

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY MAY 23, 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 April 25, 2016 Traffic and Parking Board meeting minutes.
3. **PUBLIC COMMENT**

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 signs.
5. **ISSUE:** Consideration of a request for a “NO TURN ON RED” sign on southbound Commonwealth Avenue at West Glebe Road to accommodate a bicycle box.
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.
7. **ISSUE:** Consideration of (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
8. **ISSUE:** Consideration of a request to install a traffic signal at North Van Dorn Street and Menokin Drive.
9. **ISSUE:** Consideration of a request to remove three parking spaces and install Capital Bikeshare stations

STAFF REPORTS AND UPDATES:

- Preliminary review of a pilot program to allow a pay by phone feature on residential blocks adjacent to metered areas.
- Traffic and Parking Board Motor Coach Taskforce Representative

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY APRIL 25, 2016, 7:30 P.M.
301 KING STREET, 2nd FLOOR**

MINUTES

BOARD MEMBERS PRESENT: Chair, Jay Johnson, Vice Chair, William Schuyler, Melissa McMahon, Randy Cole, Ann Tucker, James Lewis and Kevin Beekman.

BOARD MEMBERS ABSENT: None.

STAFF MEMBERS PRESENT: Carrie Sanders, Acting Deputy Director, Bob Garbacz, Division Chief Traffic, Ravi Raut, Civil Engineer IV, Hillary Orr, Complete Street Manager, Ray Hayhurst, Complete Street Coordinator, Katye North, Parking Planner, Karen Snow, Assistant City Attorney and Cuong Nguyen, Civil Engineer I.

1. Announcement of deferrals and withdrawals: There were no deferrals or withdrawals.
2. Approval of the March 28, 2016, Traffic and Parking Board meeting minutes: Mr. Cole made a motion, seconded by Mr. Beekman to approve the minutes from the March 28, 2016 meeting. The motion carried unanimously.
3. **PUBLIC COMMENTS:** Mr. Lance Spencer, the president of Clover College Park, spoke about the traffic concerns in the West Taylor Run Parkway area and surrounding neighborhood.

PUBLIC HEARING:

4. **ISSUE:** Consideration of a request to install a “No Parking Here to Corner” sign on the west side of the entrance of Harborside at 2 Wolfe Street.

PUBLIC TESTIMONY: Mr. Jerry McAndrews, resident of Harborside, spoke in favor of the request

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

BOARD ACTION: Mr. Schuyler made a motion, seconded by Mr. Lewis to approve staff’s recommendation to install “No Parking Here to Corner” sign on the west side of the entrance of Harborside, 10 feet from the curb cut. The motion carried unanimously.

5. **ISSUE:** Consideration of requests to:
- Remove one travel lane in each direction along North Van Dorn Street between Braddock Road and Menokin Drive; and
 - Reduce the speed limits on North Van Dorn Street from 35mph to 25mph between Braddock Road and southern most driveway to Park Place Condominiums

PUBLIC TESTIMONY: Mr. Casey Kane, the bike community, spoke in favor of the request.

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

BOARD ACTION: Mr. Beekman made a motion, seconded by Mr. Cole to approve staff's recommendation to remove one travel lane in each direction along North Van Dorn Street between Braddock Road and Menokin Drive; and reduce the speed limits on North Van Dorn Street from 35mph to 25mph between Braddock Road and southern most driveways to Park Place Condominiums. The motion carried unanimously.

6. **ISSUE:** Consideration of a request to change the time limit at the 400 block of East Braddock Road from 30 minutes parking to 15 minutes parking.

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

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

BOARD ACTION: Mr. Lewis made a motion, seconded by Mr. Schuyler to approve staff's recommendation to change the time limit at the 400 block of East Braddock Road from 30 minutes parking to 15 minutes parking. The motion carried unanimously.

7. **ISSUE:** Consideration of a request to (1) add two hour, 8 AM to 5 PM, Monday through Friday, residential restrictions on the south side of the 300 block of East Glebe and (2) expand the boundaries of Residential Permit Parking District 11 to include the north side of the 300 block of East Glebe.

PUBLIC TESTIMONY: Mrs. Bernice Hudson, Mrs. Paula Winchester, Mr. Richard Bottonari spoke about this item.

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

BOARD ACTION: Mr. Lewis made a motion, seconded by Mr. Cole to approve staff's recommendation to: (1) add two hour, 8 AM to 9 PM, Monday through Friday, residential restrictions on the south side of the 300 block of East Glebe; (2) expand the boundaries of Residential Permit Parking District 11 to include the north side of the 300 block of East Glebe; and, (3) come back in six months if the residents are still having parking problems. The motion carried unanimously.

8. ISSUE: Consideration of a request to reserve parking for food trucks at the following locations:

- North West Street at the Braddock Road Metro
- 900 North Fairfax Street
- 2200 Eisenhower Avenue
- 1700 King Street
- 300 Madison Street

PUBLIC TESTIMONY: Mr. Michael Nayeri, Mrs. Rebecca Beard, Mrs. Margaret Townesend, Mrs. Kem McCombie, Mr. Philip McCombie, Mrs. Agnes Artemel, Mr. Engin Artemel, Mr. Darrel Drury, Mrs. Joan Drury, Mr. Mihhacl Copty, Mrs. Yuonne Weight Callahan, Mrs. Suzanne Bethel, Mrs. Najiba Hlemi, Mrs. Bonnie Koch, Mrs. Linda Lord, spoke about this item.

DISCUSSION: Mrs. Karen Snow presented the item to the Board.

BOARD ACTION: Mr. Lewis made a motion, seconded by Mr. Beekman to approve reserved parking for food truck vending at the following locations:

1. North West Street at the Braddock Road Metro
2. 2200 Eisenhower Avenue
3. 1700 King Street

The Board rejected the proposed locations at 900 North Fairfax Street and 300 Madison Street because of concerns about limited on-street parking and congestion. Furthermore, the Board requested a six month follow up report documenting: 1. The number of food trucks using each space; 2. The duration that food trucks utilize the space; and, 3. The utilization of each space. Lastly, the Board recommended that the small area plan consider any potential food truck vending locations in Old Town. The motion carried unanimously.

MEMORANDUM

DATE: MAY 23, 2016
TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD
FROM: T&ES STAFF
SUBJECT: DOCKET ITEM # 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 signs.

APPLICANT: T&ES Staff

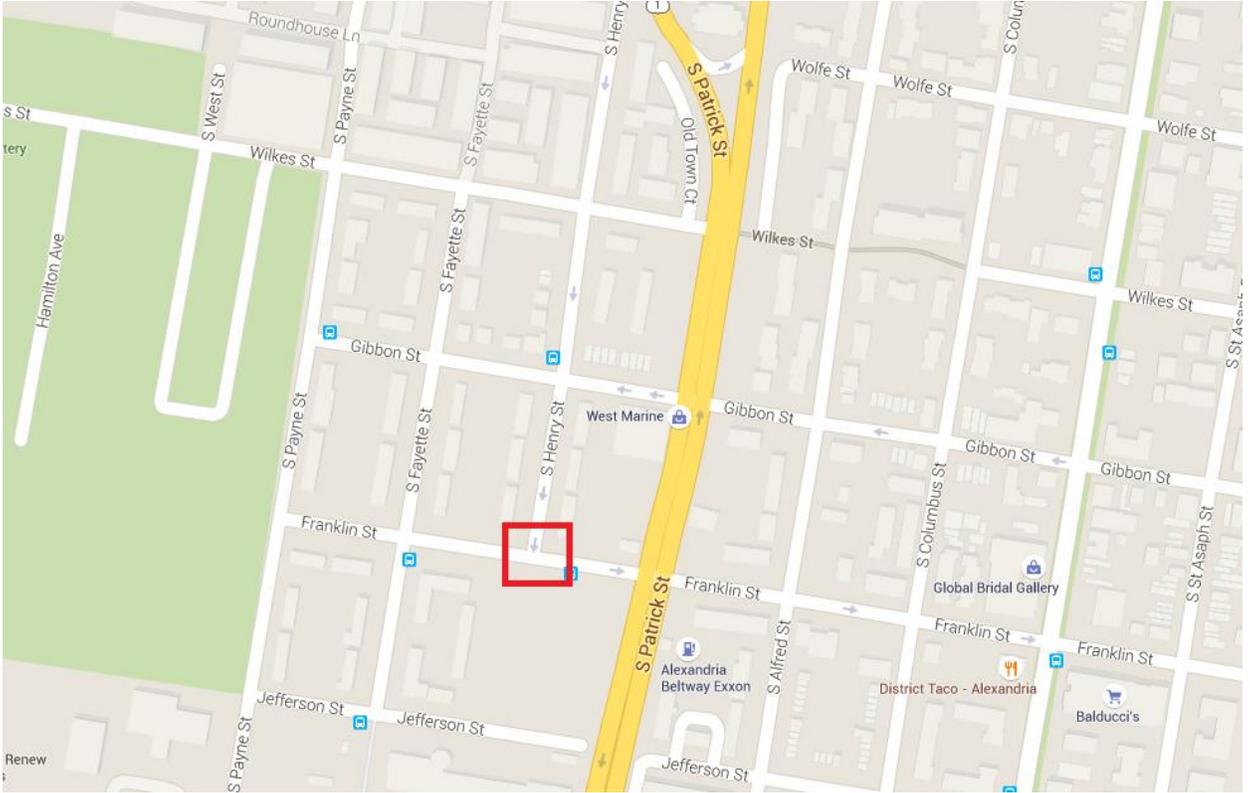
LOCATION: Intersection of South Henry Street and Franklin Street

STAFF RECOMMENDATION: That the Board recommends to the Director of T&ES removing the traffic signal at the intersection of South Henry Street and Franklin Street and installing all-way Stop signs.

DISCUSSION: The Traffic signal at the intersection of “Old” Henry Street and Franklin Street was installed in the 1980’s to help students cross the street to access the old Robert E. Lee Elementary School. The school was decommissioned and converted to the Nannie J. Lee Recreation Center in the 1990’s. Traffic volumes used to be higher at this location because Gibbon Street traffic exiting Old Town headed south of Alexandria was routed to “Old” Henry Street to access Route 1. Since the school was decommissioned and traffic volumes are lower, this traffic signal is no longer needed.

Staff collected data of volume and speed in January 2016 at the proposed intersection of South Henry Street and Franklin Street. The volume reports show that the intersection’s PM peak hour volume for Franklin Street is 86 vehicles-per-hour (VPH) for South Henry Street 56 VPH. These volumes are very low and do not warrant a traffic signal based on the requirements contained in the Manual on Uniform Traffic Control Devices (MUTCD). The pedestrian volume is also too low to meet the pedestrian warrant. The speed reports show that the 85th percentile speeds are 22 mph and 20 mph on South Henry Street and Franklin Street respectively. There are no crashes reported at the intersection since January 1st, 2010.

Staff solicited input from the Southwest Quadrant Civic Association and found support for the signal removal. Staff also posted signs with a telephone number to call and received 64 responses with 60 people in support and four in opposition to removing the signal.





From: Jack Browand
Sent: Wednesday, April 13, 2016 9:48 AM
To: Bob Garbacz
Subject: RE: Franklin and Henry St - Traffic Signal Removal

No issues from RPCA

Jack Browand, Division Chief
Recreation, Parks & Cultural Activities
Park Planning, Design & Capital Development
1108 Jefferson St.
Alexandria VA 22314
703.746.5504 (O)
202.497.7452 (C)
www.alexandriava.gov/Recreation
www.alexandriava.gov/SocialMedia

From: Bob Garbacz
Sent: Wednesday, April 13, 2016 9:44 AM
To: Jack Browand <Jack.Browand@alexandriava.gov>
Subject: RE: Franklin and Henry St - Traffic Signal Removal

Yes, the plan is to replace the signal with all-way stop signs.

From: Jack Browand
Sent: Wednesday, April 13, 2016 8:41 AM
To: Bob Garbacz
Subject: Re: Franklin and Henry St - Traffic Signal Removal

Replacing wit all way stop signs?

Jack Browand, Division Chief
Recreation, Parks & Cultural Activities
Park Planning, Design & Capital Development
1108 Jefferson St.
Alexandria VA 22314
703.746.5504 (O)
202.497.7452 (C)
www.alexandriava.gov/Recreation
www.alexandriava.gov/SocialMedia

On Apr 13, 2016, at 8:09 AM, Bob Garbacz <bob.garbacz@alexandriava.gov> wrote:

Jack – We are proposing to take the issue of removing the traffic signal at Franklin St and Henry St to the Traffic and Parking Board later this month. Does Parks and Rec have any issues with us removing this signal?

Thanks,

Bob Garbacz
Division Chief/ Transportation
Alexandria, VA
703-746-4143



City of Alexandria
301 King Street
Alexandria, Virginia, United States 22314
703-746-4087 cuong.nguyen@alexandriava.gov
"Working Today for a Better Tomorrow"

Count Name: S. Henry and Franklin
Site Code:
Start Date: 12/08/2015
Page No. 1

Turning Movement Data

Start Time	Westbound St.				Northbound St.				Eastbound St.				Int. Total
	Thru	U-Turn	Peds	App. Total	Right	Left	Peds	App. Total	Thru	U-Turn	Peds	App. Total	
6:30 AM	5	0	0	5	1	2	0	3	0	0	0	0	8
6:45 AM	5	0	0	5	3	2	0	5	0	0	0	0	10
Hourly Total	10	0	0	10	4	4	0	8	0	0	0	0	18
7:00 AM	11	0	2	13	0	3	0	3	0	0	0	0	14
7:15 AM	7	0	0	7	1	2	0	3	0	0	0	0	10
7:30 AM	8	0	1	9	1	6	1	7	0	0	0	0	15
7:45 AM	12	0	1	13	0	11	1	11	0	0	0	0	23
Hourly Total	38	0	4	42	2	22	2	24	0	0	0	0	62
8:00 AM	8	0	0	8	1	12	0	13	0	0	0	0	21
8:15 AM	8	0	0	8	2	15	2	17	0	0	0	0	25
8:30 AM	17	0	1	18	7	34	0	41	0	0	0	0	58
8:45 AM	11	0	3	14	2	17	3	19	0	0	0	0	30
Hourly Total	44	0	4	48	12	78	5	90	0	0	0	0	134
9:00 AM	10	0	0	10	3	18	0	21	0	0	0	0	31
9:15 AM	6	0	3	9	3	19	2	22	0	0	0	0	28
9:30 AM	13	0	1	14	4	26	2	30	0	0	0	0	43
9:45 AM	9	0	0	9	6	13	2	19	0	0	0	0	28
Hourly Total	38	0	4	42	16	76	6	92	0	0	0	0	130
10:00 AM	17	0	1	18	5	21	3	26	1	0	0	1	44
10:15 AM	10	0	0	10	7	15	0	22	0	0	0	0	32
10:30 AM	9	0	0	9	3	18	0	21	0	0	0	0	30
10:45 AM	10	0	0	10	7	16	1	23	0	0	0	0	33
Hourly Total	46	0	1	47	22	70	4	92	1	0	0	1	139
11:00 AM	17	0	0	17	6	9	1	15	0	0	0	0	32
11:15 AM	9	0	0	9	3	9	0	12	0	0	0	0	21
11:30 AM	14	0	0	14	1	14	0	15	0	0	0	0	29
11:45 AM	14	0	2	16	5	16	1	21	0	0	0	0	35
Hourly Total	54	0	2	56	15	48	2	63	0	0	0	0	117
12:00 PM	13	0	2	15	2	9	2	11	0	0	0	0	24
12:15 PM	11	0	0	11	1	20	0	21	0	0	1	0	32
12:30 PM	18	0	1	19	2	11	1	13	0	0	0	0	31
12:45 PM	19	0	1	20	2	15	0	17	0	0	0	0	36
Hourly Total	61	0	4	65	7	55	3	62	0	0	1	0	123
1:00 PM	13	0	0	13	3	24	0	27	0	0	1	0	40
1:15 PM	9	0	0	9	1	18	2	19	0	0	0	0	28
1:30 PM	11	0	3	14	2	12	1	14	0	0	0	0	25
1:45 PM	5	0	0	5	5	14	2	19	0	0	0	0	24
Hourly Total	38	0	3	41	11	68	5	79	0	0	1	0	117
2:00 PM	15	0	0	15	0	5	0	5	0	0	0	0	21
2:15 PM	12	0	0	12	4	16	0	20	0	0	0	0	32
2:30 PM	12	0	1	13	3	15	0	18	0	0	0	0	30
2:45 PM	12	0	0	12	3	17	0	20	0	0	0	0	32
Hourly Total	51	0	1	52	10	54	0	64	0	0	0	0	115
3:00 PM	16	0	0	16	1	9	1	10	0	0	0	0	26
3:15 PM	14	0	1	15	2	16	0	18	0	0	2	0	32
3:30 PM	7	0	0	7	3	10	0	13	0	0	0	0	20
3:45 PM	24	0	0	24	6	18	0	24	0	0	0	0	48
Hourly Total	61	0	1	62	12	53	1	65	0	0	2	0	126
4:00 PM	15	0	0	15	3	17	1	20	0	0	0	0	35
4:15 PM	5	0	0	5	2	15	1	17	0	0	0	0	22
4:30 PM	14	0	0	14	3	14	0	17	0	0	0	0	31
4:45 PM	14	0	1	15	1	11	1	12	0	0	0	0	26
Hourly Total	48	0	1	49	9	57	3	66	0	0	0	0	114
5:00 PM	11	0	1	12	3	23	0	26	0	0	0	0	37
5:15 PM	11	0	0	11	7	20	1	27	0	0	0	0	38
5:30 PM	10	0	1	11	6	17	2	23	0	0	0	0	33
5:45 PM	13	0	0	13	5	18	0	23	0	0	0	0	36
Hourly Total	45	0	2	47	21	78	3	99	0	0	0	0	144
6:00 PM	18	0	2	20	4	26	3	30	0	0	0	0	48
6:15 PM	22	0	1	23	9	27	0	36	0	0	0	0	58
Grand Total	674	0	30	704	154	716	37	857	1	0	4	1	1445
Approach %	100.0	0.0	-	-	17.7	82.3	-	-	100.0	0.0	-	-	-
Total %	39.7	0.0	-	-	39.7	10.7	49.6	-	60.2	0.0	-	-	-
Lights	614	0	-	-	614	143	662	-	825	1	-	-	1340
% Lights	89.5	-	-	-	89.5	92.6	95.3	-	94.8	100.0	-	-	-
Mediums	60	0	-	-	60	11	33	-	44	0	-	-	104
% Mediums	10.5	-	-	-	10.5	7.1	4.6	-	5.1	0.0	-	-	7.2
Articulated Trucks	0	0	-	-	0	0	1	-	1	0	-	-	0
% Articulated Trucks	0.0	-	-	-	0.0	0.1	-	-	0.1	0.0	-	-	0.1
Bicycles on Crosswalk	-	-	0	-	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	0.0	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	30	-	-	-	-	-	-	-	4	-	-
% Pedestrians	-	-	100.0	-	-	-	-	-	-	-	100.0	-	-

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 23, 2016
TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD
FROM: T&ES STAFF
SUBJECT: DOCKET ITEM # 5

ISSUE: Consideration of a request for a “NO TURN ON RED” sign on Southbound Commonwealth Avenue at West Glebe Road to accommodate a bicycle box.

APPLICANT: T&ES Staff

LOCATION: Intersection of Commonwealth Avenue & West Glebe Road

STAFF RECOMMENDATION: That the Board recommends to the Director of T&ES to post a “NO TURN ON RED” sign for southbound Commonwealth Avenue at West Glebe Road in order to accommodate a bicycle box.

DISCUSSION: As part of the Glebe Road Complete Streets project, a bicycle lane on East Glebe Road between Commonwealth Avenue and Mount Vernon Avenue will be installed in the eastbound direction. See Figure 1 for a diagram of the Glebe Road Complete Streets project. A bicycle box will be installed on southbound Commonwealth Avenue at Glebe Road. See Figure 2 for the location of the bike box. This intersection is located near Cora Kelly Elementary School and has many pedestrians crossing at this location who would also benefit from the No Right Turn on Red restriction. There is a school crossing guard posted at this intersection due to the high number of students crossing here.

The bicycle box is an intersection safety design to prevent bicycle/car collisions. See Figure 3 for a photo of a bicycle box. The purpose of the bicycle box on southbound Commonwealth Avenue is to provide a designated area for cyclists to wait at a red light a signalized intersection. The bicycle box has the following benefits:

- Increases visibility of bicyclists.
- Helps prevent ‘right-hook’ conflicts with turning vehicles at the start of the green indication.
- Groups bicyclists together to clear an intersection quickly, minimizing impediment to transit or other traffic.

- Pedestrians benefit from reduced vehicle encroachment into the crosswalk.
- Accommodates left turning bicycle traffic turning from the right-side bike lanes on southbound Commonwealth Avenue to the right-side bike lanes on eastbound East Glebe Road toward Potomac Yard.

The National Association of City Transportation Officials' (NACTO) Urban Bikeway Design Guide requires a NO TURN ON RED sign with the installation of a bicycle box to prevent vehicles from entering the bicycle box. In order to improve safety for the bicycle box on Commonwealth Avenue, right vehicle turns onto West Glebe Road from southbound Commonwealth Avenue need to be prohibited during the red signal phase.

Data Collection

The existing bicycle lanes along Commonwealth Avenue are some of the highest utilized bicycle lanes in the City. In October 2015, the City of Alexandria installed an automatic bicycle on Commonwealth Avenue, north of the intersection with Mount Vernon Avenue. Data show that 1,330 bicyclists using the bicycle lanes at this location in both directions during the week of March 6 - March 12, 2016. The Board approved turning restrictions associated with an existing bicycle box located on southbound Commonwealth Avenue at Mount Vernon Avenue in May 2013.

Evening peak counts of vehicle movements showed that only 9 cars made this right turn on red between the hour of 5:00 and 6:00 PM. During this same hour, there were 46 bicyclists traveling southbound through this intersection. Because of the required placement of the bicycle box, right turning vehicles would encroach into the designated bicycle area if permitted to make this movement.

A review of the crash history for the intersection of Commonwealth Avenue and Glebe Road determined that there were two previous incidents involving bicyclists at this location over the last 10 years. Both crashes involved drivers turning right and failing to yield to bicyclists going through the intersection on Commonwealth Avenue. There have been 8 vehicle crashes and 0 pedestrian crashes at this intersection over the last 10 years.

City of Alexandria, Virginia

MEMORANDUM

DATE: May 23, 2016
TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD
FROM: T&ES STAFF
SUBJECT: DOCKET ITEM # 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.

APPLICANT: City of Alexandria

LOCATION: Citywide

STAFF RECOMMENDATION: That the Board recommend to City Council approval of the proposed changes to Article G, Division 1 of the City Code.

DISCUSSION: After reviewing the parking meter section of the City Code, staff identified a number of blocks that currently have meters but are not correctly referenced or included in the City Code. This amendment would update the Code ensure it is consistent with the existing conditions. Below is a summary of the specific locations by zones. The proposed ordinance language is included in Attachment #1.

Meter Zone 1:

- Prince Street *east* of Union Street – The Code currently references *west* of Union Street.
- Duke Street *east* of Union Street – The Code currently references *west* of Union Street.
- Both sides of the 100 block of North Royal Street – Currently missing in the Code.
- Both sides of the 100 block of North Fairfax Street – The Code currently only references the east side of this block.
- Both sides of the 900 block of North Fairfax Street – Currently missing in the Code.

Meter Zone 2:

- Both sides of the 900 block of King Street – The Code currently only references the north side of this block.
- Both sides of the 1700 block of King Street – Currently missing in the Code.
- Both sides of the 100 block of South West Street – Currently missing in the Code.

- Both sides of the 100 and 200 blocks of Reinekers Lane – Currently missing in the Code.
- Both sides of the 100 and 200 blocks of Daingerfield Road – Currently missing in the Code.
- Both sides of the 1800 block of Diagonal Road – Currently missing in the Code.

Meter Zone 3:

- Both sides of the 800 block of John Carlyle Drive – Currently missing in the Code.
- Both sides of the 800 block of Bartholomew Street – Currently missing in the Code.
- Both sides of the 800 block of Eisenhower Park Drive – Currently missing in the Code.
- Both sides of the 1800 block of Savoy Street – Currently missing in the Code.
- Both sides of the 1800 block of Limerick Street – Currently missing in the Code.
- The north side of the 2200 and 2300 blocks of Eisenhower Avenue – Currently missing in the Code.

There are also a few locations that were approved to have meters with the related development projects. This amendment would update the Code to include these locations. Each of these developments are required to pay for the cost of the meters and installation.

Meter Zone 1:

- Both sides of the 200 block of South Union Street – Indigo Hotel.
- East side of the 500 block of North Union Street – the Robinson Terminal North development.

Meter Zone 3:

- Both sides of the 700 block of John Carlyle Drive – the Carlyle Plaza development.
- Both sides of the 2200 and 2300 block of Dock Lane – the Hoffman Blocks 11 and 12 development and the Park Meridian development.
- Both sides of the 700 and 800 blocks of Port Street – the Hoffman Blocks 11 and 12 development and the Park Meridian development.

In addition to the amendments to the specific meter locations, staff proposes several minor amendments to this section of the Code as summarized below.

1. Sections 5-8-93 (a) (1) and (2): Change the references to holidays to read “legal Federal holidays” instead of state holidays. References to holidays in other parts of the Code will be updated with the same language to be consistent.
2. Section 5-8-93 (b): revise the language to be consistent with the changes approved in June 2015 that were inadvertently not carried forward with the subsequent amendment in October 2015. This allows the maximum time limit for meters to be any period of time up to four hours as established by the City Council through a resolution.
3. Section 5-8-96: Clarify this section is specific to single space meters.
4. Section 5-8-96 (c): Add “or other authorized payment” to allow for single space meters that accept credit card payment.
5. Section 5-8-97: Clarify that Parking Pay Stations include multi-space meters as referenced elsewhere in the Code.

ARTICLE G - Parking Meters

DIVISION 1 - Parking Meter Zones

Sec. 5-8-91 - Definitions.

(a) The word "vehicle," as used in this division shall mean any device in, upon or by which any person or property is or may be transported upon a street, except those operated upon rails or tracks.

(b) The word "operator" shall mean and include every individual who shall operate a vehicle as the owner thereof, or as the agent, employee or permittee of the owner. (Code 1963, Sec. 22-122)

Sec. 5-8-92 - Parking meter zones established.

(a) The following described parts of the streets of the city are hereby established as parking meter zone 1:

- (1) both sides of the 100, 200, 300, 400, 500, 600, and 800 blocks of King Street.
- (2) both sides of the 100 block north and the 100 block south of Pitt Street, and Columbus Street.
- (3) both sides of the 100, 200 and 300 blocks of North Washington Street and the 100, 200 and 300 blocks of South Washington Street.
- (4) both sides of the 300, 400 and 600 blocks of Cameron Street, both sides of Cameron Street between Columbus and Alfred Streets, the south side of the 100 and 200 blocks and the north side of the 100 block of Cameron Street.
- (5) both sides of the 600 and 700 blocks of Prince Street, as well as both sides of Prince Street ~~west~~ east of Union Street.
- (6) east side of the 200 block of South Columbus Street.
- (7) both sides of the 700 block of Duke Street.
- (8) both sides of the 100 block of South Saint Asaph Street and both sides of the 100 block of North Saint Asaph Street.
- (9) both sides of the 100 block of South Royal Street and both sides of the 100 block of North Royal Street.
- (10) both sides of the 100 block of South Fairfax Street and ~~the east side~~ both sides of the 100 and 900 blocks of North Fairfax Street.
- (11) both sides of the 100 block of North Union Street, the east side of the 100 block of South Union Street, ~~the west side~~ both sides of the 200 block of South Union Street, ~~and~~ the east side of the 200 block of North Union Street and the east side of the 500 block of North Union Street.
- (12) west side of the 100 block of North Lee Street and the west side of the 100 block of South Lee Street.
- (13) both sides of the 700 block of Queen Street.

(14) Reserved.

(15) Reserved.

(16) east side of the 100 block of The Strand for a distance of 275 feet north of the north curb line of Prince Street.

(17) both sides of the 700 and 800 blocks of Princess Street.

(18) both sides of Duke Street ~~west~~ east of Union Street.

(b) The following described parts of the streets of the city are hereby established as parking meter zone 2:

(1) ~~the north side of the 900 block of King Street and~~ both sides of the 900, 1100, 1200, 1300, 1400, 1500, 1600, 1700, and 1800 blocks of King Street.

(2) both sides of the 100, 800 and 900 blocks of North Fayette Street ~~and the east side of North West Street~~. The east side of the 600 and 700 blocks of North Fayette Street. The east side of South Fayette Street for a distance of 120 feet south of the south curb line of King Street and the west side of the 100 block of South Fayette Street for a distance of 215 feet south of the south curb line of King Street. Both sides of the 100 block of North Payne Street, except the portion between Cameron Street and the alley which is 100 feet north of King Street.

(3) both sides of the 1400, 1500 and 1600 blocks of Prince Street.

(4) both sides of the 1100 block of Madison Street.

(5) the east side of the 100 block of South Payne Street for a distance of 135 feet south of the south curb line of King Street and the west side of the 100 block of South Payne Street for a distance of 75 feet south of the south curb line of King Street.

(6) west side of the 100 block of North Henry Street and the 100 block of South Henry Street.

(7) east side of the 100 block of North Patrick Street and the 100 block of South Patrick Street.

(8) both sides of the 100 block ~~of n~~North Alfred Street and the 100 block ~~of s~~South of Alfred Street.

(9) the east side of the 100 block of North West Street and both sides of the 100 block of South West Street

(10) both sides of the 100 and 200 blocks of Reinekers Lane

(11) both sides of the 100 and 200 blocks of Daingerfield Road

(12) both sides of the 1800 block of Diagonal Road

(c) The following described parts of the streets of the city are hereby established as parking meter zone 3:

(1) both sides of the 300, 400, 500 ~~and~~ 600, 700 and 800 blocks of John Carlyle Drive.

(2) both sides of the 300, 400 and 500 blocks of Dulany Street.

(3) both sides of the 500 and 600 blocks of Elizabeth Lane.

(4) both sides of the 300 block of Englehardt Lane.

(5) both sides of the 2100, 2200 and 2300 blocks of Mill Road.

(6) both sides of the 1400, 1500, 1600, 1700, 1800, 1900, 2000 and 2100 blocks of Jamieson Avenue.

(7) both sides of the 1800, 1900, and 2000 blocks of Ballenger Avenue.

(8) both sides of the 1800 block of Emerson Avenue.

(9) both sides of the 300 block of West Street.

(10) both sides of the 800 block of Bartholomew Street

(11) both sides of the 800 block of Eisenhower Park Drive

(12) both sides of the 1800 block of Savoy Street

(13) both sides of the 1800 block of Limerick Street

(14) the north side of the 2200 and 2300 blocks of Eisenhower Avenue

(15) both sides of the 2200 and 2300 block of Dock Lane

(16) both sides of the 700 and 800 blocks of Port Street

(d) The following described parts of the streets of the city are hereby established as parking meter zone 4:

(1) both sides of the 2900 and 3000 blocks of Dogue Street.

(2) both sides of the 2800, 2900, and 3000 blocks of Main Line Boulevard.

(3) both sides of the 700 and 800 blocks of Seaton Avenue.

(4) west side of the 2800, 2900, and 3000 blocks of Potomac Avenue.

(5) both sides of the 600 and 700 blocks of Maskell Street.

(6) both sides of the 600, 700, and 800 blocks of East Glebe Road.

(e) The number and locations of parking meters in the zones established above shall be determined by the city manager or the manager's designee; provided, that any proposal to locate new or remove existing meters shall be submitted by the manager or designee to the traffic and parking board for its review and recommendation; and provided further, that, in the event the manager or designee disagrees with the recommendation of the board, the proposal shall be submitted to city council which shall make the final decision on the proposal.

Sec. 5-8-93 - Parking meters; hours and days of operation; maximum time limits; rates.

(a)

(1) The parking meters in zones 1 and 2, established by section 5-8-92 of this code, shall be operated every day of the week except Sundays and legal state holidays, and the daily hours of operation and maximum time limit of the meters shall be determined by resolution of the city council; provided, that, within the area bounded on the north by the north side of Princess Street, on the west by a line 10 feet to the east of and running parallel to the east side of Washington Street, on the south by the south side of Wolfe Street and on the east by the Potomac River, meters which permit a maximum of two hours of parking shall be in operation from 8:00 a.m. until 9:00 p.m.

(2) The parking meters in zones 3 and 4, established by section 5-8-92 of this code shall be operated every day of the week except Sundays and state legal holidays, and the daily hours of operation of the meters shall be determined by resolution of the city council.

(b) The maximum time limit for parking in any space ~~in parking meter zones 1, 2, 3, and 4~~ shall be set forth on the meter for that space, and shall **not exceed** ~~be 20 minutes, two hours, three hours, or, in zones 1 and 3 only,~~ four hours, subject to the provisions of subsection (a) above.

(c) In all parking meter zones the rate shall be \$1.25 per hour at those meters that are coin only operated until such time as multi-space meters or single space meters that accept credit or debit cards are installed. In all parking meter zones, the rate shall be \$1.75 per hour at those spaces served by multi-space meters installed before November 13, 2010. Thereafter, when multi-space meters or single space meters that accept credit or debit cards are installed elsewhere in all parking meter zones, the rate will increase to \$1.75 per hour at those spaces. In all parking meter zones, the applicable rate shall be payable in such increments as provided at the applicable meter or pay station. The rates set forth above do not include any convenience fee that may be charged by the service provider in the event the City implements a “pay by phone” or other technology-based parking payment option.

(d) As used in this article, the phrase parking meter shall be deemed to include a parking pay station for multiple parking spaces, and all provisions applicable to parking meters shall apply to parking pay stations, *mutatis mutandis*.

Sec. 5-8-94 - City manager to provide for installation and maintenance.

The city manager, or any officers and employees of the city as he may select, shall provide for the installation, regulation, control, operation and use of parking meters in the parking meter zones hereby created, and shall maintain the meters in good workable condition.

Sec. 5-8-95 - Contracts for purchase and repair of meters.

The city manager is hereby vested with power and authority to enter into a contract in the manner as prescribed by law for the purchase and installation of parking meters, and to provide payment for the meters and installation exclusively from the receipts, funds and revenues obtained by the city from the operation of the parking meters without in anywise personally obligating the city to pay for them from any other source. The city manager is further authorized and empowered to enter into a contract for repairs and any parts of the parking meters as may be necessary to maintain them in good operating condition and to pay for the repairs and parts exclusively from the receipts, funds and revenues received from the operating of the parking meters.

Sec. 5-8-96 - How single space meters to be installed; operation generally.

(a) The parking meters shall be placed upon the curb alongside of or next to individual parking places, which parking places shall be either parallel to or diagonal with the curb and shall be marked with proper lines.

(b) Each parking meter shall be so set as to display a signal that the parking space alongside thereof is or is not in use.

(c) Each parking meter shall be so set as to display a signal showing legal parking in the adjoining space, upon the deposit of a coin or coins of the United States **or other authorized payment**, for a period of time conforming to the parking limits specified in this article.

(d) Each parking meter shall also be so arranged that upon the expiration of the parking limit it will indicate by appropriate signal that the parking period has expired.

(e) In the event the City implements a “pay by phone” or other technology-based parking payment option, each parking meter shall also display instructions setting forth the means through which a customer may pay the meter charge through such system.

Sec. 5-8-97 - How parking pay stations (multi-space meters) to be installed; operation generally.

(a) The parking pay stations shall be placed upon the curb alongside of or next to individual parking places within a block, which parking places shall be either parallel to or diagonal with the curb.

(b) Each parking pay station shall print a receipt that indicates legal parking in a parking space within the block, upon the deposit of a coin or coins of the United States or other authorized payment, for a period of time conforming to the parking limits specified in this article.

(c) The printed parking pay station receipt will indicate when the parking period expires.

(d) In the event the City implements a “pay by phone” or other technology-based parking payment option, each parking station shall also display instructions setting forth the means through which a customer may pay the meter charge through such system.

Secs. 5-8-98 through 5-8-110 - reserved.

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 23, 2016
TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD
FROM: T&ES STAFF
SUBJECT: DOCKET ITEM # 7

ISSUE: Consideration of 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

APPLICANT: City of Alexandria

LOCATION: Citywide

STAFF RECOMMENDATION: That the Board recommend to City Council to approve the proposed changes to the Metered Parking Lots Division of the City Code.

DISCUSSION:

In reviewing the Metered Parking Lots section of the City Code, staff noted the language in this section was outdated. Similar to the parking meter section of the Code, the existing language lists specific lots that are permitted to be metered. Of the seven lots listed, four no longer exist, and only one of the three remaining lots is actually metered. Additionally, there are several other lots the City owns that are not included in this list, but appear to operate as metered lots. This section also includes very specific language about the hours and rates for these lots which is inconsistent with the current meter zones and other off-street parking facilities.

To allow for meters in public parking lots in the future, an amendment to the Code is required. The proposed amendments would streamline the process to approve meters on public property that is used for parking. Rather than specifically listing each lot and setting the same hours and rates for all, staff suggests an individual review of each lot would be more appropriate. The specific parking conditions and surrounding context of each lot and the intended goals of installing meters would guide decision for determining an appropriate rate and time limit for the lot. In terms of process, the proposed amendment would require the lots to be reviewed by the Traffic and Parking Board at a public hearing for a recommendation to Council. The City

Council would formally approve the lot for meters and establish the rates and hours through a resolution. The proposed amendment to the City Code is provided in Attachment #1.

NEXT STEPS:

If the changes to the Code are approved by the Board and City Council, staff will work with General Services on a meter plan for the Union Station lot. That specific request would come back to the Board for review and to Council for formal approval through a resolution.

ARTICLE G - Parking Meters

DIVISION 2 - Metered Parking Lots

Sec. 5-8-111 - Definition of "vehicle".

The word "vehicle," as used in this division, shall mean passenger automobiles only. (Code 1963, Sec. 22-138)

Sec. 5-8-112 - Establishment of metered parking lots.

City owned parcels used for providing off street parking for vehicles may be considered by the traffic and parking board for meters. Upon receiving a recommendation to add meters to a lot by the traffic and parking board, the City Council may adopt the recommendation by resolution. The hours and rates for each lot shall be established in the resolution.

The following described tracts of land in the city are hereby declared to be metered parking lots for the purpose of providing off street parking for passenger vehicles only.

- (1) All of that parcel of land in the city designated Municipal Parking Lot No. 2, located on the south side of King Street between Alfred and Patrick Streets.
- (2) All of that parcel of land in the city designated Municipal Parking Lot No. 3 by the city manager, being a portion of Lot No. 1, Block 3, Map 149 of the City of Alexandria's Assessment Records, which Lot No. 1, Block 3, of the said Map 149 consists of 1.15 acres, more or less, and is bounded on the north by Queen Street, on the east by Union Street, on the south by Thompson's Alley and on the west by Lee Street.
- (3) All of that parcel of land in the city designated Municipal Parking Lot No. 1, located south of King Street and east of Daingerfield Road, at the east end of Dechantal Street.
- (4) All of that parcel of land in the city designated Municipal Parking Lot No. 4, located at the intersection of the west side of South Washington Street and the south side of Prince Street.
- (5) All of that parcel of land in the city designated Municipal Parking Lot No. 5, located at the intersection of the north side of Cameron Street and the Potomac River bulkhead line.
- (6) All of that parcel of land in the city designated Municipal Parking Lot No. 6, located at the intersection of the north side of Monroe Avenue and the east side of Leslie Avenue.
- (7) All of that parcel of land in the city designated Municipal Parking Lot No. 7, located on the west side of Holland Lane between Duke Street and the Southern Railway.

~~Sec. 5-8-113 - How meters to be installed; operation generally.~~

~~Parking meters installed in metered parking lots shall be placed adjacent to the individual parking spaces hereinafter described. Each parking meter shall be placed or set in a manner as to show or display by signal that the parking space adjacent to the meter is or is not legally in use. Each parking meter shall be set to display upon deposit of proper coin or coins of the United~~

~~States therein, a signal indicating legal parking for the period of time conforming to the limit of parking time which has been or may be established for the parking lot upon which the parking meter is installed, and shall continue to operate from the time of the deposit of such coin or coins therein until the expiration of the time fixed as a parking limit for the part of the parking lot which the parking meter is placed. Each parking meter installed shall indicate by proper legend the legal parking time established by the city, and when operated shall indicate on, or by its dial and pointer, duration of the period of legal parking, and on expiration of the period shall indicate illegal or overtime parking. (Code 1963, Sec. 22-141)~~

~~Sec. 5-8-114 – Designation of parking spaces; parking across lines.~~

~~The city manager shall have lines or markings painted or placed on the parking lot adjacent to each parking meter for the purpose of designating the parking space for which the meter is to be used. Each vehicle parked alongside of or next to any parking meter shall park within the lines or markings so established. It shall be unlawful to park any vehicle across any such line or marking, or to park any vehicle in such position that it shall not be entirely within the areas so designated by the lines or markings, and it shall be unlawful to park any vehicle in any place in the parking lot except within the spaces indicated for parking. (Code 1963, Sec. 22-142)~~

~~Sec. 5-8-115 – When meters to be in operation.~~

~~The parking meters in the metered parking lots provided for in this division shall be operated on any days; and between any hours as the city council may by motion establish; provided, that no charge for parking on the lots shall be made on Sundays and legal holidays of the State. (Code 1963, Sec. 22-148)~~

~~• Sec. 5-8-116 – Time limits for use; rates.~~

~~The rate for a parking space in the metered parking lots established in section 5-8-112 of this code shall be five cents (one nickel) for any period of time up to five minutes. Provided, however, that the rate for a parking space in the metered parking lots established in section 5-8-112 of this code shall be \$0.15 for any period up to 12 minutes only in parking lots 2, 4 and 5. The time limit for parking in any such space shall be any period of time up to two hours in certain areas, four hours in certain areas and eight hours in other areas, said areas to be established by city council by resolution. When parking time exceeds five minutes, one or more nickels, dimes or quarters or combinations thereof shall be deposited, depending on the nature of the meter and the maximum time established. (Ord. No. 2805, 5/14/83, Sec. 1; Ord. No. 3129, 5/27/86, Sec. 6)~~

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 23, 2016
TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD
FROM: T&ES STAFF
SUBJECT: DOCKET ITEM # 8

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

APPLICANT: T&ES Staff

LOCATION: North Van Dorn Street at Menokin Drive

STAFF RECOMMENDATION: That the Board recommends that City Council authorizes installation of a new traffic signal at North Van Dorn Street and Menokin Drive pursuant to City Code Section 10-2-7

DISCUSSION: On April 26, 2016, the Traffic and Parking Board approved Phase I of the Complete Streets redesign of North Van Dorn Street which includes new sidewalks and crosswalks at the intersection of Van Dorn Street and Menokin Drive (Figure 2). In the existing configuration at the intersection of Menokin Drive and North Van Dorn Street, there is a right slip lane from menokin Drive onto North Van Dorn Street, and a stop sign on the west leg of the intersection on Menkin Drive. The number of vehicle lanes at the intersection does not change with the new design, but with the removal of the slip lane, a traffic signal is needed in order to process right turning vehicles from Menokin Drive onto Van Dorn Street , and to prevent traffic from backing up onto King Street.

In addition, without the installation of the traffic signal at this intersection, stop controls would need to be provided in order to provide safe pedestrian crossings. In the AM peak period, the queue on North Van Dorn Street would extend 496 feet with stop sign installation, but the traffic signal the queue is 201' (Figure 2). The intersection delay improves to 14 from 23 seconds, or to level of service (LOS) B from C. In the PM peak, the queue on North Van Dorn Street is reduced by more than half (from 89' to 41') with a signal.

In the PM peak, the queue is 341 feet with a stop sign present, which extends onto King Street and creates an unsafe condition. Because motorists are exiting I395 onto King Street at this

location, the speeds are high and a queue of vehicles on this roadway creates a hazard. With the signal, the queue only extends 38 feet, and the overall intersection delay improves to a LOS A from C with a delay of only 9 seconds. See Figure 3 for queues and intersection level of service.

The new signal enables the installation of three new crosswalks with pedestrian count down signals and a Leading Pedestrian Interval (LPI) to provide safer, conflict free crossing times for pedestrians.

Due to the configuration of the intersection and unique characteristics of the roadway whereby the major and minor street change due to volumes during different peak hours, the intersection does not meet an Manual on Uniform Traffic Control Devices (MUTCD) warrant. However, because of the improved safety for all roadway users with the redesign of this intersection, staff recommends the installation of a signal to maintain traffic flow and prevent congestion.

PUBLIC OUTREACH:

October 22, 2015 - Park Place Condominiums HOA to discuss issues and concerns
January 28, 2016 - Park Place Condominiums HOA to present options and get feedback
February 23, 2106 – Fairlington United Methodist Church and Preschool
February 16, 2106 – Alexandria Bicycle and Pedestrian Advisory Committee
March 15, 2016 – Public Meeting to present proposed roadway design
April 25, 2016 – Traffic and Parking Board Public Hearing

Letters of support for the project from the Fairlington United Methodist Church, Fairlington Preschool and the Alexandria Bicycle and Pedestrian Advisory Committee are included in Attachment 2.

EVALUATION: During fall 2016, staff will monitor the intersections of North Van Dorn Street and Menokin Drive to evaluate queue lengths and determine if any additional signal timing changes need to be made to process vehicles and provide safe crossings for pedestrians. In fall 2016, data will be collected to determine if speeds have been reduced along the corridor. As with all complete streets projects, a crash analysis will be conducted to determine if there has been a reduction after installation of the project.

Figure 2 – Menokin Drive at North Van Dorn Street and at King Street Service Road

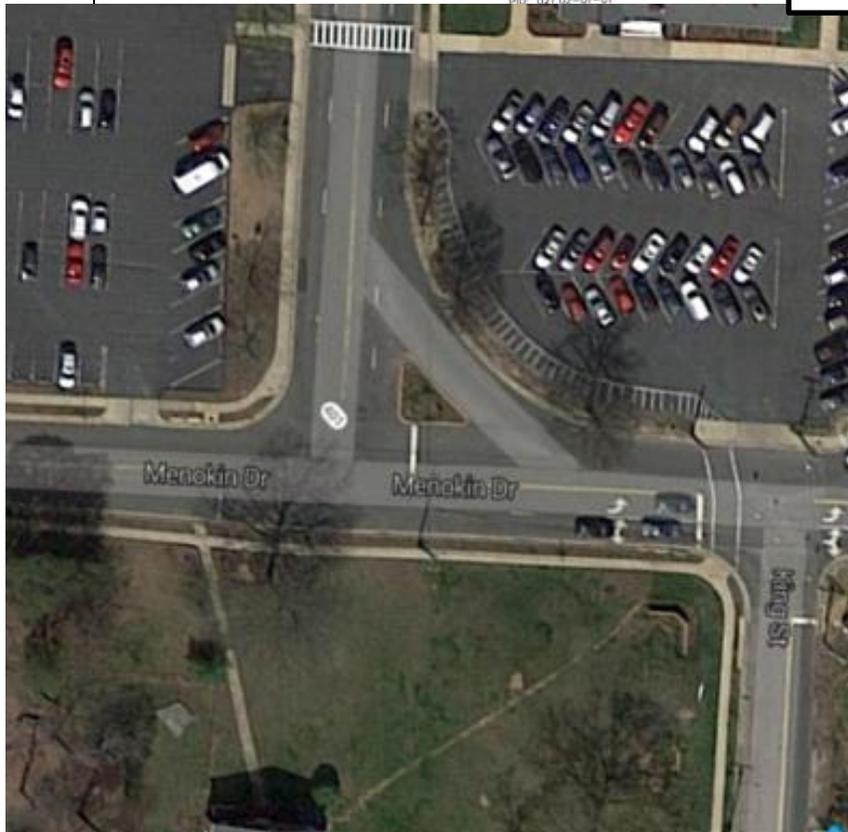
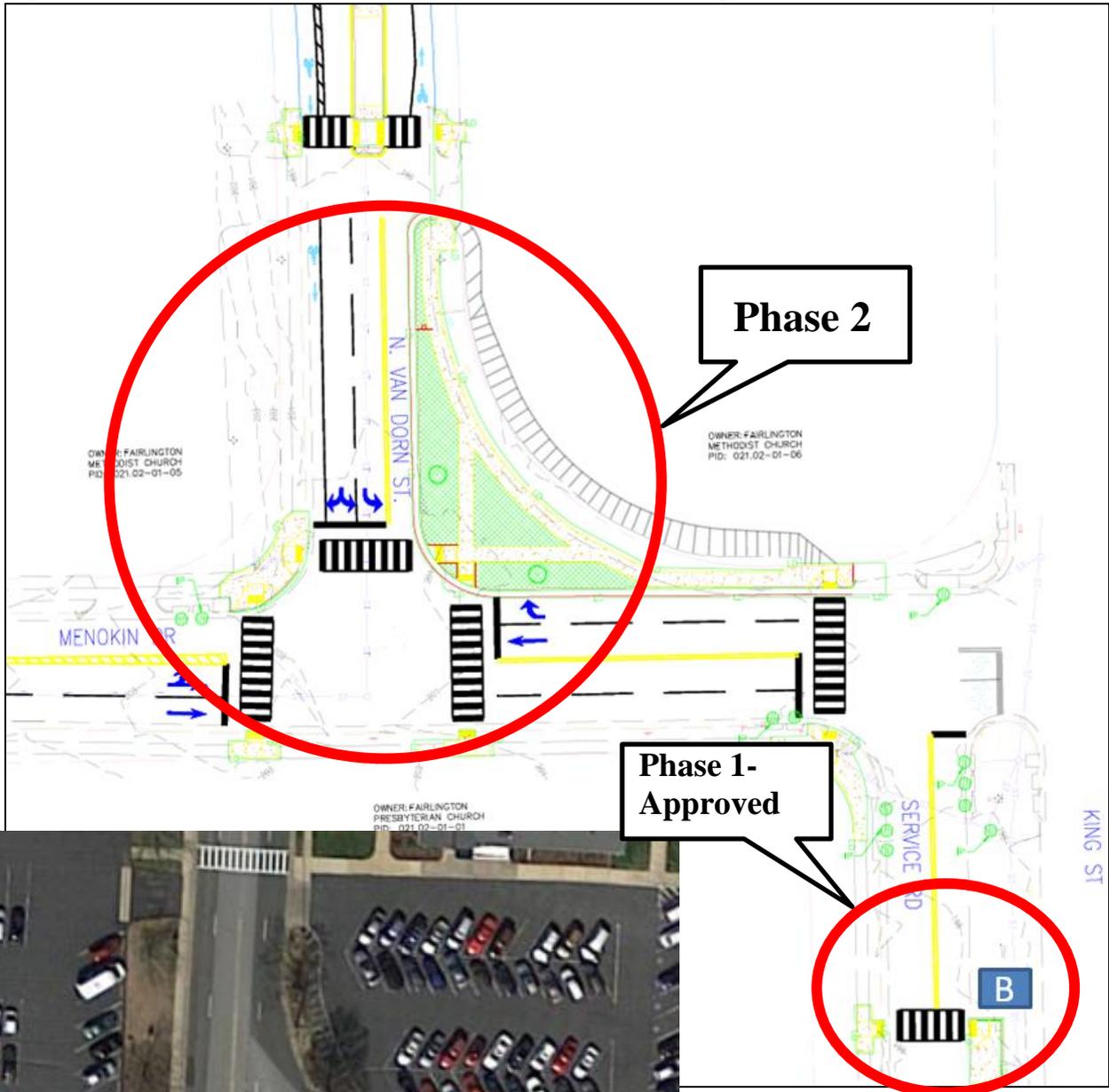


FIGURE 2

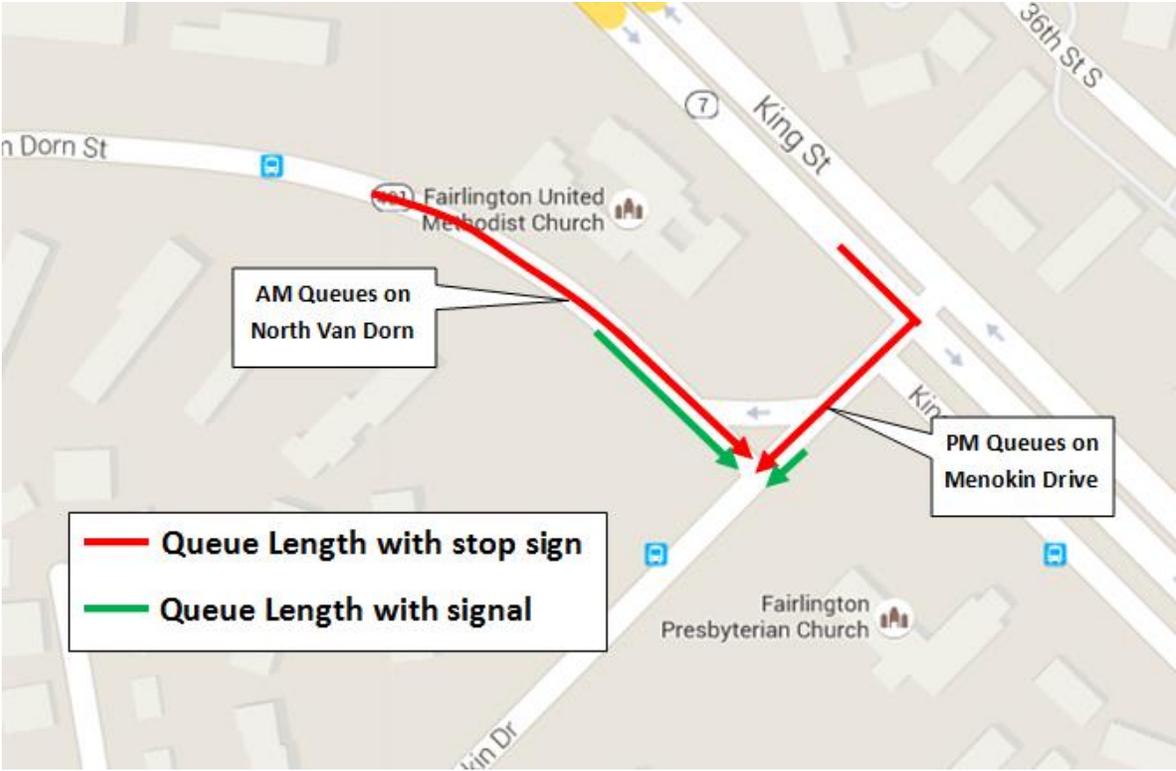


FIGURE 3

AM PEAK (HCM ANALYSIS)	DELAY (sec) / LOS /QUEUE (ft)	DELAY (sec) / LOS /QUEUE (ft)	DELAY (sec) / LOS /QUEUE (ft)	Intersection HCM LOS	Overall Delay
<i>Van Dom and Menokin</i>	<i>Van Dom East Bound Approach</i>	<i>Menokin North Bound Approach</i>	<i>Menokin South Bound Approach</i>		
STOP sign Conditions	28.5 / D / 496	9.8 / A / 27	10.1 / B / (48_T) & (87_R)	C	23.3 sec
Signal Conditions (Actuated_Uncoordinated)_prefered option 1	13.4 / B / 201	23.2 / C / 44	12.3 / B / (69_T) & (16_R)	B	14.0 sec

PM PEAK (HCM ANALYSIS)	DELAY (sec) / LOS /QUEUE (ft)	DELAY (sec) / LOS /QUEUE (ft)	DELAY (sec) / LOS /QUEUE (ft)	Intersection HCM LOS	Overall Delay
<i>Van Dom and Menokin</i>	<i>Van Dom East Bound Approach</i>	<i>Menokin North Bound Approach</i>	<i>Menokin South Bound Approach</i>		
STOP sign Conditions	9.7 / A / 89	8.1 / A / 14	19.6 / C / (33_T) & (341_R)	C	16.9 sec
Signal Conditions (Actuated_Uncoordinated)	8.3 / A / 41	14.6 / B / 26	8.0 / A / (61_T) & (38_R)	A	8.6 sec

City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 25, 2016
TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD
FROM: T&ES STAFF
SUBJECT: DOCKET ITEM #9

ISSUE: Consideration of a request to remove three parking spaces to install Capital Bikeshare stations

APPLICANT: T&ES Staff

LOCATION: Four Mile Road at Mount Vernon Avenue
Commonwealth Avenue at East Oak Street

STAFF RECOMMENDATION: That the Board recommend to the Director of T&ES removing three parking spaces along three streets to install Capital Bikeshare stations.

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 February 2016, three more stations were added through developer contributions for a total of 19 stations. Thirteen 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.

Capital Bikeshare has been very popular with residents and visitors to Alexandria, with over 105,000 trips departing from Alexandria stations since the program began, and 17,600 members system wide. Revenues and user fees have covered an average of 63 percent of operating costs, exceeding the initial goal of 30 percent.

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

Two locations were identified where parking removal is necessary for installation of a bikeshare station.

1. At the intersection of Four Mile Road and Mount Vernon Avenue, two taxi-only parking spaces would be removed on Four Mile Road to provide 42' of space for a 15 dock bikeshare station (Figure 1). The location is in close proximity to bikeshare stations in Arlington and one that will be placed near Reed Avenue as well as the Four Mile Trail and park. The station provides Capital Bikeshare access to the Arlandria neighborhood and provides infill stations between Del Ray and Arlington. See Figure 2 for a diagram. The Taxi companies were contacted regarding this proposal and did not voice any opposition. The Arlandria Advisory group was notified about this proposed location.
2. On Commonwealth Avenue at East Oak Street, one parking space would need to be removed in order to accommodate a 19 dock station, expanding bikeshare to the Rosemont neighborhood. The location was selected due to its proximity to the Grape and Bean business as well as requests from residents to improve sight distances and pedestrian safety at this intersection .

Since the pedestrian safety meeting held in September 2015, staff has received numerous request to improve safety for pedestrians and drivers at the intersection of Commonwealth Avenue and East Oak Street. The crosswalks were recently upgraded, pedestrian signage was installed, and one parking space was removed to provide better sight distance for drivers. However, the community still requested more improvements including the removal of more parking to provide better visibility (Figure 3). Twenty additional feet of parking would be removed in order to install the station (Figure 4).

This will be the first station in the Rosemont neighborhood and will provide connections to nearby stations at the King Street and Braddock Road Metro stations (Figure 5). Staff worked with the Grape and Bean to site this station to minimize parking loss and their letter of support can be viewed in Figure 5. The civic association was notified about this installation.

Figure 1



Figure 3



Figure 4



Figure 5

