions set in section 7-1005 of the ordinance.

---

Planning and Zoning recommends approval of the plan submitted only.

APPLICATION FOR NEW CURB CUT  
OR TO WIDEN EXISTING CURB CUT 4 FEET OR MORE

Curb Cut Street Name: Hume

Adjacent property owners have five (5) calendar days from receipt of this notification to express an objection to the proposed curb cut, either on this form or in writing, to the Director of Transportation & Environmental Services.

PROPERTY OWNERS ACKNOWLEDGEMENT

Objection: Yes  No   
Property Owner Name (Please Print): Ada Matterson Address: 410 Hume Ave

Mailing Address (if different from adjacent property where curb cut is requested): \_\_\_\_\_

Property Owner Signature: Ada Matterson Date: 2/27/14

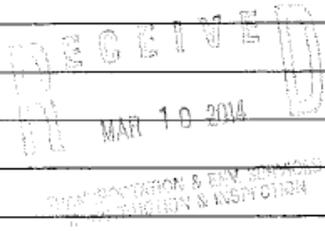
If objecting, give reason:  
- Too close my house for fume from vehicle  
- Limit current available street parking  
- would not look appealing and may affect/cause depreciation of my property

Objection: Yes  No   
Property Owner Name (Please Print): \_\_\_\_\_ Address: \_\_\_\_\_

Mailing Address (if different from adjacent property where curb cut is requested): \_\_\_\_\_

Property Owner Signature: \_\_\_\_\_ Date: \_\_\_\_\_

If objecting, give reason: \_\_\_\_\_



APPLICATION FOR NEW CURB CUT  
OR TO WIDEN EXISTING CURB CUT 4 FEET OR MORE

Curb Cut Street Name: Hume Ave

Adjacent property owners have five (5) calendar days from receipt of this notification to express an objection to the proposed curb cut, either on this form or in writing, to the Director of Transportation & Environmental Services.

PROPERTY OWNERS ACKNOWLEDGEMENT

Objection: Yes  No

Property Owner Name (Please Print): Vivian McPherson Address: 414 Hume Ave  
Alex. VA 22301

Mailing Address (if different from adjacent property where curb cut is requested): \_\_\_\_\_

Property Owner Signature: [Signature] Date: 28 Feb 2014

If objecting, give reason:

- ① Effect of air & environment from vehicle emissions if vehicle close to my house & other neighbors
- ② Effect curb appeal of property (e.g. future sale of house)
- ③ will limit <sup>curb cut</sup> available parking on street in front of house
- ④ insufficient sidewalk & water meter clearance
- ⑤ Has Designated Historic Structure

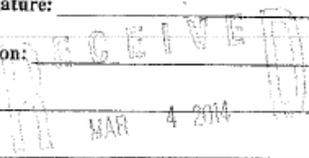
Objection: Yes  No

Property Owner Name (Please Print): \_\_\_\_\_ Address: \_\_\_\_\_

Mailing Address (if different from adjacent property where curb cut is requested): \_\_\_\_\_

Property Owner Signature: \_\_\_\_\_ Date: \_\_\_\_\_

If objecting, give reason: \_\_\_\_\_



TRANSPORTATION & ENV. SERVICES  
PERMITTING & INSPECTION

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
OCTOBER 27, 2014**

**DOCKET ITEM:** 5

**ISSUE:** Consideration of a request to change parking regulations and speed limit on Stevenson Avenue

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

**LOCATION:** Stevenson Avenue between South Whiting Street and Stultz Avenue

**STAFF RECOMMENDATION:**

That the Board recommend to the Director of T&ES to modify parking regulations along Stevenson Avenue and recommend to the City Manager that that speed limit be decreased from 35 MPH to 25 MPH

**DISCUSSION:**

In 2013 staff received requests for pedestrian safety improvements and traffic calming along Stevenson Avenue between South Whiting Street and Stultz Avenue after a pedestrian fatality involving a child occurred. Letters of request were submitted to City Council from the Olympus, Sentinel and Watergate condominium associations.

In response to these requests, staff collected data along the roadway, and in April 2014, staff attended a board meeting hosted by Olympus with representatives present from other association as well. At this meeting, staff gathered input from the community and proposed some initial safety upgrades. Over the summer, proposals were refined to include feedback from the community and new plans were presented on August 26, 2014 at a community meeting that included representatives from all three associations. The community was very supportive of the proposed plan (see Figure 1).

The proposed changes to the roadway include a number of improvements that are mutually beneficial to help reduce vehicle speeds and improve safety along Stevenson Avenue. One element of the proposal is to provide more consistent parking regulations. Existing parking regulations can be viewed in Figure 1. The current AM and PM peak hour restrictions are removed to provide additional parking (Figure 3) and this allows for a new roadway design that includes a painted median to help slow traffic (Figures 4 and 5). Additionally, the two bus stops along this corridor that currently do not meet ADA requirements would be upgraded to comply with these regulations. In order to accomplish this, "No Parking" signs would be installed for the AM and PM peak for the westbound 21D bus stop, and "No Parking" anytime would be installed for the eastbound 21A, 21D and AT1. By removing parking at this bus stop, not only is the stop ADA compliant but the through travel lane at this intersection is realigned to provide greater transition area, which was requested by the community. The proposed changes are summarized in Figure 5.

The proposed changes to the roadway include a package of improvements that are mutually beneficial to help reduce vehicle speeds and improve safety along this corridor. The traffic calming project modifies parking regulations along this corridor that they are more consistent that the existing conditions (Figure 2). The current AM and PM peak hour restrictions are removed to provide additional parking (Figure 3). This allows for a new roadway design that

includes a painted median to help slow traffic (Figures 5 and 6). Additionally, the two bus stops along this corridor that currently do not meet ADA requirements would be upgraded to comply with these regulations. In order to accomplish this, “No Parking” signs would be installed for the AM and PM peak for the westbound 21D bus stop, and “No Parking” anytime would be installed for the eastbound 21A, 21D and AT1. By removing parking at this bus stop, not only is the stop ADA compliant but the through travel lane at this intersection is realigned to provide greater transition area, which was requested by the community. The proposed changes are summarized in Figure 4.

City Staff observed the eastbound queues at the intersection in the morning peak period where staff believed the impact of any proposed lane configuration change would be greatest. In the A.M. peak hour, the greatest volume is eastbound on Stevenson Avenue approaching the signalized intersection of Stevenson Avenue and Whiting Avenue. Staff analyzed this intersection to ensure there would not be a significant impact on the operation of the intersection or that the queues would extend to more than capacity with the proposed parking. From observation it was obvious that the vehicles use mostly the left most lane to travel through the intersection, while the right lane is lightly used. If the right lane is used for parking during the hours as proposed, the impact will not be significantly negative. The staff modeled the proposed conditions using Synchro, and the results showed that with the proposed lane configuration the eastbound queues will possibly extend 10 to 15 car lengths.

Staff concluded that the anticipated extension in the queues should not extend beyond the existing lane storage capacity and there will be no significant impact on the operation of the intersection of Stevenson Avenue and Whiting Avenue.

In conjunctions with the new roadway design, staff proposes to reduce the speed limit from 35 MPH to 25 MPH to be consistent with the limits to the east of Whiting Street. The existing and proposed regulations can be viewed in Figures 7 and 8. To increase awareness of the new limits, staff proposes to add a variable “Your Speed Is” sign between Yoakum Parkway and South Whiting Street.

The City also received requests for improved safety for pedestrians crossing Stevenson Avenue at Yoakum Parking. To accomplish this, staff proposes to install pedestrian refuge islands for all three legs of this intersection (Figure 9). These islands will shorten the crossing distance for pedestrians and provide a safe refuge in the middle of these wide streets.

In addition to the April and August 2014 meetings with the public, the city provided a website to post information regarding this project. The proposed plans were also reviewed and approved by the Alexandria Fire Department.

A summary of the proposed changes for this project includes:

- Modified parking regulations along Stevenson Avenue (net gain in parking spaces)
- Upgraded bus stops to ADA compliance
- Variable speed signs between Yoakum Parkway and South Whiting Street
- Narrowed travel lanes with a painted center median
- Speed limit reduction from 35 MPH to 25 MPH
- Pedestrian refuge islands at Yoakum Parkway and Stevenson Avenue



15 October 2014

Alexandria City Traffic & Parking Board  
c/o Hillary Poole  
421 King Street, Room 300  
Alexandria, VA 22314

Dear Traffic and Parking Board:

The Sentinel of Landmark Condominium Association endorses the lowered speed limit from 35 mph to 25 mph. The speed reduction should be coupled with the Complete Streets traffic calming project located at Stevenson Avenue and Yoakum Parkway and sequential repaving project on Yoakum. Ms. Hillary Poole briefed our community along with the Olympus community to our satisfaction in August.

While we recognize the slow pace is due to circumstances beyond the city's control, we would encourage expeditious efforts to complete this project. Pedestrians still navigate speeding vehicles through this area and we do not want to see another fatality as we did on Stevenson Avenue in summer 2013.

We also advocate the City continued monitoring of the area regarding parking on Stevenson Avenue. Parking remains at a premium to condominium residents along the corridor.

Please contact myself or Ms. Tonja Faggins, Building Manager if you require further comments.

Respectfully,

Robert A. Rapanut  
President/CEO  
Sentinel of Landmark

6300 Stevenson Avenue, Alexandria, VA 22304 P: 703-823-1951 F: 703-823-8965 E: [sentinel.condo@comcast.net](mailto:sentinel.condo@comcast.net)

Figure 1: Letter of support from Sentinel of Landmark

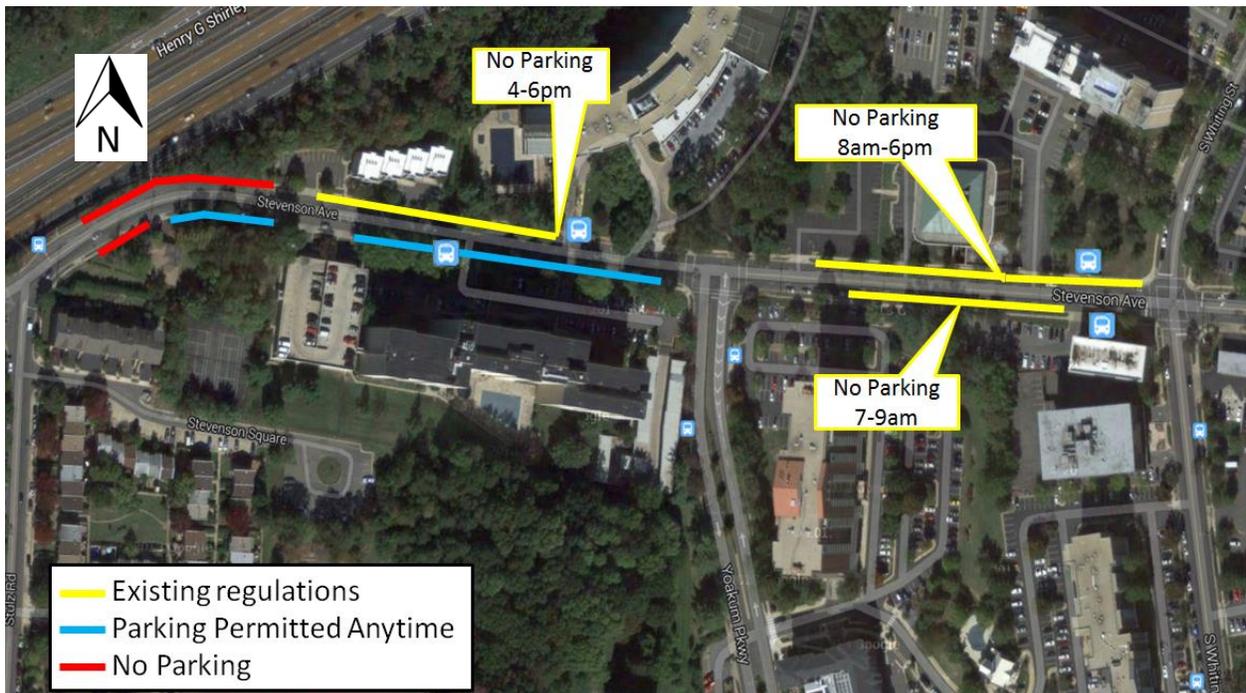


Figure 2: Existing Parking Regulations

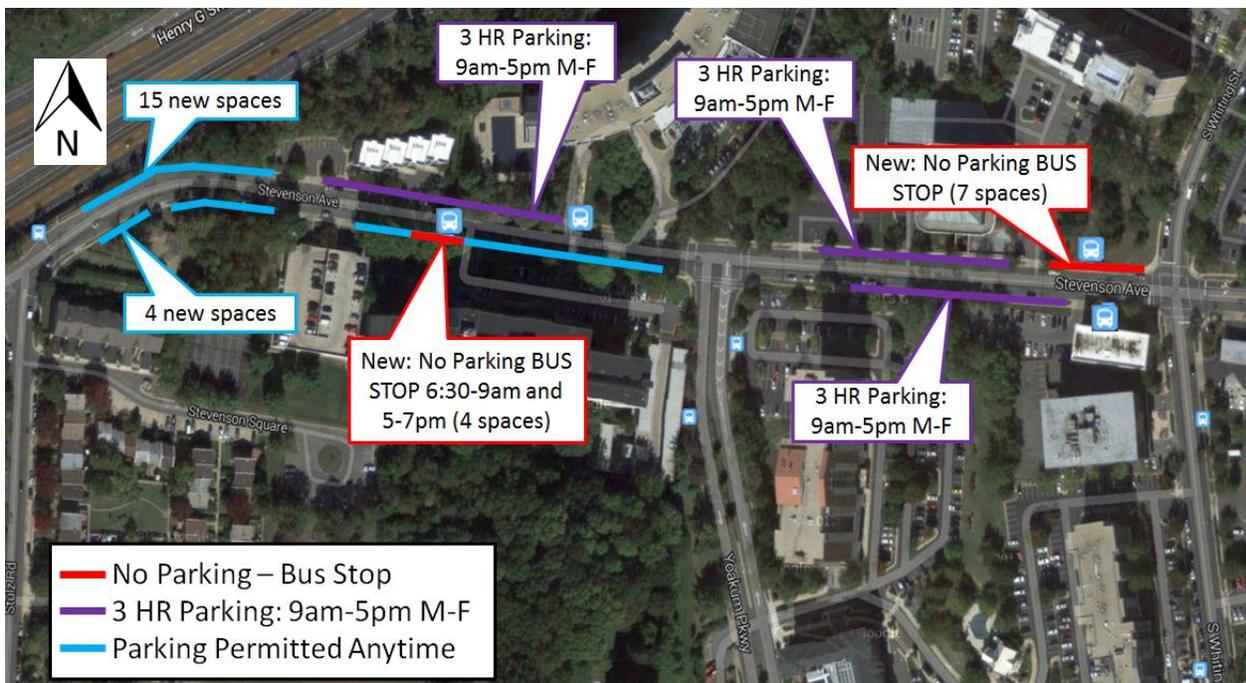


Figure 3: Proposed Parking Regulations



Figure 4: Existing roadway design

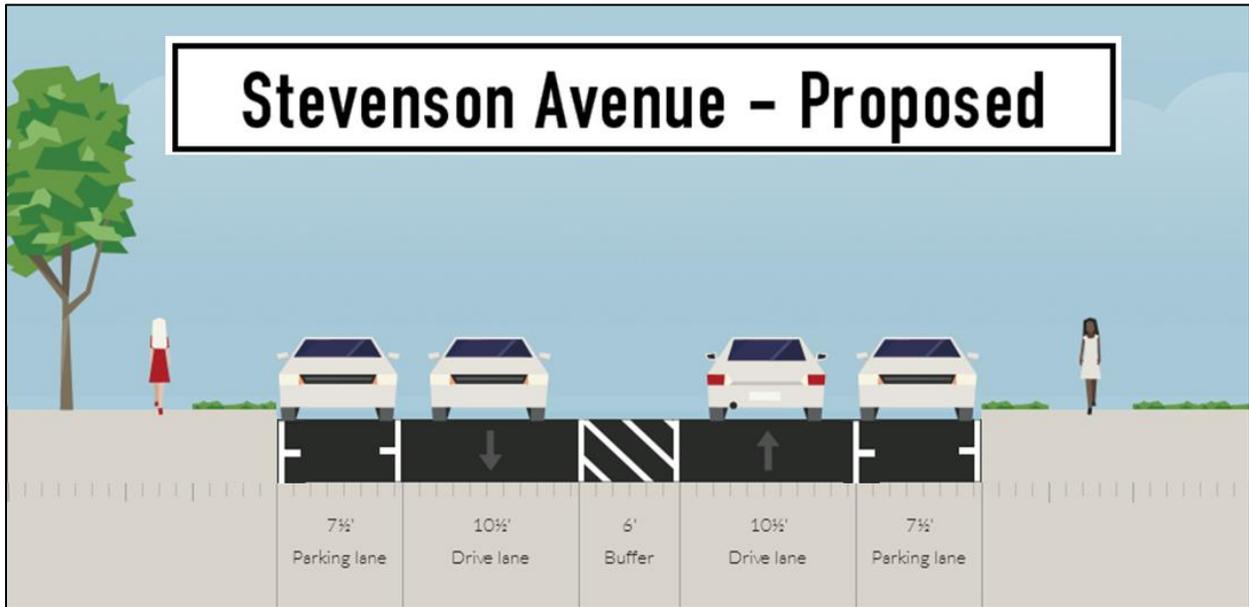


Figure 5: Proposed roadway design

Stevenson Avenue Parking Changes		
Spaces	Current Regulation	Proposed Regulation
19	No Parking	No Regulations
16	No Parking 4-6pm	3 Hour Parking: 9am-5pm M-F
12	No Parking 8am-6pm	3 Hour Parking: 9am-5pm M-F
23	No Parking 7-9am	3 Hour Parking: 9am-5pm M-F
4	No Regulation	No Parking - Bus Stop 6:30-9am & 5-7:30pm
7	No Parking 8am-6pm	No Parking - Bus Stop

Figure 6: Summary of Proposed Changes

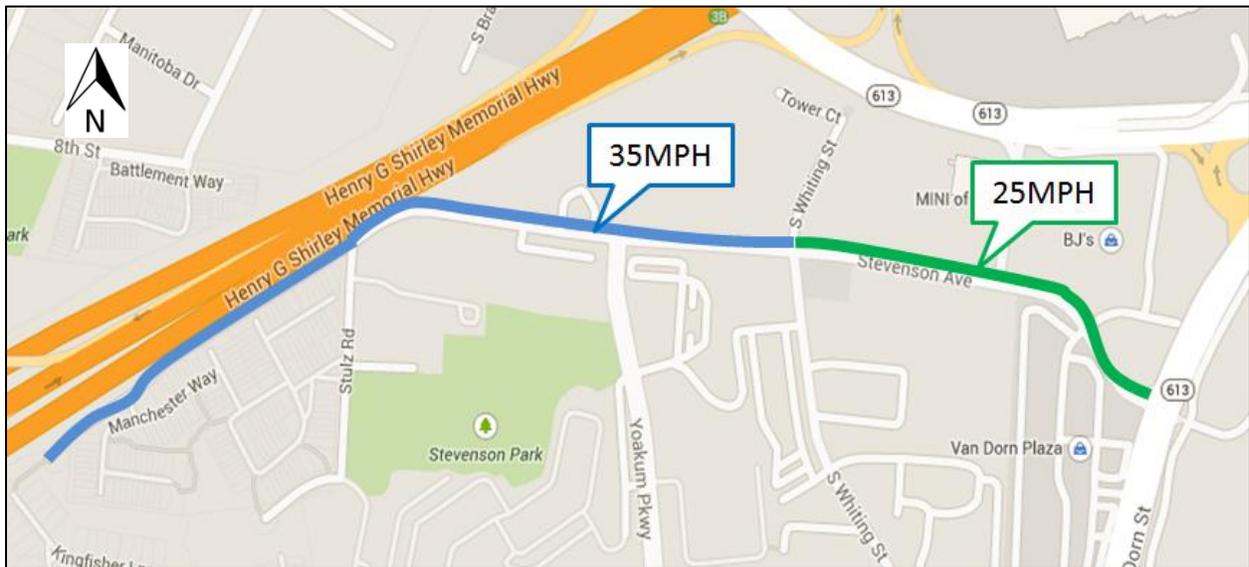


Figure 7: Existing speed limits

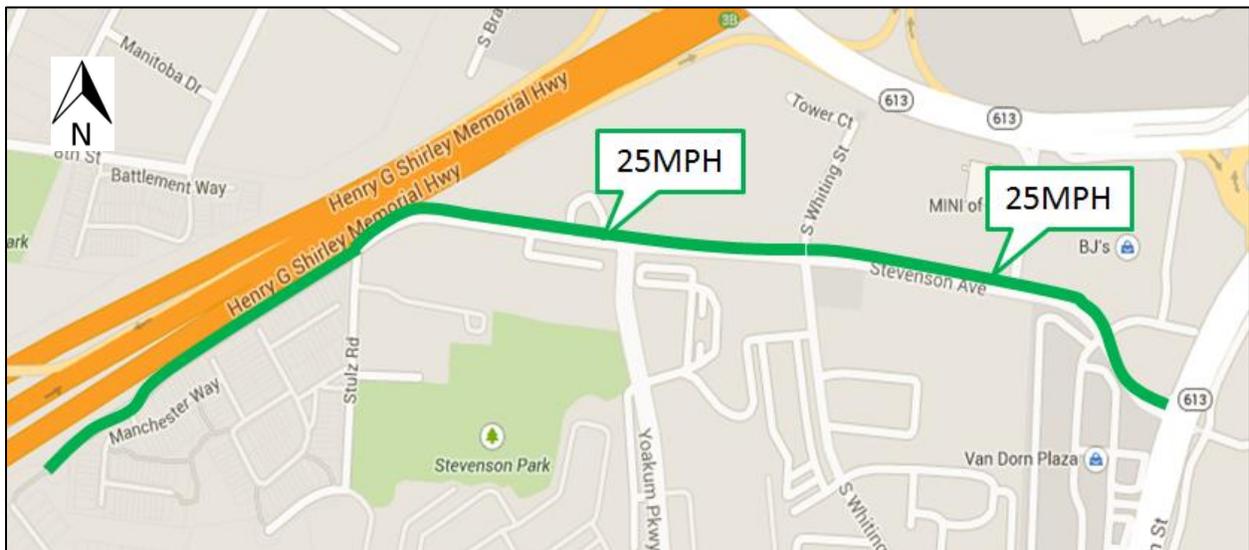


Figure 8: Proposed speed limits

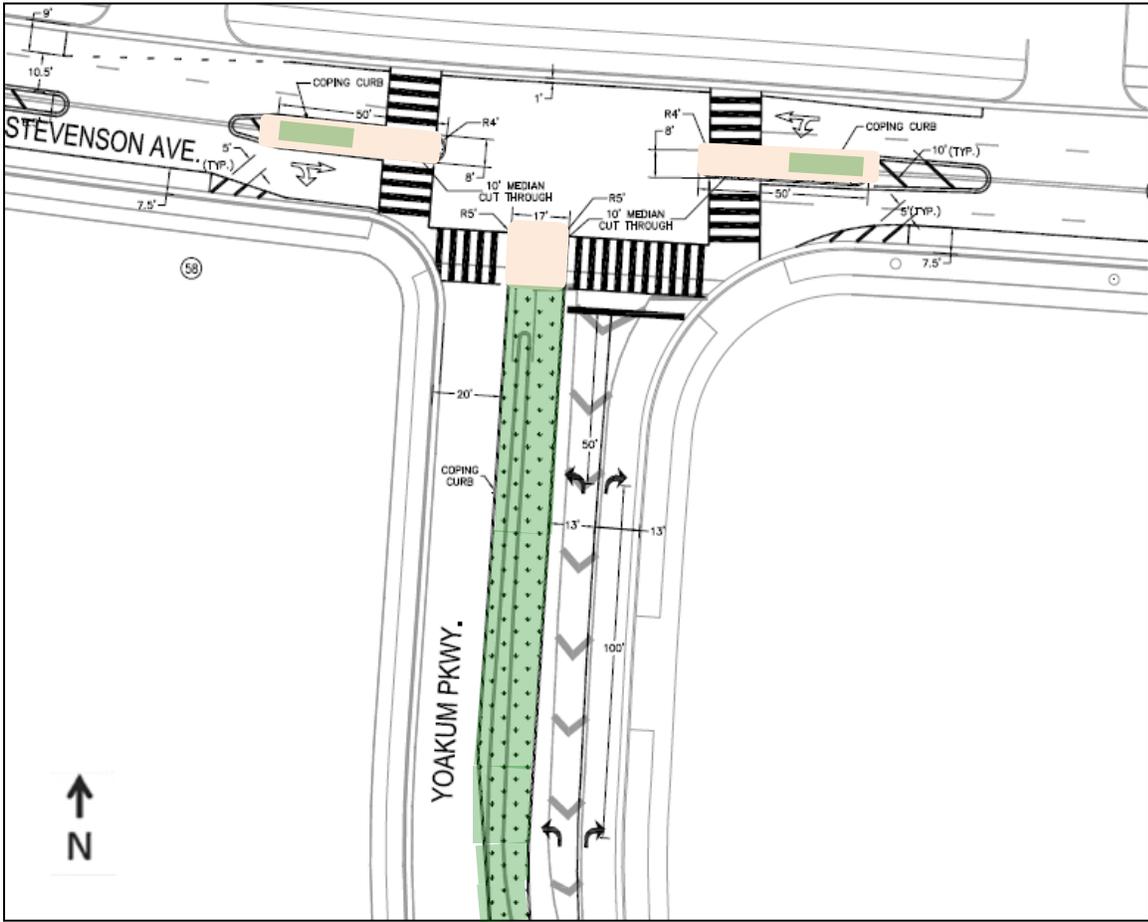


Figure 9: Proposed intersection design at Stevenson Avenue and Yoakum Parkway

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
OCTOBER 27, 2014**

**DOCKET ITEM:** 6

**ISSUE:** Consideration of relocating a loading zone located mid-block on the north side of the 700 block of Wilkes Street

**APPLICANT:** Wilkes Residences, LLC

**LOCATION:** 711 Wilkes Street

**STAFF RECOMMENDATION:**

Staff recommends relocation the loading zone in front of 711 Wilkes Street 25 feet to the east of its current location.

**DISCUSSION:**

Wilkes Residences, LLC, was given approval of DSP2013-00020 on June 3, 2014. Their proposed driveway entrance into a future townhome complex is located where there is currently part of a loading zone. One of the conditions from City staff with the approval of DSP2013-00020 was that the applicant must work with the City to relocate the loading zone. Figure 6a shows the location of the request.

The loading zone is 70 feet in length and will need to be moved 25 feet to the east of its current location to be outside of the proposed driveway entrance. See Figure 6c for the plans to relocate the sign. The other loading zone sign will also be moved 25 feet to the east in order to keep a 70 foot loading zone for larger delivery trucks. The loading zone restriction will remain the same, "No Parking, 7a.m.-5p.m., Monday through Friday." The parking restriction on the rest of the block is, "2 Hour, 9a.m.-5p.m., except Sunday." One parking space will be eliminated during the loading zone hours on this block face of Wilkes Street with that restriction.

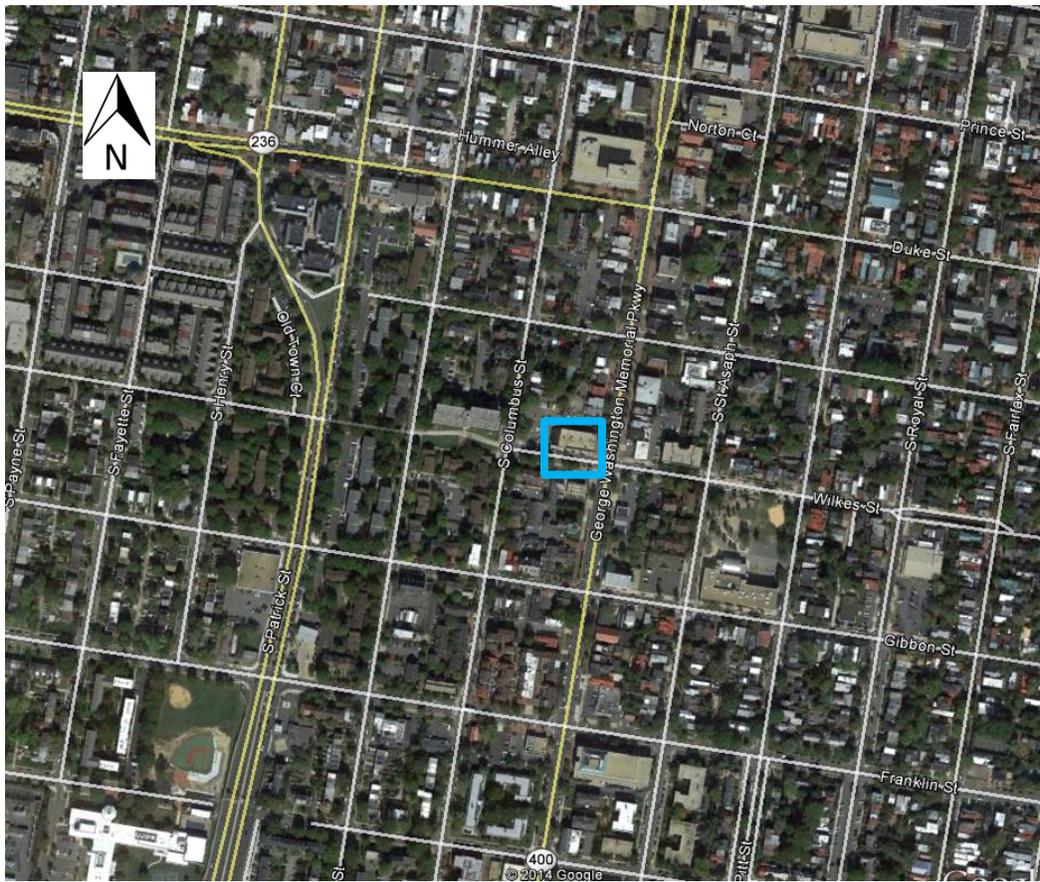


Figure 6a shows the location of the property at 711 Wilkes Street

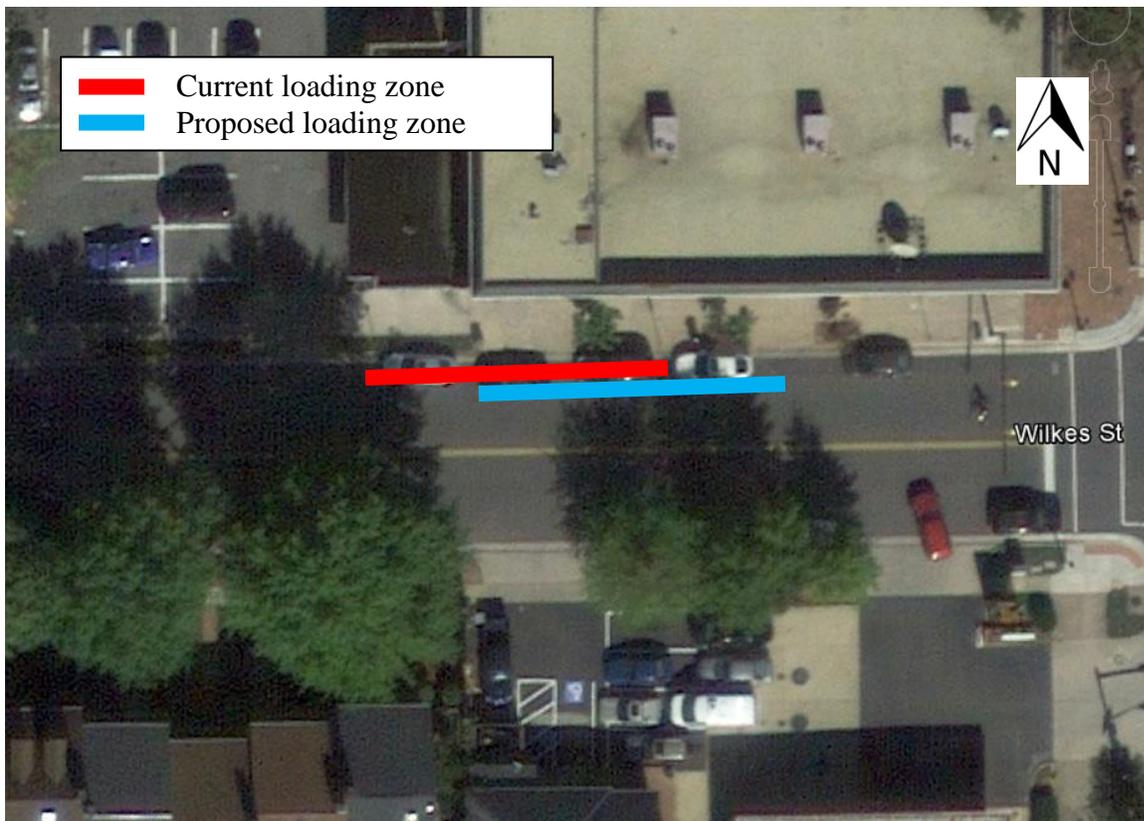


Figure 6b shows the relocation of the loading zone at 711 Wilkes Street

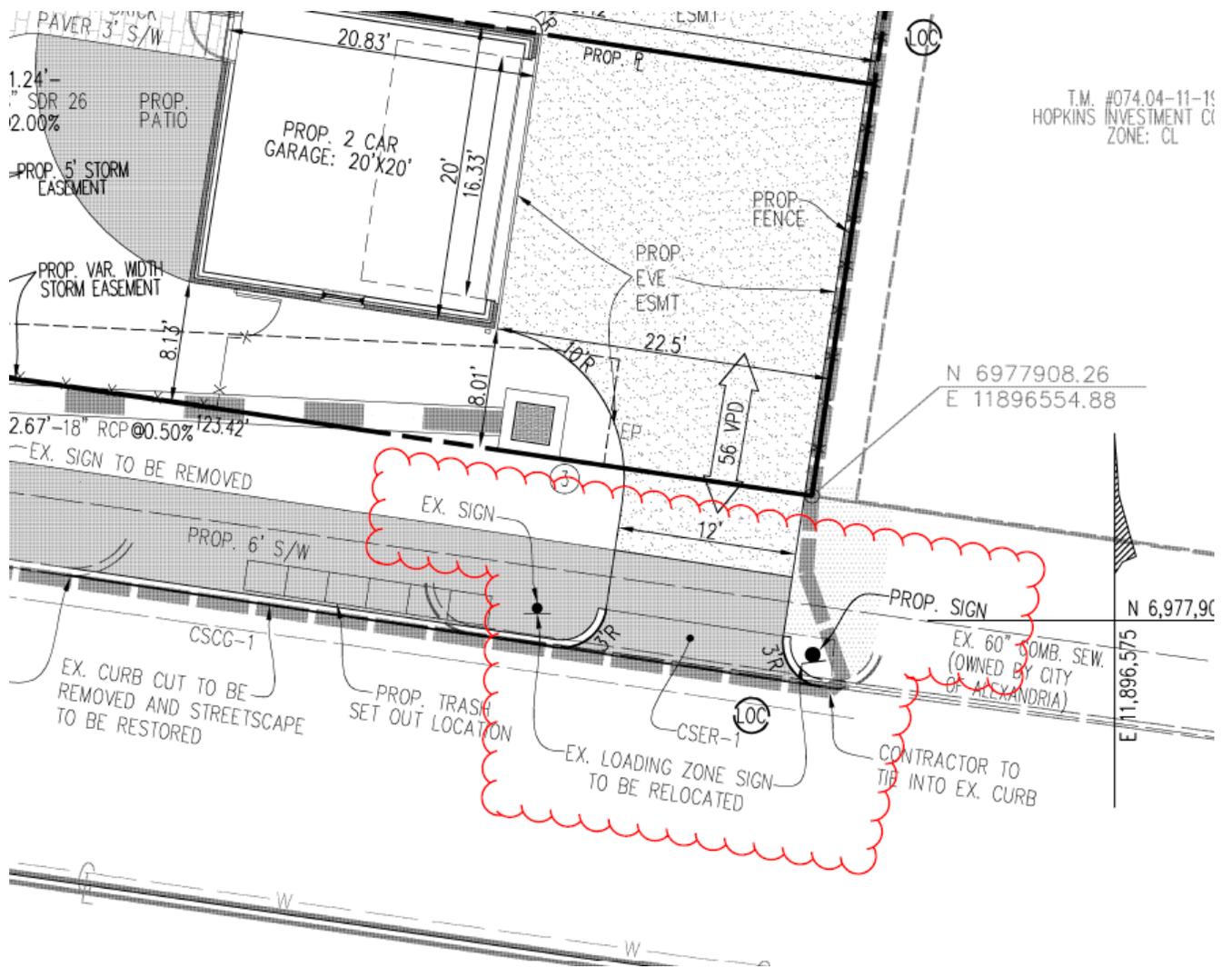


Figure 6c shows the existing and proposed location of the Loading Zone sign and the proposed driveway entrance into the townhome complex

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
OCTOBER 27, 2014**

**DOCKET ITEM:** 7

**ISSUE:** Consideration of a request to replace the “No Parking, Bus Layover” restriction on the west side of 600 North Royal Street with a “2 hour Parking 9-a.m. to 5-p.m., Monday through Friday,” restriction

**APPLICANT:** Susan Kellom

**LOCATION:** 600 N. Royal Street

**STAFF RECOMMENDATION:**

That the Board recommend to the Director of T&ES to replace the “No Parking, Bus Layover” restriction on the west side of North Royal Street with a “2 hour Parking 9-a.m. to 5-p.m., Monday through Friday,” restriction.

**DISCUSSION:**

The Washington Metropolitan Area Transit Authority (WMATA) recently vacated their bus maintenance facility that fronts the 600 block of North Royal Street. The operations of the maintenance facility required a bus lay-over on the west side of 600 North Royal Street to facilitate bus operations. Since WMATA is no longer occupying this facility, there is no longer a need for the reserved bus lay-over spaces. The proposed restriction is consistent with the restriction on the east side of the street.

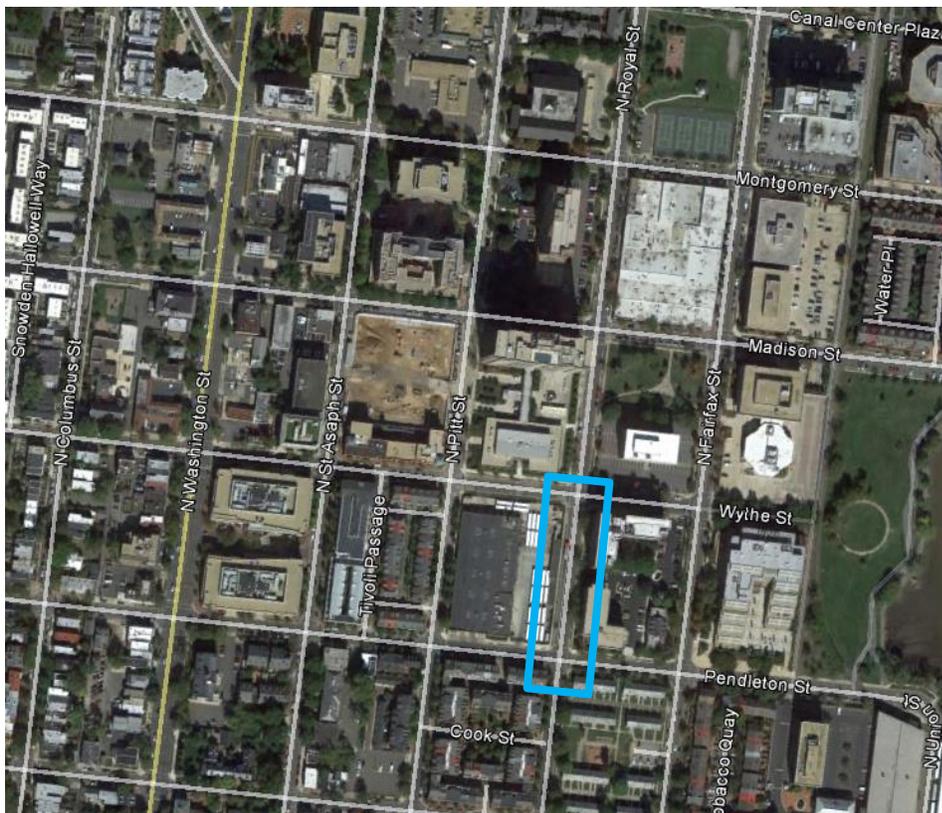


Figure 7a shows the location of the existing bus layover area

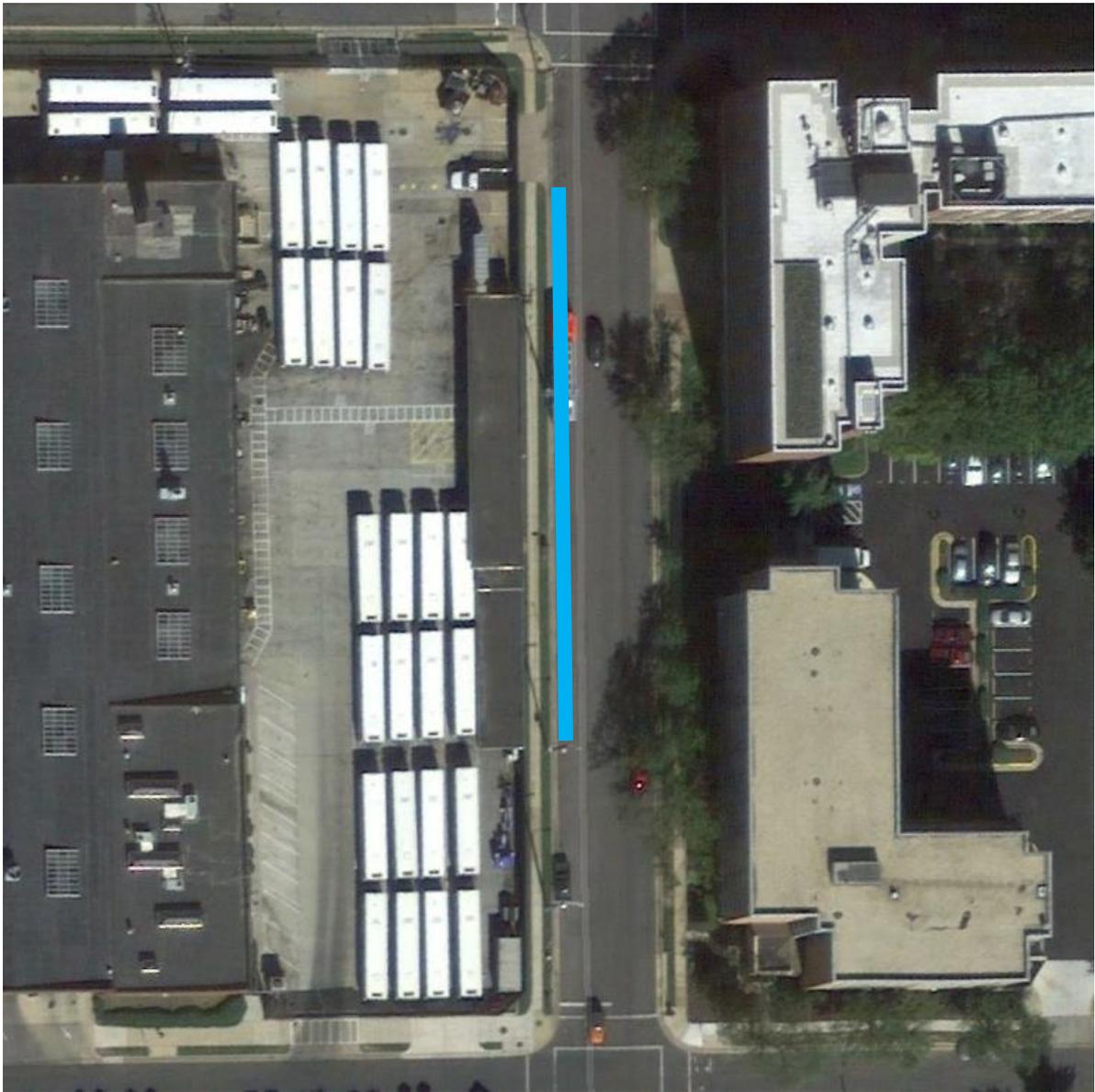


Figure 7b shows the parking spaces recommended to be converted to 2 hour parking

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
OCTOBER 27, 2014**

**DOCKET ITEM:** 8

**ISSUE:** Consideration of a procedure to allow the Director of Transportation and Environmental Services to make changes to current parking configurations within 100 feet of a bus or other transit stop in order to comply with the requirements of the Americans with Disabilities Act (ADA) without docketing each individual change for approval by the Traffic and Parking Board

**APPLICANT:** City of Alexandria

**LOCATION:** Citywide

**STAFF RECOMMENDATION:**

That the Board adopt a procedure to allow the Director of Transportation and Environmental Services to make changes to current parking configurations within 100 feet of a bus stop or other transit stop in order to comply with the requirements of the ADA without docketing each individual change for approval by the Traffic and Parking Board.

**DISCUSSION:**

Access to fixed route public transit service is critical to giving all persons more travel options and freedom of mobility. Specific requirements related to such access are provided in the Americans with Disabilities Act (ADA). Parking directly adjacent to bus stops may interfere with the ability of persons with disabilities to safely gain access to and from a bus. In order to provide accessible entry for all persons getting on and off a bus, a bus operator must be able to mesh the bus against the curb. Changing the parking configuration near bus stops or the construction of facilities such as bus bulbs as well as the installation of an accessible unobstructed passenger loading pad are key elements for making bus stops compliant with the ADA.

The City of Alexandria Office of Transit Services has been working closely with DASH and the Washington Metropolitan Area Transit Authority (WMATA) as well with persons with disabilities who use such services within the City to make ADA improvements at many bus stops. In prior years, Transit Services staff would go to the Traffic and Parking Board to request parking be removed at a particular bus stop for ADA compliance on a case by case basis. This process can be very time consuming and can impact the construction timeframe of making bus stop improvements when funding is available. Also, many jurisdictions in the region and throughout the country currently have policies in place to help meet ADA compliance at bus stops. Please see Table 8a below.

The City of Alexandria is asking the Traffic and Parking Board to adopt a procedure whereby the Director of Transportation and Environmental Services may make changes to the current parking configuration within 100 feet of a bus stop or other transit stop in order to comply with the requirements of the ADA without the need to bring each case before the Traffic and Parking Board for approval. Staff will investigate each case thoroughly and attempt to minimize parking loss while bringing the stop into compliance with the ADA. Staff will also utilize an ongoing study looking at the consolidation, removal, and or relocation of bus stops in Old Town and

along Mt Vernon Ave. This study will provide recommendations on where bus stops shall be located by looking at mitigating impacts on parking and include a standard bus bulb design which could be installed at various locations citywide. Though a more expensive solution, installation of bus bulbs can provide greater benefits to bus patrons, bus operators, and pedestrians, while minimizing the amount of any parking loss.

Staff will reach out to residents in the area of proposed parking removal and install notice signs at least two weeks prior to making any changes to existing parking, and should there be objections in regards to the number of spaces removed, staff will bring that specific change to the Traffic and Parking Board for a public hearing and to seek approval from the Board. Staff has included a list of bus stops citywide City where parking is currently permitted at the noted bus stop location. In order to make such stops accessible, parking will need to be reconfigured, including, but not limited to, the possible removal of some parking spaces. Staff has included a list of bus stops citywide where parking is currently permitted at the noted bus stop location. In order to make such stops accessible, parking will need to be reconfigured, including, but not limited to, the possible removal of some parking spaces. Please see Table 8b.

Table 8a

**Similar Policies in Other Jurisdictions**

Location	Regulation	Parking Removed	Notes
Washington, DC	2409.1	Typically 120' to 150'	Director of DPW may: prohibit parking and / or standing at bus stops, determine the dimensions of the area where parking and standing at such stops will be prohibited, erect signs designating the area where parking and/or standing are prohibited
Fairfax County, VA	82-5-40	70'	Parking not allow within 60 feet on approach side and 10 feet on the departure side of a bus stop
Arlington County, VA		Varies b/t - 75' - 100'	Near-side: 100' of curb clearance prior to header sign, Far-side: 75'-80' after intersection with header sign, Mid-Block: 90' with header sign 25' from far end of pull-out area
Montgomery County, MD		Varies b/t - 80' - 140'	Near-side: 100', Far-side: 80', and 140' after a right turn
Fredrick, MD	13-23.1	Up to 150'	No parking or standing in bus stop zones
Baltimore, MD		Varies b/t - 80' - 170'	
Boulder, CO	7-6-13	Varies b/t - 80' - 120'	No vehicle may be parked in an area marked as in a bus stop zone
Hoboken, NJ		Varies b/t - 80' - 150'	
Madison, WI		Varies b/t - 80' - 100'	Spaces designated as bus stop restrict stopping, standing, or parking of vehicles. Violators may be towed if buses cannot safely load and unload passengers

South Gate, CA	8.12.020	Varies b/t - 100' - 170'	Director to establish and maintain prohibited or restricted no stopping, no standing, no parking, or time limit parking of vehicles on city streets in accordance with bus stop zones, for a distance not to exceed one hundred seventy feet
Cambridge, MA	E18	Up to 150'	A vehicle stopped in a posted Bus Stop will be ticketed. Tickets can be written by the City of Cambridge and the MBTA.
West Hartford, CT	168-13	Varies b/t - 90' - 150'	The following shall be considered violations and penalties for improper parking and, as such are prohibited acts: parking in a marked bus stop (m).
Saint Paul, MN		80'	
New York, NY	VC19 and 4-08( C ) (3)	Varies: 80' - 200'	A vehicle stopped in a posted Bus Stop will be ticketed. Tickets can be written by the City of Cambridge and the
Yonkers, NY	109-85	Up to 170'	No person shall stop, stand or park a vehicle other than a bus in a bus stop (or other than a hackney in hackney stand) or other than a taxicab in a taxicab stand when any such stop or stand has been officially designated and appropriately signed, except that the driver of a passenger vehicle may temporarily stop therein for the purpose of and while actually engaged in loading or unloading passengers when such stopping does not interfere with any bus (hackney) or taxicab waiting to enter or about to enter such zone.
Seattle, WA	MC 11.72.050	Varies: 80' - 150'	No Person shall stop, stand, or park a vehicle other than authorized buses in a zone established for such specific use. Violators will be impounded without prior notice.
Atlanta, GA	VC 150-118	Varies: 60' - 100'	No standing or parking in bus stop or taxi stand zones
Bakersfield, CA		130'	Director has flexibility to designate bus stop no parking zones

Table 8b

**Bus Stop ADA Parking at Stop**

<b>On Street</b>	<b>Cross Street</b>	<b>Direction</b>	<b>Existing Condition</b>	<b>High (40+), Med (20 - 40), Low (&gt;20) Boarding @ the Stop</b>	<b>ADA Improvement Requested by Resident/Patron/Other</b>
2nd	Pitt	EB	parking	Low	No
2nd	Pitt	WB	parking	Low	No
2nd	Fairfax	EB	parking	Low	No
Abington	Bashford	SB	parking, need pad	Low	No
Abington	Bashford	SB	parking, need pad	Low	No
Armistead	Beauregard	WB	Parking	Med	No
Armistead	Saxon Square	WB	Parking, need pad	Med	No
Armistead	Saxon Square	EB	Parking, need pad	Med	No
Armistead	Quantrell	NB	Parking	Med	No
Armistead	Quantrell	SB	Parking	Low	No
Bashford	Pitt	EB	Parking, need pad	Low	No
Bashford	Pitt	WB	Parking, need pad	Low	No
Bashford	Seaport	WB	Parking	Med	No
Bashford	Powhatan	EB	Parking, need ROW	Low	No
Cameron Mills	Allison	SB	parking	Low	No
Cameron Mills	Allison	NB	grass, parking	Low	Yes
Cameron Mills	Chalfonte	NB	grass, parking	Low	No
Chambliss	Morgan	NB	grass, parking	Low	No
Duke	Washington	EB	Parking	Low	No
Duke	Alfred	EB	Parking	Med	No
Duke	Payne	WB	Parking	Low	No
Duke	S Washington	WB	Parking	Low	No
Early	Braddock	NB	parking	Low	No

Early	Braddock	SB	parking	Low	No
Fairfax	2nd	SB	parking, need pad	Low	No
Fairfax	Montgomery	NB	parking	Low	No
Fairfax	Montgomery	SB	parking, need pad	Low	No
Fairfax	Madison	NB	parking, grass, need pad	Low	No
Fairfax	Madison	SB	parking	Low	No
Fairfax	Pendleton	NB	parking, grass, need pad	Med	No
Fairfax	Oronoco	SB	parking	Med	No
Fairfax	Princess	NB	parking, grass, need pad	Low	No
Fairfax	Princess	SB	parking, grass, need pad	Low	No
Fairfax	Queen	NB	parking	Low	No
Fairfax	Cameron	NB	parking	Low	No
Fairfax	King	NB	parking	Med	No
Fayette	Franklin	NB	parking, grass, need pad	Low	No
Fillmore	Domain	EB	parking, grass, need pad	Low	No
Fillmore	W Campus	WB	parking	Low	No
Fillmore	W Campus	EB	parking, no bus merge area	Low	No
Fillmore	Seminary	EB	parking, need ROW	Low	No
Ford	Strutfield	EB	parking	Low	No
Franklin	Alfred	EB	parking	Low	No
Franklin	St Asaph	EB	parking	Low	No
Franklin	Pitt	WB	parking, no sidewalk, need ROW	Low	No
Franklin	Royal	EB	parking, grass, need pad	Low	No
Franklin	St Asaph	EB	parking	Low	No
Gibbon	S Payne	WB	parking, grass, need pad	Low	No
Gibbon	S Columbus	WB	parking, need new pad	Low	No
W Glebe Road	Valley	WB	parking	Low	No
E Glebe Rd	Commonwealth	EB	parking, grass, need pad	Low	No
Gunston	Chalfonte	SB	parking, need ROW	Low	No
Gunston	Greenway	WB	parking, need ROW	Low	No

Gunston	Greenway	EB	parking, need ROW	Low	No
Gunston	Lyons	EB	parking, need ROW	Low	No
Gunston	Lyons	WB	parking, need ROW	Low	No
N Hampton	Kirkpatrick	SB	parking, need pad	Low	No
Henry	Montgomery	SB	parking	Low	No
Holmes Run Pky	Ripley	EB	Parking, need pad	Med	No
Holmes Run Pky	Parc View Apartments	EB	parking	High	No
Holmes Run Pky	Greenhouse Condo	EB	parking	Med	No
Howard	Ormond	NB	parking, grass, need pad	Low	No
Howard	Imboden	NB	parking, need to relocate no parking sign	Med	No
Howard	Imboden	SB	parking	Med	No
Jamieson	Courthouse	EB	Parking	Low	Yes
Jamieson	Englehardt	WB	parking	Low	No
Janneys	Putnam	WB	parking, grass, need pad	Low	No
Janneys	Robinson	WB	parking, grass, need pad	Low	No
Janneys	Robinson	EB	parking, grass, need pad	Low	No
Janneys	Cloverway	EB	parking, grass, need pad	Low	No
Janneys	Cloverway	WB	parking, need pad, relocate stop	Low	No
Janneys	Yale	EB	parking, need larger pad	Low	No
Janneys	Yale	WB	parking, need larger pad	Low	No
Janneys	1200 block	WB	parking, grass, need pad	Low	No
Janneys	1200 block	EB	parking, grass, need pad	Low	No
Janneys	Kingston	WB	parking	Low	No
Janneys	Kingston	EB	parking, grass, need pad	Low	No
Jefferson	S Washington	WB	parking, grass, need pad, need ROW	Low	No
Jefferson	St Asaph	EB	parking, ROW - may need to relocate stop	Low	No

Jordan	Taney	NB	parking	High	Yes
Jordan	Taney	SB	parking	High	Yes
Jordan	Howard	NB	parking	Med	No
Jordan	Howard	SB	parking	Med	No
Kenmore	N Van Dorn	WB	parking (private road)	Med	No
Kenmore (west)	N Van Dorn	EB	parking (private road)	Med	No
Kenmore	Seminary	WB	parking	Med	No
Kenmore	Seminary	EB	parking	Med	No
Kenmore (east)	N Van Dorn	EB	parking	Med	No
Kenwood	Braddock	NB	parking	Low	No
Kenwood	Braddock	SB	parking	Low	No
Kenwood	Fern	NB	parking	Low	No
Kenwood	Fern	SB	parking	Low	No
Kenwood	Peach	NB	parking	Low	No
King	Union	EB	parking	Low	No
King	Lee	WB	parking	Low	No
King	Lee	EB	parking	Low	No
King	Pitt	EB	parking	High	No
King	St. Asaph	WB	parking	High	No
King	St. Asaph	EB	parking	High	No
King	N Washington	WB	parking (evening hours)	High	No
King	S Washington	EB	parking (evening hours)	High	No
King	Columbus	WB	parking (evening hours)	High	No
King	Columbus	EB	parking	High	No
King	Alfred	WB	parking	Med	No
King	Alfred	EB	parking	Med	No
King	Patrick	WB	parking	High	No
King	Fayette	WB	parking	Med	No
King	Fayette	EB	parking	High	Yes
King	Payne	EB	parking	Low	No

King	West	WB	parking	Med	No
King	West	EB	parking	Low	No
King	Peyton	WB	parking	Med	No
King	Peyton	EB	parking	High	No
King	Harvard	WB	parking	Low	No
King	Harvard	EB	parking	High	No
Lincolnia Road	Quantrell	WB	parking	High	No
Lincolnia Road	Quantrell	EB	parking	High	No
Lincolnia Road	Service Roadway	EB	parking	High	No
Madison	Fairfax	EB	parking	Low	No
Madison	Royal	EB	parking	Low	No
Madison	St Asaph	EB	parking	Low	No
Madison	N Washington	EB	parking	Low	No
Madison	Patrick	EB	parking	Low	No
Madison	Henry	EB	parking	Low	No
Madison	Fayette	EB	parking	Low	No
Madison	West	EB	parking	Low	No
Martha Custis	Valley	EB	parking	Low	No
Martha Custis	Holmes	WB	parking	Med	No
Martha Custis	Holmes	EB	parking	Med	No
Martha Custis	Gunston	NB	parking	High	No
Martha Custis	Fitzgerld	SB	parking	Low	No
Martha Custis	Fitzgerld	NB	parking	Low	No
Martha Custis	Mt Eagle	SB	parking	Low	No
Martha Custis	Ripon	NB	parking	Low	No
Martha Custis	3211	NB	parking	Low	No
Martha Custis	Ravensworth	NB	parking	Low	No
Martha Custis	Valley	EB	parking	Low	No
Menokin	Early	EB	parking	Low	No
Menokin	Early	WB	parking	Low	No

Menokin	N Van Dorn	EB	parking	Low	No
Menokin	N Van Dorn	WB	parking	Low	No
Montgomery	Royal	WB	parking	Low	No
Montgomery	Pitt	WB	parking	Low	No
Montgomery	St Asaph	WB	parking	Low	No
Montgomery	Alfred	WB	parking	Med	No
Morgan	Anderson	EB	parking	Low	No
Morgan	Banks	WB	parking	Low	No
Morgan	Banks	EB	parking	Low	No
Morgan	Chambliss	WB	parking	Low	No
Mt Vernon	Spring	SB	parking	Low	No
Mt Vernon	Glendale	SB	parking	Med	No
Mt Vernon	Alexandria	NB	parking	Low	No
Mt Vernon	Alexandria	SB	parking	Low	No
Mt Vernon	Nelson	NB	parking	Low	No
Mt Vernon	Bellefonte	NB	parking	Med	No
Mt Vernon	Bellefonte	SB	parking	Med	No
Mt Vernon	Windsor	NB	parking	Med	No
Mt Vernon	Custis	SB	parking	High	No
Mt Vernon	Oxford	SB	parking	High	No
Mt Vernon	Uhler	SB	parking	High	No
Mt Vernon	Mt Ida	NB	parking (on Sundays)	High	No
Mt Vernon	Randolph	NB	parking	High	No
Mt Vernon	Raymond	SB	parking	High	No
Pendleton	Royal	EB	parking	Low	No
Pendleton	St Asaph	EB	parking	Low	No
Pendleton	St Asaph	WB	parking	Low	No
Pendleton	Columbus	WB	parking	High	No
Pendleton	Alfred	WB	parking	Low	No
Pendleton	Henry	EB	parking	Low	No

Pendleton	Payne	EB	parking	Low	No
Pendleton	West	WB	parking	Low	No
Pitt	Bellvue	NB	parking	Low	No
Pitt	Bellvue	SB	parking	Low	No
Powhatan	Columbus	NB	parking	Low	No
Powhatan	2nd	NB	parking	Low	No
Quantrell	Armistead	EB	parking	High	No
Quantrell	Armistead	WB	parking	High	No
Quantrell	Beauregard	WB	parking	High	No
Quantrell	Beauregard	EB	parking	High	No
Rayburn	Winston	EB	parking	Low	No
Rayburn	Winston	WB	parking	Low	No
Rayburn	Harding	EB	parking	Low	No
Rayburn	Harding	WB	parking	Low	No
Rayburn	Reading	EB	parking	Low	No
Rayburn	Dunster	WB	parking	Low	No
Rayburn	Beauregard	EB	parking	Low	No
Reading	Winston	EB	parking	Low	No
Reading	Merton	WB	parking	Low	No
Reading	Exeter	EB	parking	Low	No
Reynolds	Duke	SB	parking	Med	No
Reynolds	Oakwood	NB	parking	Med	No
Reynolds	Summit	NB	parking	Med	No
Reynolds	Eos21	SB	parking	Med	No
Reynolds	Edsall	SB	parking	Med	No
Royal	Oronoco	SB	parking	Low	No
Royal	Pendleton	SB	parking	Low	No
Royal	Queen	SB	parking	Low	No
Royal	Cameron	SB	parking	Low	No
Royal	King	SB	parking	Low	No

Royal	Duke	SB	parking	Low	No
Royal	Wolfe	SB	parking	Low	No
Stevenson	Stultz	EB	parking	Low	No
Taney	Howard	EB	parking	Low	No
Taney	Howard	WB	parking	Low	No
Taney	Latham	EB	parking	Low	No
Taney	Latham	WB	parking	Low	No
Taney	Naylor	EB	parking	Low	No
Taney	Naylor	WB	parking	Low	No
Taney	Pickett	EB	parking	Low	No
Taney	Pickett	WB	parking	Low	No
Taney	Paxton	EB	parking	Low	No
Taney	Paxton	WB	parking	Low	No
Taney	Ripley	WB	parking	Med	No
Taney	Pelham	EB	parking	Med	No
Taney	N Van Dorn	EB	parking	High	No
N Washington	Princess	SB	parking - need remove 2 more spaces for bus to merge	Med	No