

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY JUNE 27, 2016 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 May 23, 2016 Traffic and Parking Board meeting minutes.
3. **PUBLIC COMMENT**

PUBLIC HEARING:
4. **ISSUE:** Consideration of a request to change the color scheme of Alexandria Yellow Cab vehicles.
5. **ISSUE:** Consideration of a request to transfer the Grandfather Certificate number 479.
6. **ISSUE:** Consideration of a request to temporarily change the taxi fare structure to accommodate the WMATA Safe Track rail closings impacting Alexandria.
7. **ISSUE:** Consideration of a request to install a reserved handicapped space on Dock Street at the new Meridian Eisenhower Station residential building.
8. **ISSUE:** Consideration of a request to add three hour, 8 AM to 5 PM, Monday through Friday, residential restrictions on both sides of the 1200 block of Trinity Drive
9. **ISSUE:** Consideration of a request to continue three hour metered parking at the City parking lot on the 900 block of King Street from 8 am to 9 pm, at \$1.75 per hour.
10. **ISSUE:** Consideration of a request to remove one parking space to install a Capital Bikeshare station.
11. **ISSUE:** Consideration of a request of changing lane configuration of King Street, install “No Right Turn on Red” signs at southbound Kenwood Avenue at King Street, and reduce the speed limit from 35mph to 25mph on King Street between Chinquapin Drive and Melrose Street

STAFF REPORTS AND UPDATES:

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY MAY 23, 2016, 7:30 P.M.
301 KING STREET, 2nd FLOOR
ROOM 2000**

MINUTES

BOARD MEMBERS PRESENT: Chairman, Jay Johnson, Randy Cole, Ann Tucker, and Kevin Beekman.

BOARD MEMBERS ABSENT: William Schuyler and James Lewis.

STAFF MEMBERS PRESENT: Bob Garbacz, Division Chief Traffic, Ravi Raut, Civil Engineer IV, Hillary Orr, Complete Street Manager, Ray Hayhurst, Complete Street Coordinator, Katie North, Parking Planner, and Cuong Nguyen, Civil Engineer I.

1. Announcement of deferrals and withdrawals: There were no deferrals or withdrawals.
2. Approval of the April 25, 2016, Traffic and Parking Board meeting minutes: Ms. Tucker made a motion, seconded by Mr. Beekman to approve the minutes from the April 25, 2016 meeting. The motion carried unanimously.
3. **PUBLIC COMMENTS:** Mr. Carl Fisher made a comment about the usage of HOV lanes on Route 1. He asked for more enforcement or removing the HOV lanes restriction.

PUBLIC HEARING:

4. **ISSUE:** Consideration of a request to remove a traffic signal at the intersection of South Henry Street and Franklin Street and install all-way Stop sign.

DISCUSSION: Mr. Raut presented the item to the Board.

PUBLIC TESTIMONY: Ms. Ntoetse Bertocci opposed the request. She stated it is dangerous for her grandchildren walk to the recreation center across the street.

BOARD ACTION: Mr. Beekman made a motion, seconded by Mrs. Tucker to approve staff's recommendation to remove the traffic signal at the intersection of South Henry Street and Franklin Street. Mr. Johnson and Mr. Cole voted against the motion. The motion was not carried forward.

5. **ISSUE:** Consideration of a request for a "No Turn On Red" sign on Southbound of Commonwealth Avenue at West Glebe Road to accommodate a bicycle box.

DISCUSSION: Mr. Hayhurst presented the item to the Board.

PUBLIC TESTIMONY: No one from the public spoke about this item.

BOARD ACTION: Mr. Cole made a motion, seconded by Mr. Beekman to approve the request to install “No Turn On Red” sign on Southbound of Commonwealth Avenue at West Glebe Road to accommodate a bicycle box. The motion carried unanimously.

6. **ISSUE:** Consideration of an amendment to the Parking Meter Zones Division of City Code (Article G, Division 1) to update the locations of meters and other minor corrections.

DISCUSSION: Mrs. North presented the item to the Board.

PUBLIC TESTIMONY: No one from the public spoke about this item.

BOARD ACTION: Mr. Cole made a motion, seconded by Mr. Beekman to approve the request for an amendment to the Parking Meter Zones Division of City Code (Article G, Division 1) to update the locations of meters and other minor corrections. The motion carried unanimously.

7. **ISSUE:** Consideration of a request for (1) an amendment to the Metered Parking Lots Division of the City Code (Article G, Division 2) to update the process for approving new metered parking lots.

DISCUSSION: Mrs. North presented the item to the Board.

PUBLIC TESTIMONY: No one from the public spoke about this item.

BOARD ACTION: Mrs. Tucker made a motion, seconded by Mr. Cole to approve the request for: 1) an amendment to the Metered Parking Lots Division of the City Code (Article G, Division; 2) to update the process for approving new metered parking lots; and, 3) add language to the ordinance clarifying that the Traffic and Parking Board would make recommendations on all changes to the hours and rates for metered parking lots. The motion carried unanimously.

8. **ISSUE:** Consideration of a request to install a traffic signal at North Van Dorn Street and Menokin Drive.

DISCUSSION: Mrs. Orr presented the item to the Board.

PUBLIC TESTIMONY: No one from the public spoke about this item.

BOARD ACTION: Mr. Cole made a motion, seconded by Ms. Tucker to approve the request to install a traffic signal at North Van Dorn Street and Menokin Drive. The motion carried unanimously.

9. **ISSUE:** Consideration of a request to remove three parking spaces and install Capital Bikeshare stations.

DISCUSSION: Mrs. Orr presented the item to the Board.

PUBLIC TESTIMONY: Zachary Desjandins spoke in favor of the request.

BOARD ACTION: Mr. Cole made a motion, seconded by Mr. Beekman to approve the request to remove three parking spaces and install Capital Bikeshare stations. The motion carried unanimously.

10. STAFF UPDATE:

- Ms. North updated the Traffic and Parking Board on the pilot program of Pay by Phone at the residential blocks adjacent to metered areas.
- Mr. Garbacz asked for Motor Coach Taskforce Representative, Mr. Cole accepted this role.
- Mr. Garbacz updated the Traffic and Parking Board about the proposed new color scheme for Yellow Taxi Cab.

MEMORANDUM

DATE: JUNE 27, 2016
TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD
FROM: T&ES STAFF
SUBJECT: DOCKET ITEM # 4

ISSUE: Consideration of a request to change the color scheme of Alexandria Yellow Cab taxi vehicles.

APPLICANT: Alexandria Yellow Cab

LOCATION: City of Alexandria

STAFF RECOMMENDATION: The Board approves the proposed color scheme for Alexandria Yellow Cab vehicles and incorporates the cab number and web address into the color scheme on the two front doors and rear of the vehicle.

DISCUSSION: Alexandria Yellow Cab is seeking to revise the color scheme of their taxicabs as shown in Figure 1. The new color scheme will incorporate a black car with yellow stripes along the sides of the vehicle and the company name and phone number will be incorporated into the stripes. This change is being reflected as part of Alexandria Yellow Cab's initiative to rebrand the company. The company recently rolled out their new app for arranging taxicab service and the company hopes this new app will place the company in a better position to compete against the Transportation Network Providers (TNC's).

The old color scheme required drivers to paint the entire car a nonstandard yellow color to match the fleet. The new scheme will only require that drivers purchase a black vehicle and then apply a shrink wrap yellow strip on both sides of the vehicle. This change will enable Alexandria Yellow Cab to better attract new drivers and reduce costs for outfitting new cars. Attracting new drivers is a challenge for all the cab companies as they must now compete with TNCs for drivers. TNCs require very little upfront costs to bring a vehicle into service, only a smart phone.

Staff is recommending the proposed color scheme be modified to include the cab number and the Yellow Cab website for the convenience of the customers.

Figure 1



MEMORANDUM

DATE: JUNE 27, 2016
TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD
FROM: T&ES STAFF
SUBJECT: DOCKET ITEM # 5

ISSUE: Consideration of a request to convert a grandfathered certificate of public convenience and necessity to a permanent certificate of public convenience and necessity.

APPLICANT: White Top Taxi

LOCATION: City of Alexandria

STAFF RECOMMENDATION: Staff recommends that the Board deny the request.

DISCUSSION: Grandfather Certificate number 476 was assigned to Mohammed Kabir Omar, who passed away on April 19, 2016. White Top Cab stated that the company needs every certificate which the City has assigned to them because they are competing with Transportation Network Companies (TNCs). White Top Taxi company is requesting that Grandfather Certificate number 479 be made permanent.

At their March 15, 2014 Public Hearing, City Council approved giving the Traffic and Parking Board authority to convert grandfathered certificates into permanent certificates. A grandfathered certificate holder's parent taxi company must come before the Traffic and Parking Board to request that the certificate become permanent. The text of the approved ordinance is as follows:

Sec. 9-12-35 Grandfathered certificates.

A certificate which was issued to an individual owner or driver prior to February 15, 1983, and remains in force and effect, including by renewal, on and after July 1, 2005, shall be subject to the following provisions:

- (a) the original holder of such an individual certificate may change affiliation at any time and for any reason, subject to compliance with the provisions of this section.*
- (b) the provisions of [section 9-12-32](#) shall not be applicable to renewals of grandfathered certificates held by an individual owner or driver.*
- (c) grandfathered certificates may only be transferred in the manner set forth in the following section (d).*

Upon the holder's departure from the industry, the company with whom the grandfathered certificate is at that time affiliated may request that the grandfathered certificate be converted to

a standard authorization, which, if granted, shall be in addition to the number of authorizations then affiliated with the company. The Traffic and Parking Board shall consider any such request at a public hearing and will make the final determination regarding such request. The City Manager shall promulgate regulations for processing such requests and scheduling them for hearing. In the event such a request is granted, then the grandfathered certificate holder may transfer the vehicle permit in the same manner and subject to the same regulatory requirements as those vehicle permits for vehicles with standard authorizations.

Staff does not recommend converting this grandfathered certificate into a permanent affiliation with White Top Cab because the demand for taxi service has decreased. Since Transportation Network Providers (TNCs), such as Uber and Lyft, have moved into the Washington area, they have been taking significant market away from the taxi industry. White Top Cab has failed to provide adequate justification to substantiate the need for this authorization to remain in service.



3706 Mount Vernon Avenue, Alexandria, VA 22305

May 9, 2016
Bob Garbacz
Division Chief/ Transportation
Alexandria, VA

Re: Certificate 479

Dear Mr. Garbacz,

I am writing to request the transfer of the Grandfathered Certificate number 479 that was assigned to the late Mohammed Kabir Omar who passed away on April 19, 2016. We need every Certificate assigned to us because our major competitors have an unfair advantage over regulated fleets such as White Top, in that, they are not restricted in the number of vehicles they operate, not restricted by jurisdictional boundaries, not governed by City regulated rates, not bound by the State of Virginia's State Corporations insurance requirements, and not governed by the City of Alexandria Hack Code which regulates the City Fleets. Therefore, it is vital to our success and ability to provide our services to the City that we maintain our current number of certificates.

Currently, we compete against unregulated black cars that operate in the City governed by no rules. They operate without restriction on the number of vehicles they operate while our size is set by the City's Parking and Traffic Board. Our drivers are vetted, tested, licensed and vehicles inspected by the Alexandria Hack Office, a department of the Alexandria Police, while their drivers are hired online.

They have an unfair advantage over us in that they are not confined to jurisdictional boundaries that restrict taxicab areas of operation, so they are able to have more vehicles in the City than licensed taxi fleets. They have the capacity to bring vehicles from Washington, DC and Maryland into the City at will. This means that by their superior numbers they can pick up passengers faster anywhere than we can in the City. The Taxi Fleets in the Washington Metropolitan area are governed by the Reciprocity Rule that dictate that all trips must either originate or terminate in jurisdiction where licensed. Our competitors work anywhere they want and are above all local and State oversight.

The prerequisite of mandated commercial insurance as prescribed by the State of Virginia's State Corporation Commission and the City of Alexandria taxicab code dictates that all cabs be covered by commercial insurance while our competitors use regular insurance to transport passengers in violation of the State's and the City's commercial insurance rules and regulations for Public Transportation. Our insurance coverages are monitored by the Alexandria Hack Office that is listed on all insurance policies in the taxi fleet.

In spite of overwhelming advantages of our unregulated competitors, we continue to serve the City of Alexandria every day and will continue our services to the City. We need every certificate we currently have for our sole source of income is the Stand Dues drivers pay to drive in our fleet. Each certificate aids in providing service to the citizens of the City, so I humbly request the transfer of this Grandfathered certificate (479) to the company.

Regards
Ken Aggrey, GM
White Top Cab Companies
703-253-1976

MEMORANDUM

DATE: JUNE 27, 2016
TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD
FROM: T&ES STAFF
SUBJECT: DOCKET ITEM # 6

ISSUE: Consideration of a request to temporarily change the taxi fare structure to accommodate the WMATA Safe Track rail closings impacting Alexandria.

APPLICANT: T&ES Staff

LOCATION: Citywide

STAFF RECOMMENDATION: That the Board recommends to the City Manager changing the taxicab fare structure as follows:

1. Provide a flat rate fare of \$15.00 between the Braddock Road Metrorail Station and Reagan National Airport
2. Eliminate the charge for additional passengers on all trips from within the City of Alexandria to the National Airport
3. Eliminate the charge for items placed in the cab trunk handled by the driver on all trips from within the City of Alexandria to the National Airport

DISCUSSION: The Washington Metropolitan Area Transit Agency (WMATA) has recently initiated the Safe Track program to perform maintenance on the Metro Rail System between May 2016 and June 2017. This work will involve no metrorail service on the Blue and Yellow line running between the Braddock Road Metro Station and National Airport from July 5-11th, and no metrorail service on the Blue and Yellow lines between National Airport and Pentagon City Metrorail Station from July 12 through July 18.. To accommodate the reduction in capacity WMATA is proposing to operate a bus bridge to make up for the lost capacity. The City is coordinating with WMATA and the region to mitigate the disruption in service. One of the mitigation measures is to make it easier for passengers who would normally ride metro rail to the airport by providing less expensive and more convenient taxi service to the airport. Therefore, staff is recommending this temporary change to the fare structure. Staff has reached out to the taxi companies concerning these changes to solicit feedback and did not receive any negative comments.

In addition to this proposed temporary change to the fare structure extra queueing space will be provided around the Braddock Road Metro Station to accommodate increased taxi service

MEMORANDUM

DATE: JUNE 27, 2016
TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD
FROM: T&ES STAFF
SUBJECT: DOCKET ITEM # 7

ISSUE: Consideration of a request to install a reserved handicapped parking space on Dock Street at the new Meridian Eisenhower Station residential building.

APPLICANT: Abbie V. Moore

LOCATION: Dock Street

STAFF RECOMMENDATION: The Board recommend to the Director installing one reserved handicapped parking space on Dock Street at the new Meridian Eisenhower Station residential building.

DISCUSSION: Ms. Abbie Moore will be moving to the new Meridian Eisenhower Station residential building on July 1, 2016. Although the building has a parking garage with reserved handicapped parking, the designated landing area is not large enough to accommodate the ramp on her ADA van, as shown in Figure 1. When the ramp sets down, the landing end of the ramp is adjacent to a wall or another parked car providing insufficient space for a wheelchair to maneuver off the ramp. Ms. Moore also indicated that her van will not fit into the garage due to height constraints, staff has not verified this. Normally staff would not recommend approval because off street accessible parking is provided. In this case, because the accessible parking will not reasonably accommodate the ADA van, staff is willing to make an exception.

Staff is concerned that the handicapped parking area in the garage is not sufficient to accommodate handicapped vans and will be evaluating this situation. Staff has already confirmed that the parking spaces were constructed per the approved site plan and will be evaluating the requirements.

Figure 1

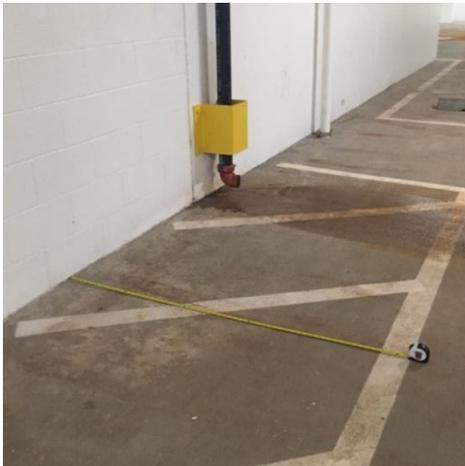
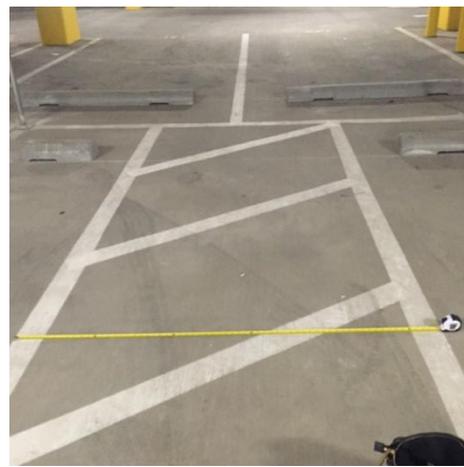
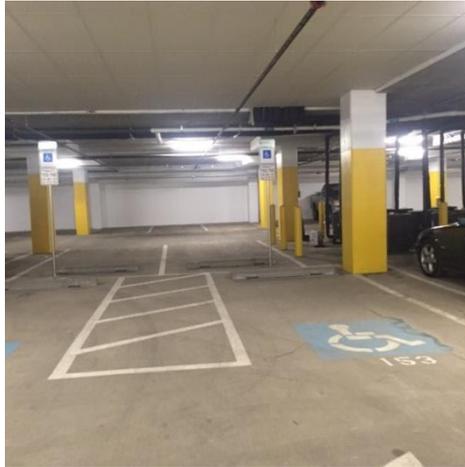


Figure 2



Abbie V. Moore
432 Cook Street
Alexandria, VA 22314

Thomas Johnson, Jr, Chairman
and Members of the Alexandria Traffic and Parking Board
C/O Robert Garbacz, Division Chief
Department of Transportation and Environmental Services
2900 Business Center Drive
Alexandria, VA 22314

Dear Chairman Johnson and Members of the Alexandria Traffic and Parking Board,

I am a resident of the City of Alexandria and I require a motorized wheel chair for mobility. I currently reside at 432 Cook Street. On July 1, 2016, I will be moving to Parc Meridian at Eisenhower Station, 750 Port St. Alexandria, VA 22314. Although there is a parking garage at the property, I am unable to drive my wheelchair equipped van through the garage. The van, which is 8' in height, includes an antenna exceeding the 8'2" clearance. On May 18, 2016 we tested the van in the garage accompanied by Parc Meridian maintenance staff and Melodie Seau, Division Chief with the Alexandria Office of Housing. With a maintenance staff person holding the antenna, the van can narrowly enter the garage. However, it cannot be driven through many areas of the garage without scraping low hanging pipes. Therefore, I would feel very uncomfortable in these circumstances which could pose an additional problem.

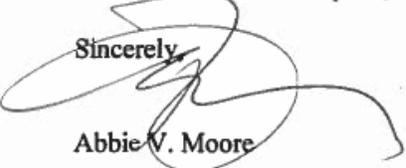
The handicapped parking spaces, including those that have additional designated area between the spaces, do not allow enough space for me to lower my lift and roll on or off of it. My lift, when lowered, extends 64", or 5'4". Once lowered, I need an additional three feet to enter or exit the van with the lift. All of the spaces in the garage with a designated lift space either have an adjoining space or are located against a wall. The width of these designated lift areas is 64" which would accommodate the lift but would not give me room to access it. If there is a car parked in the adjoining space, I would not be able to use my lift.

In addition, the heavy door entering the building through the garage requires an access key and it does not have an automatic door opener. I would have to insert my access key, and then pull the door open from my chair and move around it. Unfortunately, my power chair would not permit me to pull open a heavy door.

Because there is limited surface parking in front of the building, I am requesting a designated street parking space for my van. I currently have a designated street parking space in front of my home at 432 Cook Street.

I have enclosed photos of my van, the lift, and the garage at Parc Meridian. I appreciate your consideration of this request, which would allow me to comfortably access my new home.

Sincerely,



Abbie V. Moore

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 27, 2016
TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD
FROM: T&ES STAFF
SUBJECT: DOCKET ITEM # 8

ISSUE: Consideration of a request to add three hour, 8 AM to 5 PM, Monday through Friday, residential restrictions on both sides of the 1200 block of Trinity Drive

APPLICANT: Residents of the 1200 block of Trinity Drive

LOCATION: 1200 block of Trinity Drive (north and south sides)

STAFF RECOMMENDATION:

That the Board recommend to the City Manager posting three hour, Monday through Friday, 8:00 AM to 5:00 PM, residential restrictions on both sides of the 1200 block of Trinity Drive.

DISCUSSION:

The residents of the 1200 block of Trinity Drive have requested the City post residential permit parking signage on their block to address parking problems on their street from Bishop Ireton High School students. They have noted a number of cars parking on this block which narrows the travel lane and makes it difficult for two directions of travel, in particular when a school bus is on this street. Many of the surrounding streets are already restricted parking to address this issue. This block of Trinity Drive falls within the boundary for District 8A but does not have any signage installed that restricts parking.

To initiate the request, two petitions have been submitted by residents of the north and south sides of the 1200 block of Trinity Drive. After verifying the validity of the petition, staff surveyed the block to determine if the parking conditions met the criteria established in the City Code ((1) at least 75% of the parking spaces on the block face must be occupied by parked vehicles, and (2) at least 25% of the parked vehicles are owned by nonresidents of the district). Each side of the 1200 block of Trinity Drive meets the criteria for installing signage. A

summary of the parking conditions observed on the dates the surveys were conducted is provided below.

1200 Block of Trinity Drive (North Side) – 14 On-Street Spaces

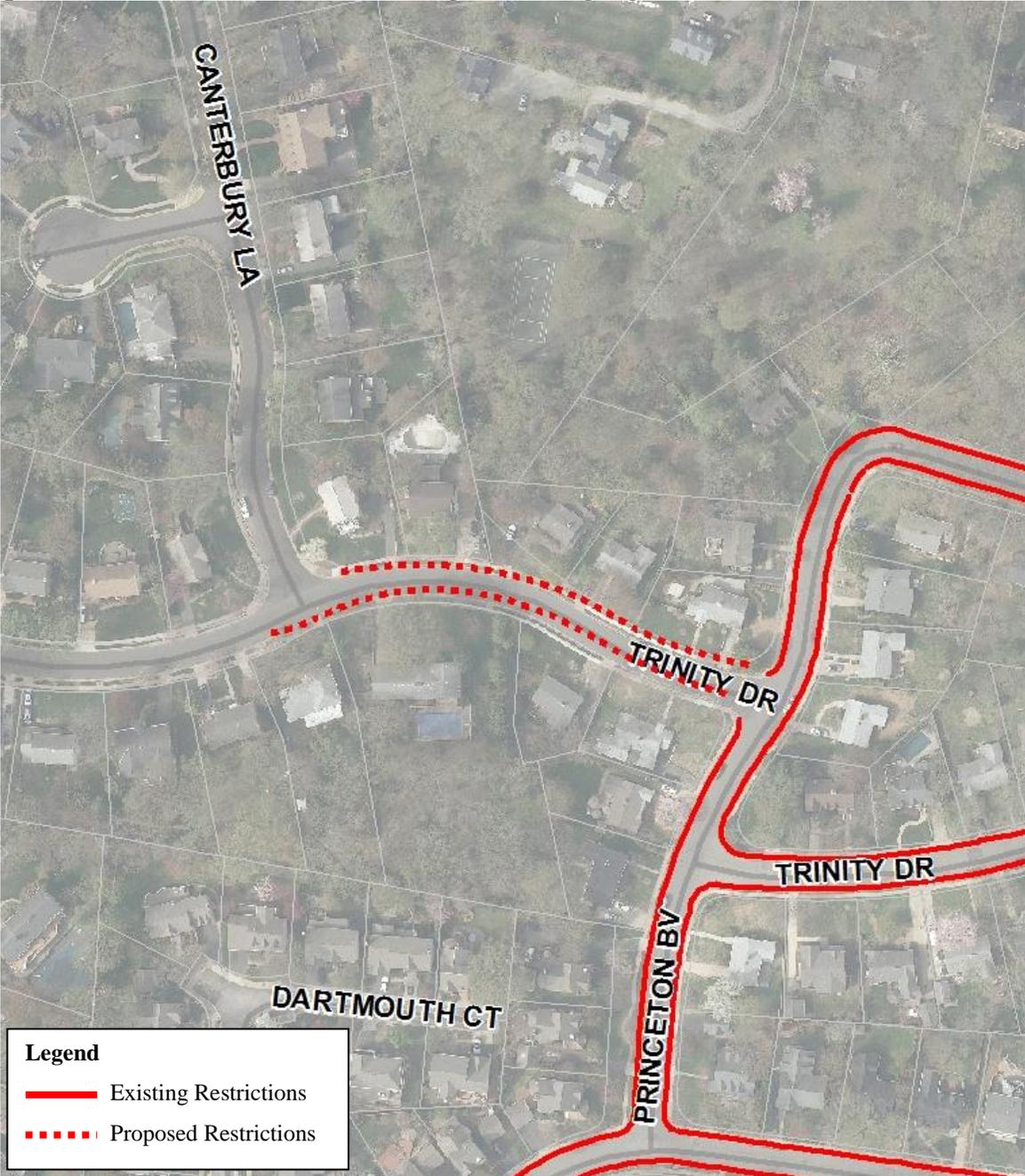
Survey Date	Parked Vehicles	Non-Resident Vehicles
April 21, 2016	6 (43%)	2 (33%)
<i>April 28, 2016</i>	<i>12 (86%)</i>	<i>5 (42%)</i>
May 4, 2016	7 (50%)	5 (71%)

1200 Block of Trinity Drive (South Side) – 17 On-Street Spaces

Survey Date	Parked Vehicles	Non-Resident Vehicles
<i>May 2, 2016</i>	<i>13 (76%)</i>	<i>7 (54%)</i>
May 4, 2016	12 (71%)	8 (67%)

Adding restrictions often has the unintended consequence of moving the parking problem to a different location. At this time, the adjacent blocks do not meet the criteria for signage. However, staff has notified the Civic Association president of the current request and provided information about the process for adding signage if parking becomes a problem for the other blocks in the future.

Proposed District 8A Residential Parking Permit Signage locations



City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 27, 2016
TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD
FROM: T&ES STAFF
SUBJECT: DOCKET ITEM #9

ISSUE: Consideration of a request to continue three hour metered parking at the City parking lot on the 900 block of King Street from 8 am to 9 pm, at \$1.75 per hour.

APPLICANT: City of Alexandria

LOCATION: 912, 916, and 920 King Street

STAFF RECOMMENDATION:

That the Board recommend to the City Council approving three hour metered parking at the City parking lot on the 900 block of King Street from 8am to 9pm, at \$1.75 per hour.

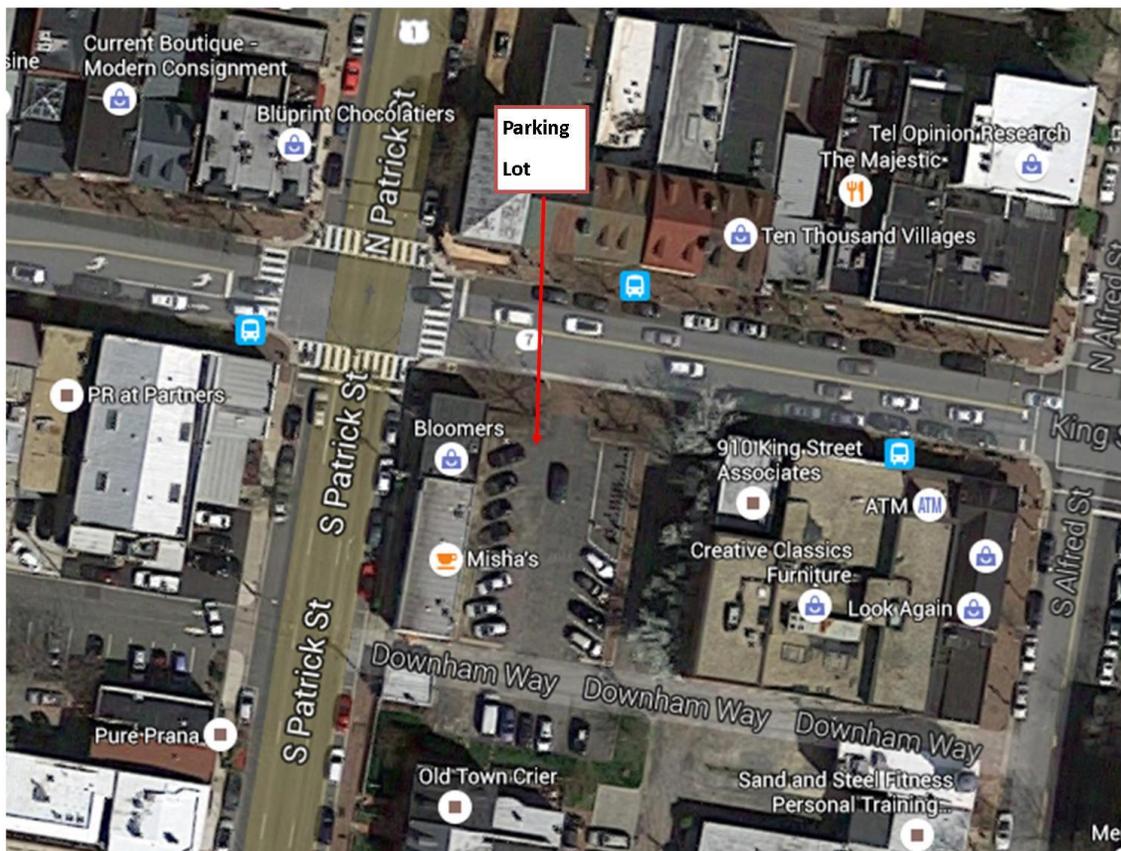
DISCUSSION:

At the May 23rd Traffic and Parking Board meeting, the Board reviewed and recommended approval of a revision to the metered parking lots section of the City Code (Section 5-8-111 and 112) to establish a new process for reviewing and approving meters in City owned parking lots. This revision was approved by City Council at the June 18, 2016 public hearing. With this revision, reference to seven specific city owned parking lots were removed from the Code. Of these lots, the only one that currently operates with meters is the parking lot on the south side of the 900 block of King Street (east of Misha's Coffee). Since the Code now calls for each metered lot to be approved by resolution, staff will be taking a resolution to Council later this month to formally approve continuing the existing operations for this parking lot per the new Code.

The 18 space parking lot on the south side of the 900 block of King Street has operated as a metered parking lot since at least 2000. The individual meters at this lot were removed in 2010 and replaced with a single multi-space meter. This lot also includes one reserved space for a ZipCar vehicle and a Capital Bikeshare docking station. The lot is currently signed for parking

Monday through Saturday during the hours of 8 am to 9 pm, which is consistent with on-street parking meter hours. The maximum time limit to park in this lot is three hours, similar to the maximum time limit for on-street parking meters in Zone 3 (Alfred Street to the Metro Station). The parking rate is the same as the cost to park on street (\$1.75 per hour) and can be paid at the multi-space meter at the entrance to the parking lot or with Pango, the City's pay by phone vendor.

Meters continue to be appropriate in this lot to generate turnover for the parking spaces. The survey conducted in 2014 as part of the Old Town Area Parking Study (OTAPS) indicated that this lot is very well used with parking occupancies in the 90-100% range during the times surveyed, which included weekday, Friday and Saturday evenings. At this time, staff is not proposing any changes to the existing metered operation for this lot. This purpose of this request is to approve the existing conditions now that the City Code has removed the specific reference to this lot.



City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 27, 2016
TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD
FROM: T&ES STAFF
SUBJECT: DOCKET ITEM #10

ISSUE: Consideration of a request to remove one parking space to install a Capital Bikeshare station

APPLICANT: T&ES Staff

LOCATION: Bruce Street at Mount Vernon Avenue

STAFF RECOMMENDATION: That the Board recommend to the Director of T&ES removal of one parking space on Bruce Street to install a Capital Bikeshare station.

BACKGROUND: Capital Bikeshare is a joint program currently comprised of the District of Columbia, Arlington County, the City of Alexandria and Montgomery County. The program was launched by Arlington County and the District of Columbia in 2010 and Alexandria joined the regional program in September 2012, with eight stations in Old Town, and added eight stations in Del Ray and Carlyle in August 2014. In 2016, eight more stations were added for a total of 24 stations. Eight more stations have been ordered and are scheduled for installation in summer 2016. Fairfax County will be joining the system in fall 2017 with 24 new stations to be located in Reston and Tyson's Corner.

Whenever possible, stations are sited on sidewalks so as to not remove parking spaces on the street. Of the sixteen stations ordered for FY 2016, only two locations require the removal of on street parking spaces due to constraints in the area and narrow sidewalk widths.

DISCUSSION: With the expansion of Capital Bikeshare into new neighborhoods, staff evaluated the areas to identify locations for bikeshare stations based on the following criteria:

- Maintain a 6' clear pedestrian path
- Target popular destinations and high density areas
- Receive sufficient sunlight for solar apparatus

- Utilize sidewalks, private property or parking lanes efficiently
- Avoid obstructing utilities, fire hydrants or other street furniture

One location was identified where parking removal is necessary for installation of a bikeshare station. At the intersection of Bruce Street and Mount Vernon Avenue, one parking space would need to be removed in order to accommodate the Bikeshare station on the street. The location is near MOM's Organic Market, and other small businesses. Staff reached out to the management at MOM's Organic Market regarding the bikeshare station, and the management did not have concerns that this would not impact parking for their business. Staff also reached out the Arlandria Advisory Committee to gather feedback on this location.

There are currently seven parking space along this section of Bruce Street. By removing the 30' of parking needed to install the Bikeshare station, there will still be six parking spaces.

This station will provide a connection between the new station in Four Mile Park as well as the next station to the South at Kennedy Street and Mount Vernon Avenue (Figure 1). The station provides opportunities for residents of Arlandria to use the bikeshare system. Due to the narrow sidewalks in this neighborhood, the on-street location was identified as the best location for the station. One parking space would need to be removed on the south side of Bruce Street just east of Mount Vernon Avenue in order to accommodate station placement (Figure 2).

Staff is continuing to take a more comprehensive look at parking in Arlandria and identifying locations where parking can be added.

Figure 1

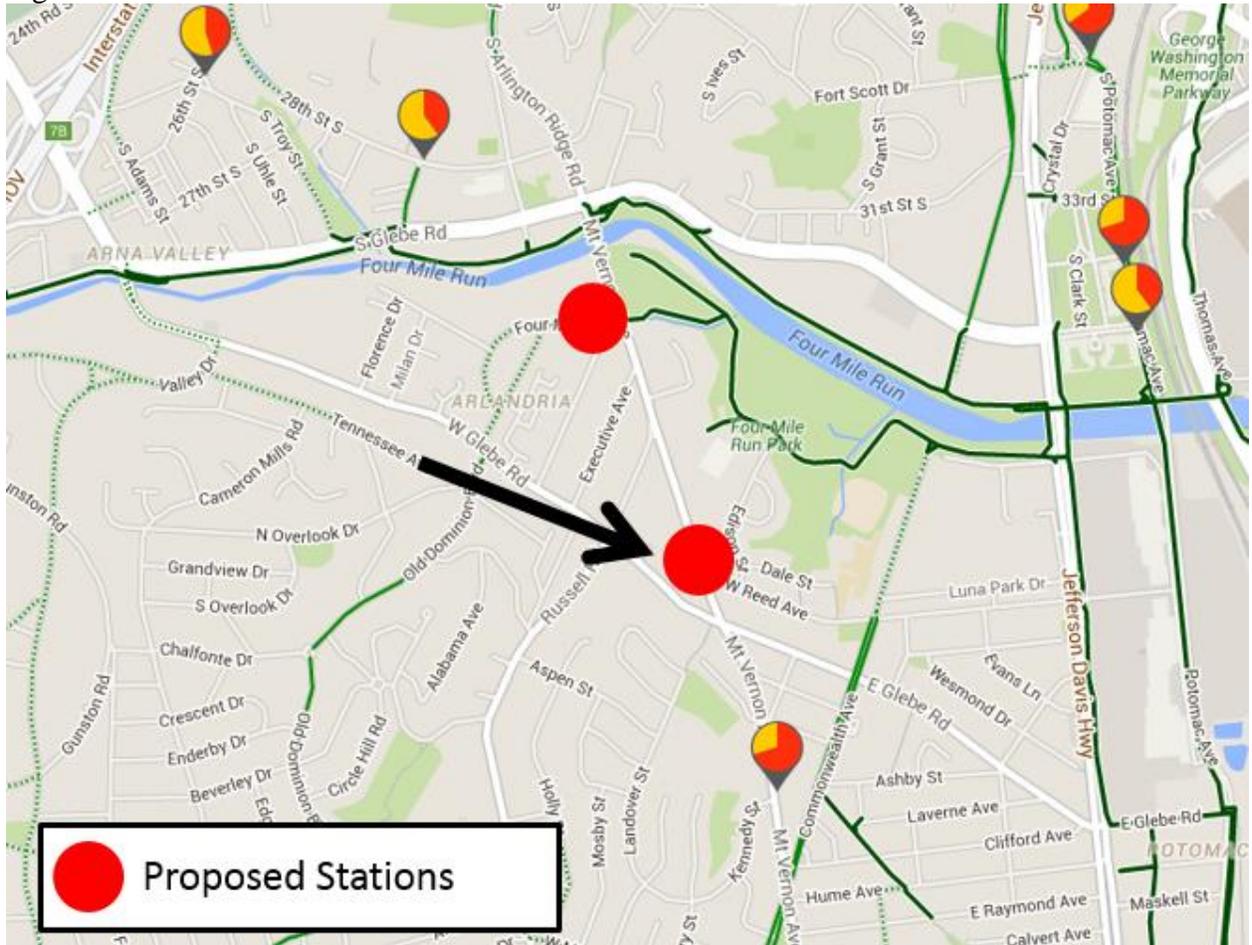


Figure 2



MEMORANDUM

DATE: JUNE 27, 2016
TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD
FROM: T&ES STAFF
SUBJECT: DOCKET ITEM #11

ISSUE: Consideration of a request to:

- Remove an eastbound travel lane on King Street, between Chinquapin Drive and Janney's Lane and a westbound travel lane on King Street, between Kenwood Avenue and Janney's Lane;
- Install "No Right Turn on Red" signs at southbound Kenwood Avenue at King Street; and
- Reduce the speed limit from 35mph to 25mph on King Street between Chinquapin Drive and Melrose Street

APPLICANT: T&ES Staff

LOCATION: King Street, between Janney's Lane and Radford Street

STAFF RECOMMENDATION: That the board:

- Recommend to the Director of T&ES to remove an eastbound travel lane on King Street between Chinquapin Drive and Janney's Lane and a westbound travel lane on King Street between Kenwood Avenue and Janney's Lane
- Recommend to the Director of T&ES to install "No Right Turn on Red" signs at southbound Kenwood Avenue at King Street
- Recommend to the City Manager to reduce the speed limit from 35mph to 25mph on King Street between Chinquapin Drive and Melrose Street

DISCUSSION: King Street, between Radford Street and Janney's Lane is slated for resurfacing in summer 2016. Prior to beginning this project, staff received requests from the community and T.C. Williams High School to improve safety along the corridor and slow vehicle speeds. As staff continued to collect feedback on community concerns with this roadway, the following concerns were continually raised:

- Difficult for pedestrians to cross the street and access bus stops
- High vehicle speeds along the corridor
- Concerns for pedestrian safety near T.C. Williams High School
- No facilities for people who bike

The concerns were supported by the feedback received through the Alex Engage online survey with “providing safer crossings for pedestrians” as the number one request.

Based on this feedback, staff proposed the following design options for the roadway:

- Option 1 – Complete Streets Maintenance
 - Resurfacing with curb ramp and bus stop upgrades
- Option 2 – Pedestrian and Accessibility Improvements
 - Option 1 plus the removal of westbound travel lane between Kenwood Avenue and Janney’s Lane to accommodate pedestrian improvements at intersections
- Option 3 – Complete Streets Corridor Improvements
- Option 2 plus removal of an eastbound travel lane between Chinquapin Drive and Janney’s Lane and the addition of buffered bike lanes on both sides of King Street

Based on feedback from the public at community and civic association meetings as well as through the Alex Engage online survey, which showed that two thirds of respondents favored Option 3, staff is proposing to move forward with this design option. Option 3, shown in Attachment 1, has also been modified throughout the community outreach process to incorporate feedback. As a result, the final plan includes:

- The removal of an eastbound travel lane between Chinquapin Drive and Kings Court
- The removal of a westbound travel lane between Kenwood Avenue and Janney’s Lane
- Left turn lanes at intersections and center turn lane along corridor
- Landscaped pedestrian refuge islands at seven crossings
- Three new crosswalks across King Street and four new crosswalks across side streets
- No right turn on red signage at southbound Kenwood Avenue at King Street
- Buffered bike lanes along the corridor
- Upgraded curb ramps, sidewalk maintenance and ADA compliant bus stops
- Reconfigured intersections at Scroggins Lane, Melrose Street and Kenwood Avenue
- Speed limit reduction to 25mph between Chinquapin Drive and Melrose Street

The plan will improve safety for all roadway users. The plan provides shorter, safer pedestrian crossings at seven locations. The bike lanes provide a designated space for cyclists while shifting vehicles away from the sidewalk to allow for a pedestrian buffer. Maintenance work that will be done in conjunction with the street resurfacing will include sidewalk maintenance, ADA bus stops and upgrading curb ramps.

Additionally, the new striping of the roadway allows for left turn lanes that will reduce vehicle weaving and provide one consistent through travel lane in each direction. The plan is consistent with a roadway configuration known as a “road-diet”. This street design has been well-studied and documented to provide the following safety and operational benefits for drivers:

- Lower vehicular speeds due to reduced travel lane width and pedestrian refuge islands
- Reduced vehicle speed differential that reduces rear-end crashes due to more consistent traffic flow
- Center turn lane that eliminates the need to change lanes and reduces sideswipe crashes
- Center turn lane that separate left-turning traffic from through-travel and reduces delays

- Increased sight distance and reduction of left-turn crashes
- Easier to exit side streets and driveways due to lower vehicular speeds, increased sight distances, and fewer travel lanes to cross

A Federal Highway Administration (FHWA) study showed that the resulting benefits include a crash reduction of 19 to 47 percent when a “road-diet” is installed on a four-lane undivided highway.¹

Traffic Analysis

A traffic analysis was conducted by an outside consultant for this project. The study evaluated the feasibility of removing one travel lane in each direction on King Street between Radford Street and Janney’s Lane. The analysis showed that the proposed plan with signal timing improvements would increase travel times in the AM peak by four seconds for the eastbound direction and six seconds for the westbound direction. Travel times would increase in the PM peak by twelve seconds for the eastbound direction and seven seconds for the westbound direction. See Attachment 2 for more detail.

This analysis also evaluated the change in travel time that would occur if the speed limit were changed from 35mph to 25mph. A graphic showing the proposed speed limit change can be seen in Attachment 3. Reducing the speed limit would add an additional 33 second delay in both directions for travel along the corridor.

While concerns have been raised about traffic diversion to other streets due to the proposed street design and speed limit reduction, the data shows that there is no other route where diversion would provide a faster travel time than to remain on King Street. This is largely due to the fact that none of the streets to the south of King Street connect to other neighborhoods between Quaker Lane and Janney’s Lane and that the distance between those streets is the shortest and most direct route.

Additionally, staff has heard concerns regarding an increase in traffic over time on King Street. However, data collected annually from the Virginia Department of Transportation show that volumes on this stretch of roadway have actually decreased over the last fifteen years by an average of ten percent.²

Public Outreach

Staff undertook an extensive public engagement effort for this project in November 2015. The public outreach involved three public meetings on this project, four civic association meetings, two meetings with King Street neighborhood groups, updates to boards and commissions and meetings with the TC Williams high school PTA. Additionally, an online survey was posted on the Alex Engage site. Responses were received from 760 people, 200 of which live in the project area, and 215 additional comments were recorded. Of all respondents, 66% supported the proposed option (Option 3) for King Street. The engagement process can be viewed below:

- November 17, 2015 – Public Meeting #1 (Received feedback on issues/concerns)

¹ http://safety.fhwa.dot.gov/road_diets/info_guide/rdig.pdf

² <http://www.virginiadot.org/info/ct-trafficcounts.asp>

- January 15, 2016 – Meeting with TC Williams PTA
- February 11, 2016 – Public Meeting #2 (Presented three options and gathered input)
- February 12th – 29th – Alex Engage Poll Open (February 12-29, 2016)
- February 15, 2016 – Alexandria Bicycle and Pedestrian Advisory Committee
- February 23, 2016 – Meeting with Melrose Area residents
- March 8, 2016 – Meeting with Kings Cloister Area Residents
- March 16, 2016 – Transportation Commission Update
- March 28, 2016 – Traffic and Parking Board Update
- April 11, 2016 – North Ridge & Taylor Run Citizens Associations
- April 21, 2016 – Public Meeting #3 (Presented preferred option and gathered input)
- May 11, 2016 – Clover College Park Civic Association
- May 12, 2016 – Seminary Hills Civic Association

Through this public engagement process, staff worked with the community to modify the plans and incorporate feedback. Changes were made to the design at the intersections of Kenwood Avenue, Scroggins Road and Melrose Street after working with the community. The proposed speed limit reduction was also included in the plan after requests were made by the public.

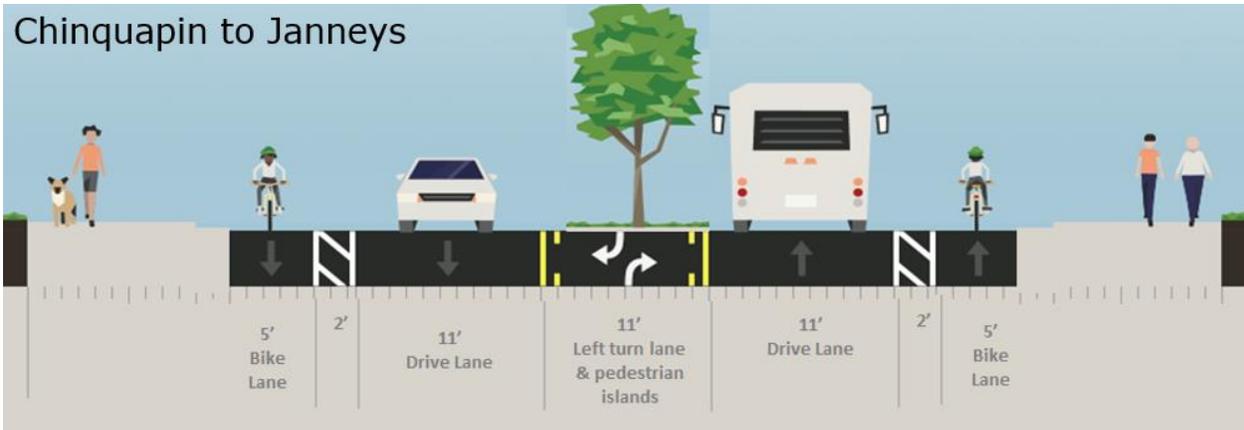
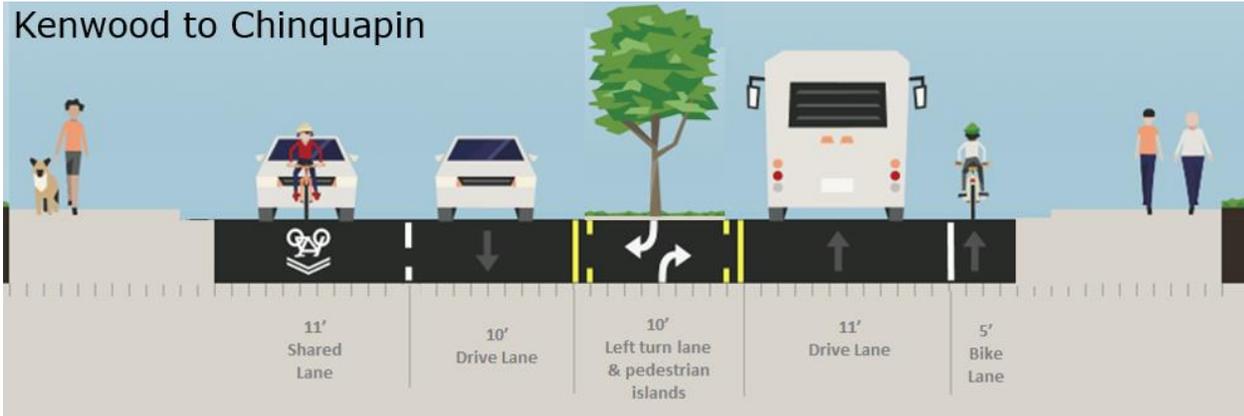
Letters of support were submitted for this project from the Alexandria Transportation Commission (Attachment 4), the Alexandria Bicycle and Pedestrian Advisory Committee (Attachment 5), the TC Williams High School PTA (Attachment 6), the Coalition for Smarter Growth (Attachment 7) residents of Kings Cloister (Attachment 8) and residents near Melrose Street (Attachment 9).

Evaluation

As with all Complete Streets projects, staff will collect vehicle volumes, speeds and crashes to monitor the impacts of the proposed plan after it is implemented. Traffic flow will be monitored to determine if any modifications to the plan need to be made.

Maintenance work, including sidewalk repairs and upgrading curb ramps and bus stops to be ADA compliant will begin in July 2016. Roadway resurfacing will begin in August 2016, the project will be installed in conjunction with the repaving.

Attachment 1: Option 3 Street Configurations



Attachment 2: Traffic Analysis

King Street Road Diet Traffic Analysis - 35MPH
 Synchro Arterial LOS and Delay - Existing Speed

Signal	Existing AM				Build AM (at 35 MPH)			
	Signal Delay	Travel Time	Distance	Arterial LOS	Signal Delay	Travel Time	Distance	Arterial LOS
Eastbound King Street								
Kenwood Avenue	6.8	36.7	0.17	D	7.1	37.0	0.17	D
Chinquapin Drive	36.1	58.9	0.13	F	39.7	62.5	0.13	F
Janney's Lane	19.7	122.5	0.94	B	19.7	122.5	0.94	B
Highland	4.0	34.8	0.19	C	4.0	34.8	0.19	C
Overall	66.6	252.9	1.43	C	70.5	256.8	1.43	C
Westbound King Street								
Janney's Lane	13.3	44.1	0.19	D	13.3	44.1	0.19	D
Chinquapin Drive	3.5	106.3	0.94	A	6.6	109.4	0.94	A
Kenwood Avenue	8.2	31.0	0.13	D	11.0	33.8	0.13	E
Braddock Road	76.2	106.1	0.17	F	76.2	106.1	0.17	F
Overall	101.2	287.5	1.43	D	107.1	293.4	1.43	D

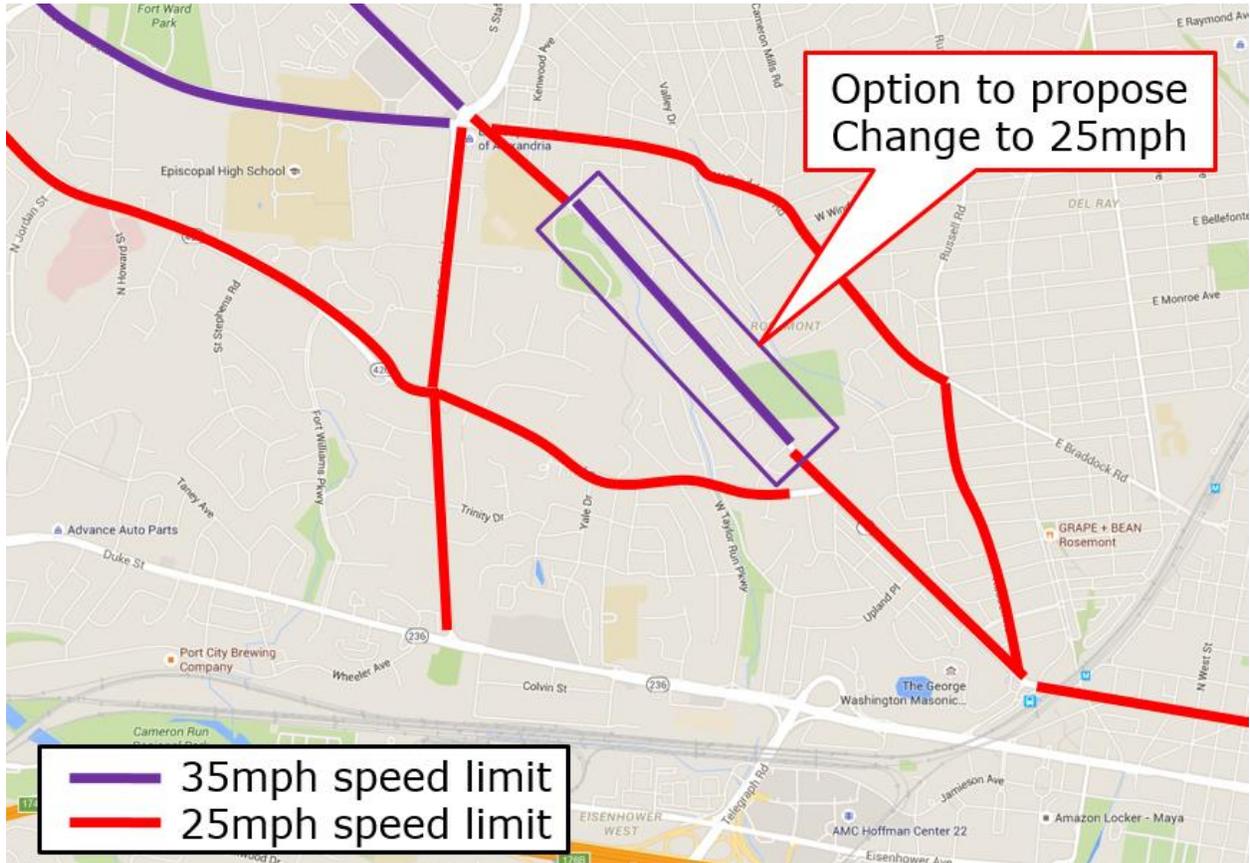
King Street Road Diet Traffic Analysis - 35MPH
 Synchro Arterial LOS and Delay - Existing Speed

Signal	Existing PM				Build PM (at 35 mph)			
	Signal Delay	Travel Time	Distance	Arterial LOS	Signal Delay	Travel Time	Distance	Arterial LOS
Eastbound King Street								
Kenwood Avenue	12.0	41.9	0.17	D	13.4	43.3	0.17	E
Chinquapin Drive	5.5	28.3	0.13	D	15.6	38.4	0.13	E
Janney's Lane	12.4	115.2	0.94	B	12.4	115.2	0.94	B
Highland	4.0	34.8	0.19	C	4.0	34.8	0.19	C
Overall	33.9	220.2	1.43	C	45.4	231.7	1.43	C
Westbound King Street								
Janney's Lane	5.3	36.1	0.19	C	5.3	36.1	0.19	C
Chinquapin Drive	3.1	105.9	0.94	A	4.5	107.3	0.94	A
Kenwood Avenue	9.6	32.4	0.13	D	15.4	38.2	0.13	E
Braddock Road	74.3	104.2	0.17	F	74.3	104.2	0.17	F
Overall	92.3	278.6	1.43	C	99.5	285.8	1.43	D

King Street Road Diet Traffic Analysis - 35MPH
 Synchro Intersection LOS and Delay - Existing Speed

Intersection	Existing				Build			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
King Street at Braddock Road	24.3	C	29.9	C	24.3	C	29.9	C
King Street at Kenwood Avenue	11.3	B	14.2	B	17.7	B	15.5	B
King Street at Chinquapin Drive	20.4	C	8.1	A	21.4	C	12.3	B
King Street at Janney's Lane	19.0	B	11.1	B	19.0	B	11.1	B
King Street at Highland	6.6	A	6.8	A	6.6	A	6.8	A

Attachment 3: Proposed speed limit change



Attachment 4: Letter of support from Alexandria Transportation Commission



Alexandria Transportation Commission
301 King Street
Alexandria, VA 22314

www.alexandriava.gov

Phone: 703.746.4025

Chair Johnson and Members of the Traffic and Parking Board
City Hall
301 King Street
Alexandria, VA 22314

May 20, 2016

Re: Transportation Commission's Endorsement of King Street Complete Streets Improvements

Dear Chair Thomas Johnson Jr.:

At its May 18, 2016 meeting, the Alexandria Transportation Commission reviewed and discussed three design options for improvements considered for the King Street Complete Streets project. Consistent with the majority of public input received via AlexEngage and numerous community meetings, the Transportation Commission endorses option three, "Complete Street Corridor Improvements". The Commission emphasizes that option three will improve safety for pedestrians, cyclists, and vehicles through the addition of safer crossings, slower traffic speeds, and buffered bicycle lanes. The Commission also emphasizes that the improvements will not significantly impact the level of service and travel delay. A design consistent with option three is considered best practice by the Federal Highway Administration for streets with similar traffic volumes and patterns to those on King Street.

This project is consistent with the Transportation Commission endorsed and City Council adopted Complete Streets Policy, Transportation Master Plan, and Citywide Bicycle Network. This portion of King Street was designated as an "Enhanced Bicycle Corridor" and identified as a priority project in the recent update to the Pedestrian and Bicycle Chapter of the Transportation Master Plan.

The City's Transportation Master Plan includes specific objectives applicable to this project:

- The City will make walking a part of people's everyday lives by providing pleasant, safe and accessible connections that encourage and reward the choice to walk.
- The City will implement a citywide bikeway network to serve all users and trip types, provide end-of-trip facilities, improve bicycle/transit integration, implement encouragement programs and improve safety.

The Commission supports designing safe streets for all users and appreciates your consideration of its input.

Sincerely,

A handwritten signature in black ink, appearing to read "J.J. King III", with a long horizontal flourish extending to the right.

J.J. King III
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
Mark Jinks, City Manager
Yon Lambert, Director, T&ES
Carrie Sanders, Acting Deputy Director, T&ES

Attachment 5: Letter of support from Alexandria BPAC

June 14, 2016

Chairman Johnson, Vice Chair Schuyler and members of the Traffic and Parking Board,

I am writing as Chair of the Alexandria Bicycle and Pedestrian Advisory Committee (BPAC) to ask that you recommend approval of the Complete Street Design (Option 3) and 25 mph speed limits for King Street between Janneys Lane and Radford Street.

The Complete Street Design (Option 3) provides urgently needed safety improvements for all who use or will use this section of King Street in the future.

People walking along King Street will be able to do so without fear from walking next to high-speed vehicles. The Complete Street Design (Option 3) will both reduce vehicle speeds and provide buffered bike lanes that separate pedestrians from both vehicles and bikes.

Crossing one-lane of slower traffic at a time per the proposed design is much safer than crossing two lanes of high-speed traffic from each of two directions, as is required today.

Similar safety benefits are afforded to motorists who enter and exit their driveways or at uncontrolled intersections.

Turn lanes eliminate safety risks associated with turning vehicles in traffic lanes.

Buffered bike lanes provide a safe and separated space for people to bike. Research shows that buffered lanes and slower vehicle speeds are positively correlated with increased biking – an objective in the City's Transportation Master Plan.

25 MPH speed limits improve safety and are applicable to this residential street.

At lower speeds, drivers can see more of their surroundings and have more time to react to potential hazards. More awareness and more time to react = less likelihood of a crash.

The risk of injury to a pedestrian more than doubles when hit by a 35 mph vehicle compared to a 25 mph vehicle (36% risk of death at 35 mph, versus 12% risk of death at 25 mph.)¹

With numerous driveways and uncontrolled intersections, this section of King Street warrants a 25 mph speed limit, as provided for residential streets elsewhere in the City of Alexandria.

Reducing the speed limit to 25 mph from Janneys Lane to Radford Street would create a consistent speed limit, rather than the current variation from 25 mph to 35 mph to 25 mph.

¹ Tefft BC. Impact speed and a pedestrian's risk of severe injury or death. *Accident Analysis & Prevention, Volume 50, January 2013, Pages 871-878* doi: 10.1016/j.aap.2012.07.022: <http://www.ncbi.nlm.nih.gov/pubmed/22935347>.

The proposed Complete Street Design (Option 3) and 25 mph speed limits are important steps in achieving walking and biking visions in the City's Transportation Master Plan and Health and Wellness goals in the Alexandria City Public School (ACPS) 2015-2020 Strategic Plan.

The Transportation Master Plan vision for Walking in Alexandria, for example, states: "Pedestrian facilities, programs and policies foster social equity ... ensuring that people throughout the City have access to safe and comfortable places to walk."

The Transportation Master Plan vision for bicycling states, "The City provides a network of facilities that links important destinations and appeals to bicycle riders of different ages and abilities, including children, older adults, and persons with disabilities."

Per ACPS' 2015-2020 Strategic Plan, ACPS will promote efforts to enable students to be healthy and ready to learn, such as "encouraging walking and bicycling and collaborating with city authorities to ensure that safe routes are available ... in order that students will develop a sense of autonomy and healthy, life-long habits."

We greatly appreciate staff's extensive research, analysis and community engagement in the development of the proposed plan.

In addition to community and civic association meetings, staff made themselves available to residents to work through various aspects of the proposed plan. As a result, the final plan represents a great combination of staff technical analysis and community input.

A portion of King Street between Janneys Lane and Radford Street is already posted with 25 mph speed limits. Travel time for the remaining section of about 0.9 miles would be about 37 seconds, or about half a minute if traversed at 25 mph instead of 35 mph.

In summary, we ask that the Traffic and Parking Board support safety for all, particularly for people who walk and bike, by recommending approval of Complete Street Design (Option 3) and 25 mph speed limits for King Street between Janneys Lane and Radford Street.

Sincerely,



James L. Durham
Chair, Alexandria Bicycle and Pedestrian Advisory Committee (BPAC)

Copy to:

Mayor Silberberg, Vice Mayor Wilson, Members of City Council

City Manager, Mr. Mark Jinks

Deputy City Manager, Ms. Emily Baker

Director, Transportation and Environmental Services, Mr. Yon Lambert

Attachment 6: Letter of support from T.C. Williams High School



June 14, 2016

Mr. Thomas "Jay" Johnson, Junior
Chairman
Traffic and Parking Board
City of Alexandria
City Hall
Alexandria, Virginia

Dear Mr. Johnson and Members of the Traffic and Parking Board:

On behalf of the TCWilliams High School PTSA, I am writing to ask the Traffic and Parking Board to support the King Street Complete Street project, which I understand will be on your June 27 meeting docket.

Board members of the PTSA and I have been working with Ms. Hillary Orr, complete streets program manager for the city, and her staff, seeking improvements on King Street to help curb the serious traffic congestion at the high school each day at drop-off and pick-up. The improvements outlined in the King Street Complete Street Project won't solve all our concerns, but will certainly be an excellent step forward to easing traffic and making the entrances and exits to the building more safe for pedestrians and drivers.

In particular, we believe changing the traffic signals on Kenwood leading onto King Street will help with traffic flow. We also like the pedestrian islands proposed on King Street. Again, these changes will help slow traffic and provide safe refuge for our students when crossing King Street.

As the city repaves King Street and makes traffic improvements, our organization will appeal to the school's Central Office to make other changes to the TCWilliams property, to further improve traffic flow and build upon the improvements made through the city's changes.

Just this spring, we had two serious incidents. One student was turning legally from King Street onto Chinquapin Drive to arrive at school. She was hit broad side by a driver coming from the other direction, trying to beat the light. She was not hurt, but her car was seriously damaged.

We also know of two students who were crossing legally at King Street and Kenwood Avenue and were nearly bit by a driver trying to get through the intersection before the light turned red.

We would like to see the proposed improvements implemented this summer to avoid near-misses as I just described. There are 3,000 students attending TCWilliams High School, an all-time high, and enrollment is expected to continue to climb. Simultaneously, traffic congestion will continue and improvements need to be made to help ease the safety of drivers and pedestrians.

Please support the King Street Complete Project as presented at your June 27 meeting.

Sincerely,

Yvonne Folkerts
PTSA President, 2015-2016

Cc: John Lennon, PTSA President 2016-2017
Dr. Jesse Dingle, TCWilliams Principal

Attachment 7: Letter of support from Coalition for Smarter Growth



Traffic and Parking Board
City of Alexandria
Alexandria City Hall
301 King Street
Alexandria, VA 22314

June 17, 2016

Dear Traffic and Parking Board members,

On behalf of the Coalition for Smarter Growth, I'm writing to express support for the City of Alexandria's Design Option 3 for the resurfacing of King Street between Janney's Lane and Radford Street.

The Coalition for Smarter Growth (CSG) is the leading organization in the Washington DC region dedicated to making the case for smart growth. Our mission is to promote walkable, inclusive, and transit-oriented communities, and the land use and transportation policies and investments needed to make those communities flourish. We represent over 900 members of the Alexandria community.

Alexandria has already embraced Complete Streets. Option 3 is the design option for this project that is truly aligned with a smart growth vision. It provides the best option for people walking, includes significant improvements for people driving and taking transit, and is the only option that includes improvements for people bicycling. Please support moving forward with Option 3.

Thank you for your service to our community.

Sincerely,

A handwritten signature in black ink that reads 'Aimee Custis'.

Aimee Custis
Managing Director

Attachment 8: Letter of support from Kings Cloister Residents

March 14, 2016

Ms. Hillary Orr
Complete Streets Program Manager, City of Alexandria
Department of Transportation and Environmental Services
421 King Street
Alexandria, VA 22314

Subject: King Street repaving project – Between TC Williams and Janney's Lane

We are Alexandria residents who live in the Ivy Hill area of King Street . We have reviewed the various options under consideration for the repaving of this section of King Street and strongly support Option #3 as the most appropriate approach to improve safety and enhance the residential character of our area. We understand that the City's survey results also show the strongest support is for Option #3, particularly from respondents living in the impacted area.

There are major speed and safety issues on this section of King Street. These have resulted in a number of serious accidents and a major concern about pedestrian safety while walking in the area. High speeds and four lanes of through traffic make walking on the sidewalks and crossing King Street highly dangerous in the morning, the late afternoon and the early evening. King Street is difficult to cross near TC Williams and Chinquapin, at Scoggins, and at each of the bus stops from Kenwood to Melrose. The most dangerous area of all is the area around Melrose, with traffic seeking to turn left into Woodbine and First Christian Church, go straight east to Old Town, or turn right onto Janney's Lane. Traffic moves too quickly through this area, with drivers going at high speed darting in and out to avoid the turning traffic, and the Janney's right turn only lane. This area has many pedestrians, two bus stops and traffic seeking to turn onto King Street from Melrose or enter King Street from the residential driveways on the South side of the street. It is highly dangerous now, and will only become more so as construction begins on the expansion of Woodbine. Modifications in the City's Option # 3 plan will take several steps to improve this situation.

As part of this restructuring, we believe that the speed limit should be reduced in this entire stretch from 35 to 25 miles per hour. Buses and cars routinely operate in this part of King Street at speeds in excess of 45 or 50 miles per hour.

In redesigning King Street, much can be learned from the City's work on the nearby Janney's Lane stretch from MacArthur to King Street. Narrowing the traffic lanes, creating bump-outs , bike lanes, a median divider, as well as other traffic calming techniques, including visual speed indicators, have, in the opinion of many, improved this neighborhood. The street has a more residential feel. At the same time, traffic still flows smoothly on Janney's, but at speeds that are safer and more consistent with the residential character of the neighborhood. We hope that the implementation of Complete Streets Option #3 will do similar things to improve safety and enhance the residential character of our King Street neighborhood.

Cordially, (See Page 2 for signatories)

Leon Turkevich
Janice Turkevich
Kyle Rogers
Andy Krakowski
Kimberly Krakowski
Anthony Saler
Leanna Saler
Brian Hanfling
Mary Henely
David DellaFave
Kimble Snyder
Michael Cook
Michele Reday
Martha Harris
Matt Hazlett
Jessica Hazlett
Robert Arnold
Lisa Arnold
John Harley
Jeanne Harley
Sean Drumheller
Brad Bertinot
Greta Bertinot
Sean Mildrew
Hiliary Mildrew
Nancy Friedman
Josh Lundeby
Stephanie Lundeby

Attachment 9: Letter of support from Melrose Residents

March 17, 2016

Ms. Hillary Orr
Complete Streets Program Manager, City of Alexandria
Department of Transportation and Environmental Services
421 King Street
Alexandria, VA 22314

Subject: King Street repaving project – Between TC Williams and Janney’s Lane

We are Alexandria residents who live in the Ivy Hill area of King Street on Kings Cloister Circle. We have reviewed the various options under consideration for the repaving of this section of King Street and strongly support Option #3 as the most appropriate approach to improve safety and enhance the residential character of our area. We understand that the City’s survey results also show the strongest support is for Option #3, particularly from respondents living in the impacted area.

There are major speed and safety issues on this section of King Street. These have resulted in a number of serious accidents and a major concern about pedestrian safety while walking in the area. High speeds and four lanes of through traffic make walking on the sidewalks and crossing King Street highly dangerous in the morning, the late afternoon and the early evening. King Street is difficult to cross near TC Williams and Chinquapin, at Scoggins, and at each of the bus stops from Kenwood to Melrose. The most dangerous area of all is the area around Melrose, with traffic seeking to turn left into Woodbine, go straight East to old town, or turn right onto Janneys Lane. Traffic moves too quickly through this area, with drivers going at high speed darting in and out to avoid the Woodbine turning traffic, and the Janneys right turn only lane. This area has many pedestrians, two bus stops and traffic seeking to turn onto King Street from Melrose or enter King Street from the driveways on the South side of the street. It is highly dangerous now, and will only become more so as the construction begins on the expansion of Woodbine. Modifications in the City’s Option # 3 plan will take several steps to improve this situation.

As part of this restructuring, we believe that the speed limit should be reduced in this entire stretch from 35 to 25 miles per hour. Buses and cars routinely operate in this part of King Street at speeds in excess of 45 or 50 miles per hour.

In redesigning King Street, much can be learned from the City’s work on the nearby Janneys Lane stretch from MacArthur to King Street. Narrowing through lanes, adding bike lanes, construction of a median, and other traffic calming techniques, including visual speed indicators, have improved this neighborhood. The street has a more residential feel. At the same time, traffic still flows smoothly on Janneys, but at speeds that are safer and more consistent with the residential character of the neighborhood. We hope that the implementation of Complete Streets Option #3 will do similar things to improve the safety and enhance the residential character of our King Street neighborhood.

Cordially,

Jacqueline Arends	600 Kings Cloister Circle
Michelle Mangrum	602 Kings Cloister Circle
Buford and Linda Lewis	608 Kings Cloister Circle
Hal Ameson and Lucille DeJuliis	612 Kings Cloister Circle
Steve and Anne Altizer	618 Kings Cloister Circle
Doug Norton and Sue Fruchter	619 Kings Cloister Circle
Dan and Teresa Cotter	620 Kings Cloister Circle
Gary and Ellie Frost	624 Kings Cloister Circle
Stan and Nur Gryskiewicz	626 Kings Cloister Circle
Gary and Lynette Matz	632 Kings Cloister Circle
Neeraj and Lisa Vohra	634 Kings Cloister Circle
Matt Morris and Shelby Olsen	638 Kings Cloister Circle
Mark and Terry McLeod	640 Kings Cloister Circle
John and Vicki Salmon	642 Kings Cloister Circle