

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
OCTOBER 22, 2007**

**DOCKET ITEM:** 6

**ISSUE:** Consideration of a request to prohibit through truck traffic on West Taylor Run Parkway between Janneys Lane and Duke Street.

**APPLICANT:** Clover College Park Civic Association

**LOCATION:** West Taylor Run Parkway between Janneys Lane and Duke Street

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**STAFF RECOMMENDATION:** Recommend to City Council that through truck traffic be prohibited on West Taylor Run Parkway between Janneys Lane and Duke Street.

**DISUSSION:** There has been a recent rash of through trucks using West Taylor Run Parkway to access I-495. West Taylor Run Parkway provides a convenient route for trucks to avoid the congestion on Duke Street. Most recently there have been dump trucks hauling debris from Arlington County and from the Inova Alexandria Hospital. Staff is working with the Alexandria Police Department and the Construction and Inspections Division of the Transportation and Environmental Services Department to attempt to solve this problem.

Staff collected data and found that a total of six trucks used this route between the hours of 7:00 a.m. and 8:00 a.m. These trucks were all large dump trucks which were inappropriate for this street. This area is particularly sensitive to truck traffic because there is a public park on one side of the street and homes on the other. Additionally, the roadway pavement on West Taylor Run Parkway is not designed for heavy truck traffic. If this use continues the pavement will prematurely fail.

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**DOCKET ITEM:** 7

**ISSUE:** Consideration of a request to install a Taxi Cab Stand on Ballenger Avenue in front of the Westin Hotels and Resorts, 400 Courthouse Square.

**APPLICANT:** John Varghese, General Manager, Westin Alexandria

**LOCATION:** 400 Courthouse Square along Ballenger Avenue

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

**DISCUSSION:** The Westin Alexandria is proposed to open in November of 2007. The hotel management believes that convenient and efficient transportation in and out of the hotel as well as the mobility of the patrons in the local community is a major factor for repeat visits. The proposed taxi stand will help in this endeavor. Presently there is only one taxi stand located in east Eisenhower Valley at the Patent and Trade Office building along Eisenhower Avenue. The proposed Taxi Stand will be located on Ballenger Avenue between the garage entrance and Courthouse Square

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
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**DOCKET ITEM:** 8

**ISSUE:** Consideration of an appeal on a driveway curb-cut at 11 Clifford Avenue.

**APPLICANT:** Luis R. Alquinta

**LOCATION:** 11 Clifford Avenue

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**STAFF RECOMMENDATION:** Staff recommends denial of the appeal

**DISCUSSION:** Mr. Alquinta applied for a curb-cut at 11 Clifford Avenue. The application was reviewed by the Construction and Inspections Division of the Department of Transportation and Environmental Services. The application was denied for the following reasons: 1) the proposed curb-cut is not in character with the neighborhood; 2) the proposed curb-cut reduces on-street parking; and, 3) the proposed curb-cut is in conflict with an existing fire hydrant.

Mr. Alquinta has already constructed a concrete driveway in anticipation of a curb-cut and has been driving over the existing curb to access this driveway. Staff is concerned that driving over the curb will damage the curb and has, thus, installed bollards to prevent access to the driveway.

Section 5-2-14, *Sidewalk crossovers and curb cuts generally*, of the City Code allows the applicant 15 days to appeal the City Managers 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:

- 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.
- That the health, welfare and safety of the public will not be impaired unreasonably by the curb cut.
- That the curb cut is of adequate width under existing conditions and circumstances.
- 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.

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.

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**DOCKET ITEM:** 9

**ISSUE:** Consideration of a request to remove parking and install bus layovers for the Alexandria Transit Company (DASH) at the following locations:

1. 6100 block of Lincolnia Road on the south side of the street East of Breckinridge Place in front of 6130 Lincolnia Road.
2. 4600 block of Kenmore Avenue in front 4641 Kenmore Avenue.

**APPLICANT:** Alexandria Transit Company (DASH)

**LOCATION:** 6100 block of Lincolnia Road  
4600 block of Kenmore Avenue/

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

**DISUSSION:** This request was submitted by Mr. Al Himes Director of Planning & Development, Alexandria Transit Company (DASH). The Alexandria Transit Company is requesting to establish two new bus layover locations as part of a plan for service improvements scheduled to take effect on January 20, 2008. Bus layover locations are required at the terminal points for bus routes throughout the City.

The proposed service improvements will split the current AT2 route operating between Braddock Metro and Eisenhower Metro via the City's West End into two routes. The route is being split in order to improve on-time performance on the route. The new AT2 will operate between Braddock Metro and Lincolnia Avenue, and a new route, the AT1, will be created to serve the remainder of the old AT2 route. The AT1 will operate from Kenmore Avenue to the Eisenhower Avenue Metro Station.

In order to implement the new service plan, two additional layover points need to be established on the City's West End. A layover for the northern terminal of the AT 1 route is requested on Kenmore Avenue near Seminary Plaza. A layover for the western terminal of the AT 2 route is requested on Lincolnia Avenue.

The current DASH AT 2 route operates about 90% on-time. Expectations are that all transit service should operate at about 95% on-time. The AT 2 route also has the longest one-way

running time of all DASH routes at over 90 minutes one-way during peak periods. The AT 2 route also operates through more traffic “choke” points than any other DASH route.

As a result of the proposed service improvements, one-way running times will be reduced to less than 60 minutes one-way on each route. Additionally the number of choke points on any one route will be reduced. No one route will have to serve both the King Street Metro / Old Town area plus the Beauregard / Little River Turnpike intersection.

These changes should result in improvements based on the performance currently seen on the AT 5 route. The AT 5 connects Braddock Metro with Van Dorn Metro similar to the AT 2, but has a one-way running time of 60 minutes, plus it operates through less “choke” points. This results in on-time performance of 94.5% on the AT 5 route.

Improved reliability should result in improved ridership. Service between North Old Town and the Braddock Metro Station is currently very unreliable because buses get stuck in traffic on Little River Turnpike and a number of other places along the route well before ever reaching that area. The same thing happens in the other direction as well with buses getting delayed in Old Town and a number of other places before reaching the Yoakum Parkway area to take passengers to Van Dorn Metro.

Other improvements are expected as a result of this plan. The AT 2 can be better coordinated with other routes in Old Town because the shorter route will have fewer other locations and services to coordinate with as well. The AT 1 will also be able to coordinate better with the AT 7 on Eisenhower Avenue. The new service plan will also add additional trips in the already heavily used Beauregard corridor. This will improve transfer connections with Metrobus at Southern Towers.

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**DOCKET ITEM:** 10

**ISSUE:** Consideration of a request to install NO PARKING BETWEEN SIGNS restrictions at the driveway for 213 South Columbus Street.

**APPLICANT:** Mark & Myra Baran

**LOCATION:** 213 South Columbus Street

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**STAFF RECOMMENDATION:** Staff recommends denial of the request.

**DISCUSSION:** This request was submitted by the Baran's who live at 213 South Columbus Street. Vehicles are blocking their driveway making hard to exit their garage. They have called the police Department to ticket and tow vehicles that block their driveway. No Parking between signs will alleviate the problem.