

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY OCTOBER 24, 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 September 26, 2016 Traffic and Parking Board meeting minutes.
3. **PUBLIC COMMENT**

**PUBLIC HEARING:**

4. **ISSUE:** Consideration of a request to post NO THRU TRUCK restrictions on West Linden Street between Russell Road and Commonwealth Avenue.
5. **ISSUE:** Consideration of a request to convert the half signal at the intersection of North Howard Street and the Alexandria Hospital into a full traffic signal.
6. **ISSUE:** Consideration of a request to post NO PARKING 8:00 AM – 6:00 PM, MONDAY THRU FRIDAY on the north side of the 6000 – 6100 blocks Stevenson Avenue.
7. **ISSUE:** Consideration of a request to replace one parking space at 3801 Mount Vernon Avenue with eight bicycle parking spaces.
8. **ISSUE:** Consideration of a request to remove the NO RIGHT TURN restriction at the intersection of Echols Avenue and Woodmire Lane.

**STAFF REPORTS AND UPDATES:**

Del Ray Parking Study

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY SEPTEMBER 26, 2016, 7:30 P.M.  
301 KING STREET, 2nd FLOOR  
ROOM 2000**

**MINUTES**

**BOARD MEMBERS PRESENT:** Chairman, Jay Johnson, Vice Chair, William Schuyler, James Lewis, Randy Cole, Kevin Beekman, Ann Tucker and Casey Kane.

**BOARD MEMBERS ABSENT:** None

**STAFF MEMBERS PRESENT:** Bob Garbacz, Division Chief, Ravi Raut, Civil Engineer IV, Hillary Orr, Complete Street Manager, Katye North, Parking Planner, and Cuong Nguyen, Civil Engineer I.

1. Announcement of deferrals and withdrawals: None.
2. Approval of the July 25, 2016, Traffic and Parking Board meeting minutes: Mr. Cole made a motion, seconded by Ms. Tucker to approve the minutes of the July 25, 2016 Traffic and Parking Board meeting. The motion carried unanimously.
3. **PUBLIC COMMENTS:** No one from the public provided comment.

**PUBLIC HEARING:**

4. **ISSUE:** Consideration of a request to remove 20 feet of parking on the south side at 425 E. Monroe Ave.

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

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

**BOARD ACTION:** Mr. Cole made a motion, seconded by Mr. Kane to approve the request to remove 20 feet of parking on the south side at 425 E. Monroe Ave. The motion carried unanimously.

5. **ISSUE:** Consideration of a request to remove two parking spaces in order to locate Capital Bikeshare station on Monroe Avenue at Commonwealth Avenue, convert two 15 minute parking spaces to two hour parking on Commonwealth Avenue at Monroe Avenue, and add a parking space on Commonwealth Avenue at Nelson Avenue.

**DISCUSSION:** Ms. Orr presented the item to the Board.

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

**BOARD ACTION:** Mr. Kane made a motion, seconded by Mr. Cole to approve a request to remove two parking spaces in order to locate a Capital Bikeshare station on Monroe Avenue at Commonwealth Avenue, convert two 15 minute parking spaces to two hour parking on Commonwealth Avenue at Monroe Avenue, and add a parking space on Commonwealth Avenue at Nelson Avenue. The motion carried unanimously.

6. **ISSUE:** Consideration of a request to remove four parking spaces to install sidewalks along Commonwealth Ave between East Alexandria Avenue and East Luray Avenue.

**DISCUSSION:** Ms. Orr presented the item to the Board.

**PUBLIC TESTIMONY:** Heather Gilbert from the public spoke about the request and, although supportive of the project, expressed concern about the late outreach to the impacted residents.

**BOARD ACTION:** Ms. Tucker made a motion, seconded by Mr. Kane to approve the request to remove four parking spaces to install sidewalks along Commonwealth Avenue between East Alexandria Avenue and East Luray Avenue. The motion carried unanimously.

7. **ISSUE:** Consideration of a request to allow two hour parking on both sides of Hooff's Run Drive

**DISCUSSION:** Ms. North presented the item to the Board.

**PUBLIC TESTIMONY:** Peter Novak from the public spoke about the request and expressed concern over the poor condition of the sidewalks and suggested reserving a space for public safety vehicles to park.

**BOARD ACTION:** Mr. Cole made a motion, seconded by Mr. Lewis to approve a request to allow two hour parking on both sides of Hooff's Run Drive; allow public safety vehicle to park; and directed staff to conduct a survey of the sidewalk and repair where appropriate. The motion carried with Mr. Johnson, Mr. William Schuyler, Mr. Lewis, Mr. Cole, Mr. Beekman and Ms. Tucker voting to approve the motion and Mr. Kane voting in opposition.

8. **ISSUE:** Consideration of a request for a disability parking space at 211 N. Howard St.

**DISCUSSION:** Mr. Garbacz presented the item to the Board. Mr. Kane expressed concern because he believed the proposed disability parking space did not meet Americans with Disabilities Act (ADA) standards.

**PUBLIC TESTIMONY:** No one from the public spoke about the request.

**BOARD ACTION:** Mr. Lewis made a motion, seconded by Mr. Schuyler to approve the request for a disability parking space at 211 North Howard Street. The motion carried with Mr. Johnson, Mr. Schuyler, Mr. Lewis, Mr. Cole, Mr. Beekman and Ms. Tucker voting to approve the motion and Mr. Kane voting in opposition.

9. **ISSUE:** Consideration of a request to post All-Way Stop signs at the intersection of Jamieson Avenue and Englehardt Lane.

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

**PUBLIC TESTIMONY:** Janet Gregor representing the Carlyle Council spoke in favor of the request. Lee Hernly spoke and indicated that the real problem was the operation of the traffic signal at the intersection of Jamieson Avenue and Dulany Street.

**BOARD ACTION:** Mr. Lewis made a motion, seconded by Mr. Cole to post All-Way Stop signs at the intersection of Jamieson Avenue and Englehardt Lane and do more analysis for the intersection of Courthouse Square and Jamieson Avenue.

Mr. Kane moved to amend the motion, seconded by Mr. Cole to install a flashing red beacon rather than the proposed all-way Stop signs. The amendment failed with Mr. Johnson, Mr. Cole, and Mr. Kane voting in favor of the motion and Mr. Schuyler, Mr. Lewis, Mr. Beekman and Ms. Tucker voting in opposition.

Mr. Beekman made a substitute motion, seconded by Mr. Kane to defer motion. The motion to defer failed with Mr. Johnson, Mr. Cole, and Mr. Kane voting in favor of the motion and Mr. Schuyler, Mr. Lewis, Mr. Beekman and Ms. Tucker voting in opposition.

The original motion carried with Mr. Schuyler, Mr. Lewis, Mr. Beekman, Mr. Cole, and Ms. Tucker voting in favor of the motion and Mr. Johnson and Mr. Kane voting in opposition.

10. **ISSUE:** Consideration of a request to remove one parking space to install an ADA compliant crosswalk and curb ramp across Kennedy Street at Ancell Street.

**DISCUSSION:** Ms. Orr presented the item to the Board.

**PUBLIC TESTIMONY:** Tim Anderson, Kelleanne Redfon, Julia Blessing, Bridget Evans, Erica Exline, Lauren Pazinski from the public spoke and expressed concern that the proposed crosswalk would be dangerous because of traffic speed and lack of visibility.

**BOARD ACTION:** Mr. Lewis made a motion, seconded by Mr. Schuyler to approve the request to remove one parking space to install an ADA compliant crosswalk and curb

ramp across Kennedy Street at Ansell Street and add addition signage to restrict parking at the fire hydrant. The motion carried unanimously.

- 11. ISSUE:** Consideration of a request to initiate a pilot program to create a pay by phone parking requirement as an option for residential parking restrictions.

**DISCUSSION:** Ms. North presented the item to the Board.

**PUBLIC TESTIMONY:** Yvonne Weight Callaham from the public spoke about the request.

**BOARD ACTION:** Mr. Schuyler made a motion, seconded by Mr. Beekman to approve the request to initiate a pilot program to create a pay by phone parking requirement as an option for residential parking restrictions; consider guest permit for those who do not have smart phone or cell phone access; consider overflowing parking to the adjacent streets. The motion carried unanimously.

**12. Staff reports and updates:**

- Old town north parking study
- Vision Zero

## MEMORANDUM

**DATE:** OCTOBER 24, 2016  
**TO:** MEMBERS OF THE TRAFFIC AND PARKING BOARD  
**FROM:** T&ES STAFF  
**SUBJECT:** DOCKET ITEM # 4

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**ISSUE:** Consideration of a request to post NO THRU TRUCK restrictions on West Linden Street between Russell Road and Commonwealth Avenue.

**APPLICANT:** Linda Holland

**LOCATION:** Unit Block of West Linden Street

**STAFF RECOMMENDATION:** The Board recommend to City Council posting NO THRU TRUCK restrictions on the 100 block of West Linden Street.

**DISCUSSION:** The residents of the unit block of West Linden Street are requesting that thru trucks be prohibited from traveling on the unit block of West Linden Street, as shown in Attachment 1. West Linden Street is a residential street with single family homes on both sides of the street. The cut-through trucks are using West Linden Street to traverse from Commonwealth Avenue to King Street as shown in Attachment 2. The residents believe that smart phone apps are routing trucks on their street to avoid congestion on other more appropriate routes.

Staff performed a 24-hour study in May 2016 and found that about 350 vehicles per day travel on West Linden Street, with over 15 percent truck traffic. West Linden was not designed to accommodate heavy truck traffic. This is out of character for the street use and the pavement was not designed to take this loading.

City Code Section 10-1-1(b) states, "All definition of words and phrases contained in the state law hereby adopted shall apply to such words and phrases when used in this chapter, unless clearly indicated to the contrary." City code has no definition of truck, so it reverts to Virginia State Code which states in 46.2-100, "'Truck' means every motor vehicle designed to transport property on its own structure independent of any other vehicle and having a registered gross weight in excess of 7,500 pounds." A "No Thru Truck" restriction will therefore prevent any vehicle in excess of 7,500 pounds transporting property from using West Rosemont Avenue as a through street.

The Commonwealth Transportation Board (CTB) has criteria, shown in Attachment 2 , for posting truck restrictions on residential streets. The unit block of West Rosemont Avenue meets these criteria.

## Attachment 1

July 5, 2016

Mr. Robert Garbacz  
Division Chief, Traffic Engineering  
Department of Transportation & Environmental Services  
City of Alexandria  
2900 Business Center drive  
Alexandria VA 22314

Dear Mr. Garbacz:

The residents of the unit block of W. Linden St. (between Russell Rd. and Commonwealth Ave.) formally request that the city bar through-truck traffic on our street. Like neighboring W. Rosemont Ave., Linden St. also has seen a surge in the number of large trucks up and down the street all day long. We requested a truck volume study by T&ES, and that study found that more than 5 percent of the vehicle traffic is indeed from trucks, which meets the city's criteria for banning through-truck traffic on residential streets. We commend T&ES for being so responsive to our concerns, raised at a Traffic and Parking Board meeting in November 2015.

W. Linden St., like most streets in the Rosemont neighborhood, is a narrow street built in the early 20<sup>th</sup> century when cars and trucks were fewer and much smaller. There is two-way traffic, parking on one side of the street only, and it is difficult under normal circumstances for two cars to pass each other. You can imagine, therefore, how difficult it is to pass when one of the vehicles is a truck. We've experienced curb damage, tree damage, vehicle damage, broken utility boxes, and the street surface has deteriorated considerably. The truck traffic also presents an increased safety risk for the children on Linden St. In addition, there is noise and window rattling from the steady stream of trucks using W. Linden to cut through between Russell and Commonwealth.

The city posted no through-truck signs on W. Rosemont, and we hope that they have had some effect, although we know that enforcement is difficult and the results might not be optimal.

We would like to have signs barring through-truck traffic on our street as well and would ask the city to consider carefully the placement of those signs. On W. Rosemont you can't see the signs until you commit to making a turn from either Commonwealth or Russell. We look forward to having the city come up with a solution to this problem as well.

We see this problem of through-truck traffic as a neighborhood issue, not just as something specific to W. Linden or W. Rosemont. The source of truck traffic surge – increased new development, the lack of suitable routes allowing trucks to get from their origin to those new developments, and the advent of on-board traffic navigation – is obviously something the city must address sooner rather than later. We

see this increased truck traffic as significantly deteriorating the quality of the Rosemont neighborhood as a whole.

Sincerely,

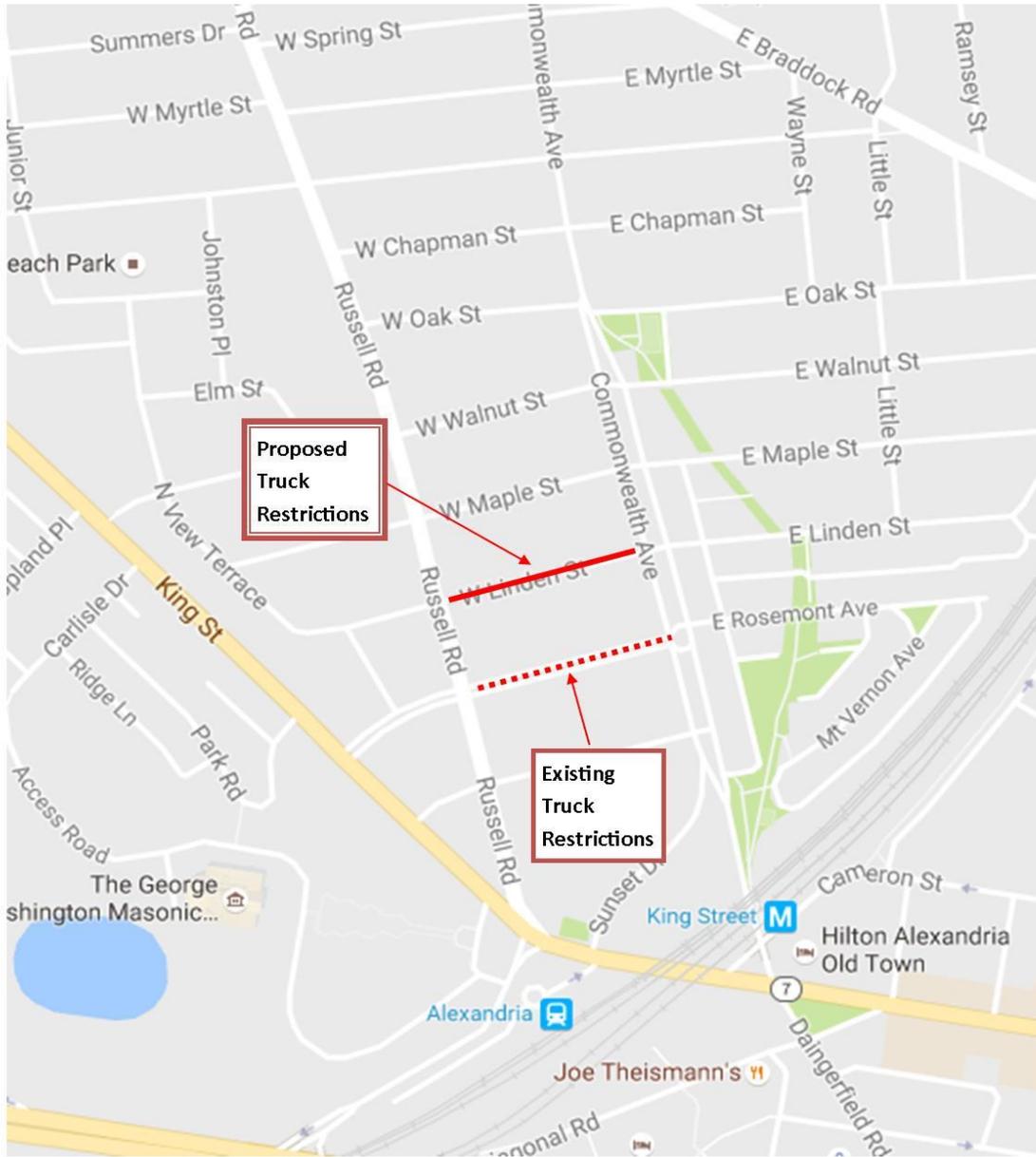
Residents of Unit Block of W. Linden Street (see attached sheet)

CC: Mayor Alison Silberberg  
Vice Mayor Justin Wilson

Unit block of W. Linden Residents in Support of No Trucks on Unit block of W. Linden Street to be attached to letter.

NAME (print)	ADDRESS	SIGNATURE
<del>Rochelle R. Givens</del>	<del>6 West Linden</del>	<del>Rochelle R. Givens</del>
Jean M. Harvath	7 West Linden St	Jean M. Harvath
SHAN DUFF	9 WEST LINDEN	<del>Shan Duff</del>
Pam St. Clair	10 W. Linden St.	Pam St. Clair
M		
Penny Williamson	14 W. Linden St.	Penny W
MIKE WILLIAMS	14 1/2 Central St	Mike Williams
<del>Eleanor Spoor</del>	<del>21 W. Linden St.</del>	<del>Eleanor Spoor</del>
John A. Spoor	21 W Linden St.	John A. Spoor
KERRY ST. CLAIR	10 W. Linden St.	Kerry St. Clair
THEA C BRUNN	13 W LINDEN ST.	Thea C Brunn
Judy Carter	8 W. Linden St	J. Carter
DAVID PAINTER	8 W Linden St	David Painter
Virginia Wilkening	20 W. Linden St.	Virginia Wilkening
JAMES BRADLEY	16 W. Linden St	James Bradley
JAMES M. HOLLAND	206 COMMONWEALTH AVE	James M. Holland
Rebecca McCracken	12 W. Linden St.	Rebecca McCracken
Taylor Crauwell	5 W. Linden	Taylor Crauwell
Ronni Crauwell	5 W. Linden	Ronni Crauwell
Marc Pilcher	18 W. Linden	Marc Pilcher
Windy Venable	18 W. Linden	Wendy Venable
David Eriou	19 W. Linden	David Eriou
Carol Eriou	19 W Linden St	Carol Eriou

Attachment 2



POLICY INDEX



# **Commonwealth Transportation Board**

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Virginia Department of Transportation  
Policy Division  
1401 East Broad Street • Suite 1106  
Phone 804.786.1830 • Fax 804.225.4700

**Guidelines for Considering Requests to Restrict Through Trucks on Primary and Secondary Highways****Approved: 10/16/2003**

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WHEREAS, the General Assembly of Virginia in its 2003 session amended Section 46.2-809 to provide that the Commonwealth Transportation Board, or its designee, should have the authority to prohibit or restrict the use by through truck traffic of any part of a primary highway, in addition to secondary highways, if a reasonable alternate route is provided, and

WHEREAS, the Virginia Department of Transportation has developed Guidelines for Considering Requests to Restrict Through Trucks on Primary and Secondary Highways that apply to any truck or truck and trailer or semi trailer combination, except a pickup or panel truck, pursuant to Section 46.2-809 of the *Code of Virginia*, which are attached hereto; and

NOW THEREFORE BE IT RESOLVED, that the Guidelines for Considering Requests to Restrict Through Trucks on Primary and Secondary Highways, including all primary and secondary highways under the jurisdiction of the Virginia Department of Transportation, pursuant to Section 46.2-809 of the *Code of Virginia*, is hereby adopted by this Board, and

BE IT FURTHER RESOLVED, pursuant to Section 46.2-809 of the *Code of Virginia* that this Board delegates the authority to approve or deny such through truck traffic restrictions for secondary highways, subject to these Guidelines adopted by this Board, to the Commissioner of the Virginia Department of Transportation. The Board will retain authority to approve or deny such through truck traffic restrictions for primary highways.

*Editor's Note: The Virginia Administrative Code (VAC) was established to capture all existing regulations promulgated by state agencies. For the current official version of this regulation, see [24 VAC 30-580](#).*

**Guidelines for Considering Requests to Restrict Through Trucks on Primary and Secondary Highways****Approved: 9/15/1988**

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Following a review of the attached guidelines numbered 7l through 7n for considering requests for restricting through trucks on secondary highways, motion was made by Mr. Humphreys, seconded by Mr. Beyer, for approval of the guidelines. Motion carried.

Section 46.1-171.2 of the *Code of Virginia* provides:

"The State Highway and Transportation Board (formerly Commission) in response to a formal request by a local governing body, after said body has held public hearings, may, after due notice and a proper hearing, prohibit or restrict the use by through traffic of any part of a secondary highway if a reasonable alternate route is provided, except in cities and any town which maintains its own streets, or any county which owns, operates and maintains its own system of roads and streets, by any truck or truck and trailer or semitrailer combination, except a pickup or panel truck, as may be necessary to promote the health, safety and welfare of the citizens of the Commonwealth. Nothing herein shall affect the validity of any city charter provision or city ordinance heretofore adopted."

To conform to requirements of the Code, the local governing body must hold a public hearing and make a formal request of the Department. To insure that all concerned have an opportunity to provide input concerning the proposed restriction and alternate route, the following must be adhered to:

- (A) The public notices for the hearing must include a description of the proposed through truck restriction and the alternate route with the same termini. A copy of the notices must be provided.
- (B) A public hearing must be held by the local governing body and a transcript of the hearing must be provided with the resolution.
- (C) The resolution must describe the proposed through truck restriction and a description of the alternate, including termini.
- (D) The governing body must include in the resolution that it will use its good offices for enforcement of the proposed restriction by the appropriate local law enforcement agency.

Failure to comply with (A), (B), (C) and (D) will result in the request being returned.

It is the philosophy of the Commonwealth Transportation Board that all vehicles should have access to the roads on which they are legally entitled to travel. Travel by any class of vehicle should be restricted only upon demonstration that it will promote the health, safety and welfare of the citizens of the Commonwealth. Following that philosophy, the Virginia Department of Transportation staff and the Commonwealth Transportation Board will consider the following criteria in reviewing a requested through truck restriction.

- (1) Reasonable alternate routing is provided. To be considered "reasonable", the alternate route(s) must be engineered to a standard sufficient for truck travel. The effect on the alternate routing will be evaluated for traffic and safety related impacts. If an alternate contains a Secondary route that must be upgraded, funds must be provided from the county secondary construction funds. The termini of the proposed restriction must be identical to the alternate routing and effectively equivalent to allow a time and distance comparison to be conducted between the two routings. Also, the alternate routing must not create an undue hardship for trucks in reaching their destination.
- (2) The road requested for restriction is functionally classified as local or collector.
- (3) The character and/or frequency of the truck traffic on the route proposed for restriction is not compatible with the affected area. Evaluation will include safety and other traffic engineering related issues, and will take into account the volumes of truck traffic in relation to the remaining traffic as indicated by the following table:

Total Traffic Volume Ranges	Total Truck Volume Ranges
4000+	200
2000-4000	100-200
1000-2000	50-100
400-1000	20-50
250-400	13-20
50-250	3-13

- (4) The engineering of the roadway and/or the accident history of the route proposed for restriction indicate that it is not suitable for truck traffic.
  - (5) Within 150' of the existing or proposed roadway center line there must be at least 12 dwellings per 1000 feet of roadway.
- Failure to satisfy at least three (3) of the five (5) criteria will normally result in the rejection of the requested restriction.

## MEMORANDUM

**DATE:** OCTOBER 24, 2016  
**TO:** MEMBERS OF THE TRAFFIC AND PARKING BOARD  
**FROM:** T&ES STAFF  
**SUBJECT:** DOCKET ITEM # 5

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**ISSUE:** Consideration of a request to convert the half signal at the intersection of North Howard Street and the Alexandria Hospital into a full traffic signal.

**APPLICANT:** Cynthia Lake

**LOCATION:** 1300 North Howard Street

**STAFF RECOMMENDATION:** The Board recommend to the Director to convert the half signal at the intersection of North Howard Street and the Alexandria Hospital parking lot into a full traffic signal.

**DISCUSSION:** The half traffic signal at North Howard Street and the Alexandria Hospital parking lot was approved by the Traffic and Parking Board on June 26, 2001. When the traffic signal was approved, the hospital was planning major renovations that would require more people to park in the subject parking lot when complete. Now that the renovations are completed, and the parking lot is generating foot traffic across North Howard Street that necessitates a full traffic signal at this location. Attachment 1 shows the location for the request and Attachment 2 includes the request from Ms. Lake. .

Pedestrians at this location, many of which have limited mobility, have difficulty crossing North Howard Street where it intersects the at the parking lot exit due to lack of full traffic signalization. . . There is also a desire, by many pedestrians, to cross the south leg of Howard Street, which does not have pedestrian signals. Converting the existing signal into a full traffic signal would allow pedestrians to cross on both Howard Street approaches. It should be noted that staff is seeking approval to make this change in advance of requesting funds through the FY 2018 budget process to complete the full signal installation.

Attachment 1



Attachment 2

**From:** Lake, Cynthia [mailto:Cynthia.Lake@inova.org]  
**Sent:** Wednesday, September 21, 2016 10:38 AM  
**To:** Bob Garbacz  
**Cc:** Cardone, Phillip  
**Subject:** N. Howard Street Intersection Assessment

Hi Bob,

Thanks again for coming out last week to look at the N. Howard Street intersection by the hospital as well as our campus for pedestrian and vehicle safety. I wanted to follow up to make sure you had my contact information and see if there is anything else you need from us to move forward with enhancing the intersection and adding a crosswalk.

Talk to you soon.

Thanks,  
Cyndi

Cyndi Lake, MPH, CEM®  
Director, Public Safety and Emergency Management  
Inova Alexandria Hospital

## MEMORANDUM

**DATE:** OCTOBER 24, 2016  
**TO:** MEMBERS OF THE TRAFFIC AND PARKING BOARD  
**FROM:** T&ES STAFF  
**SUBJECT:** DOCKET ITEM # 6

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**ISSUE:** Consideration of a request to post NO PARKING 8:00 AM – 6:00 PM, MONDAY THRU FRIDAY on the north side of the 6000 – 6100 blocks Stevenson Avenue

**APPLICANT:** City staff

**LOCATION:** 6000 -6100 blocks of Stevenson Avenue

**STAFF RECOMMENDATION:** The Board recommend to the Director posting NO PARKING 8:00 AM – 6:00 PM, MONDAY THRU FRIDAY on the north side of the 6000 – 6100 blocks Stevenson Avenue

**DISCUSSION:**

To provide additional parking during the day, parking along this section of Stevenson Avenue was changed from NO PARKING 8:00 A.M. – 6:00 P.M. to unlimited parking as part of a resurfacing project with Complete Streets improvements that came before the Board in October 2014. During implementation of the project in 2015, parking was restricted at driveway entrances on the 6000 and 6100 blocks. While no crashes have been reported existing the two driveways, recent site assessments indicate that a full restriction is necessary between the site driveways, given the steep grade in this location, to allow proper sight distance for vehicles exiting the driveways. Attachment 1 shows where the parking restriction is proposed.

Staff has consulted with the property owners and employees at the building at 6101 Stevenson and has received over five letters of support for the proposed change in restrictions.

Attachment 1



## MEMORANDUM

**DATE:** OCTOBER 24, 2016  
**TO:** MEMBERS OF THE TRAFFIC AND PARKING BOARD  
**FROM:** T&ES STAFF  
**SUBJECT:** DOCKET ITEM # 7

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**ISSUE:** Consideration of a request to replace one parking space at 3801 Mount Vernon Avenue with eight bicycle parking spaces.

**APPLICANT:** Jon Liss, Executive Director, Tenant and Workers United

**LOCATION:** 3801 Mount Vernon Avenue

**STAFF RECOMMENDATION** Staff recommends removing one parking space in front of 3801 Mount Vernon Avenue to install a bicycle parking corral.

**DISCUSSION** Tenant and Workers United (TWU) is located at 3801 Mount Vernon Avenue, on the east side of the street, in the northbound direction of travel. TWU requested bicycle parking be installed in front of their business in order to accommodate their employees, members and visitors that arrive by bicycle. The Executive Director of TWU, Mr. Liss, submitted an application to the City for a bicycle parking corral. Additionally, the City has received a request from Mr. Liss to improve sightlines for vehicles turning out of the driveway to the north of 3801 Mount Vernon Avenue. The removal of this parking space and installing a bicycle corral will accommodate both requests.

Staff has received numerous complaints about bicycles being chained to physical objects in this neighborhood and requests for more secure bicycle parking. Adding bicycle parking in this neighborhood was also a recommendation of the Arlandria Neighborhood Plans, developed by a Task Force, completed in 2003.

City staff proposes to remove one 20 foot parking space in order to install eight bicycle parking spaces. Figure 1 and Figure 2 below show the location of the parking space recommended for removal. Flexible bollards, striping and parking stops will be installed along Mount Vernon Avenue to prevent vehicles from turning into the bicycles. Figure 3 below shows a concept design of the bicycle parking corral. Figure 4 below shows an example of an existing bicycle parking corral approved by the Traffic and Parking Board in 2013.

## PUBLIC OUTREACH

Mr. Liss circulated a petition for support from neighboring businesses on Mount Vernon Avenue, adjacent to Tenant and Workers United. Mr. Liss was able to collect signatures of support from four business owners, as shown in Figure 5. In October 2016, staff notified the Arlandria Advisory Group to inform them about the proposed project.

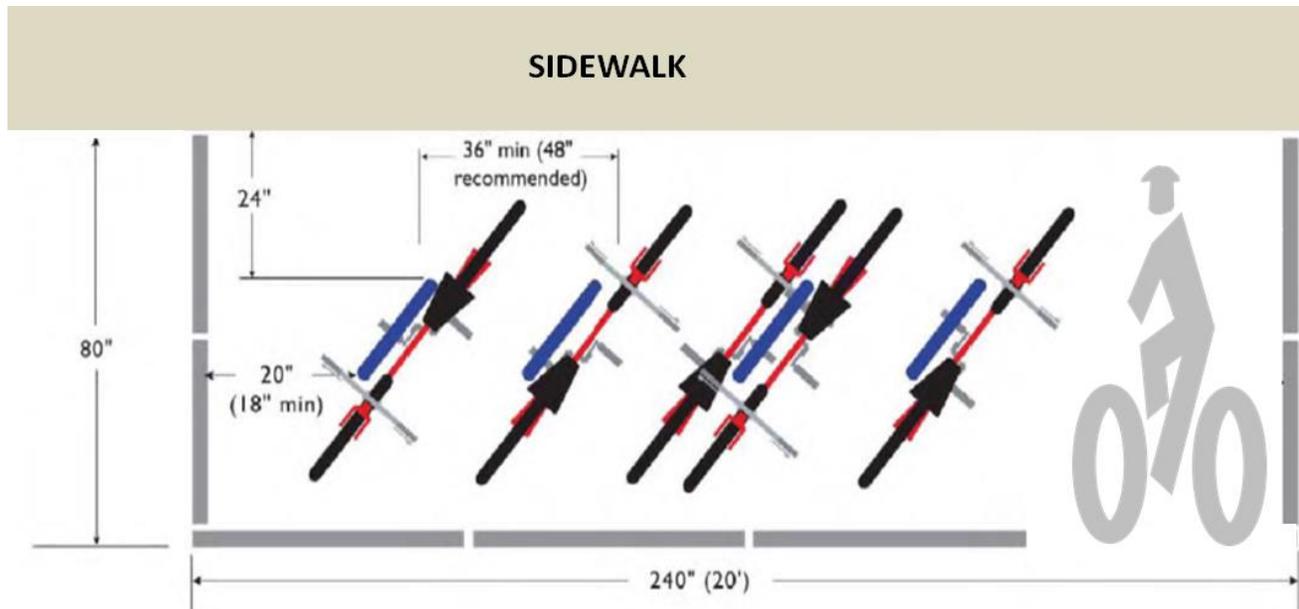
**Figure 1: Proposed Bike Corral Location - Aerial**



**Figure 2: Proposed Bike Corral Location - Streetview**



**Figure 3: Bicycle Parking Corral Concept Design**



**Figure 4: Bicycle Parking Corral Located at Quaker Lane and Fern Street**



**Figure 5: Signatures of Support Collected by Mr. Liss**

Jon Liss for  
TWO

**Bicycle Parking Corral**

Address: 3801 Mount Vernon Ave  
 Between: Russell Rd. and West Reed Ave.  
 Side of Street: Eastside  
 Description: Applicant is requesting that the City remove 20 feet of parking (one vehicle space) in front of 3801 Mount Vernon Ave in order to provide on-street bicycle parking, with capacity for up to 8 bikes.

	Printed Name	Address	For or Against	Email	Signature
1		3800 Mt Vernon Ave			
2		3802 Mt Vernon Ave		Abandoned/Vacant	
3	Matt Davis	3804 Mt Vernon Ave	For	rvtsrestaurant@gmail.com	Matt Davis
4	Khunly Do	3803 Mt Vernon Ave	For		Khunly Do
5	Silvia Jacob	3805 Mt Vernon Ave	For	silviayacob@aol.com	Silvia Jacob
6	Sheela Perera	3807 Mt Vernon Ave	For		Sheela Perera
7					
8					
9					
10					
11					
12					
13					

\* Talked w/ manager but she wouldn't sign without owners permission. we could not contact owners

## MEMORANDUM

**DATE:** OCTOBER 24, 2016  
**TO:** MEMBERS OF THE TRAFFIC AND PARKING BOARD  
**FROM:** T&ES STAFF  
**SUBJECT:** DOCKET ITEM # 8

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**ISSUE:** Consideration of a request to remove the NO RIGHT TURN restriction at the intersection of Echols Avenue and Woodmire Lane

**APPLICANT:** Donald K. James, President, Seminary Park Community Association

**LOCATION:** The intersection of Echols Avenue and Woodmire Lane

**STAFF RECOMMENDATION:** The Board recommend to the Director removing the NO RIGHT TURN restriction at the intersection of Echols Avenue and Woodmire Lane

**DISCUSSION:**

The existing right turn restriction was put into place over 20 years ago to prevent Echols Avenue traffic from cutting through Seminary Park to access Seminary Road. Residents of Seminary Park requested the restriction but, believe that the restriction has proven to be ineffective. They are now requesting that the restriction be removed because it hinders their access to their homes. Staff is concerned that removing the restriction may increase the traffic cutting through Seminary Park. In the morning peak period there is an average queue of between three to five cars waiting on Echols Avenue to exit onto Seminary Road. Although the delay is not excessive some motorist may choose to now use Woodmire Lane if the restriction is removed.



Remove Right  
Turn Restriction



**From:** Lorraine James. [mailto:imraine@comcast.net]  
**Sent:** Wednesday, August 24, 2016 12:57 PM  
**To:** Cuong Nguyen  
**Subject:** Re: Call Click Connect request #101243

To whom it may concern,  
The Board of Directors of Seminary Park Community Association had its monthly meeting on August 18, 2016, at which it unanimously approved a request to have the "No Right Turn" sign at the intersection of Echols Avenue and Woodmire Lane (on Echols) removed. This sign was placed originally over 20 years ago at the request of the Seminary Park Community Association with the hope that it would deter pass-through traffic. Since the sign is ineffective to that end and is an extreme inconvenience to our Community's residents, I hereupon submit the Board of Directors' request to have the sign removed.

Thank you for your consideration.

Sincerely,  
Donald K. James, President  
Seminary Park Community Association

Sent from my iPad