

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY MARCH 25, 2013, 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 minutes from the February 25, 2013, Traffic and Parking Board meeting.
3. **STAFF REPORTS AND UPDATES**
PUBLIC HEARING:
4. **ISSUE:** Consideration of a request to place “NO PARKING BETWEEN SIGNS” signs on both sides of a service alley entrance at 43 East Rosemont Avenue where no such signs exist today.
5. **ISSUE:** Consideration of a request to remove parking on the west side of Diagonal Road for the King Street Station improvement project.
6. **ISSUE:** Consideration of a request to install a “NO PARKING HERE TO CONER” sign on the south side of Madison Avenue before the intersection of Madison Street and Snowden Hallowell Way.
7. **ISSUE:** Consideration of a request to reduce the speed limit on Sanger Avenue from 25 mph to 15 mph during school arrival and dismissal at William H. Ramsey Elementary School.
8. **ISSUE:** Consideration of a request to change parking restrictions for four of the six spaces in front of Dos Amigos restaurant on the 500 block of East Braddock Road from “20 Minute Parking, Mon-Sat 7am – 9pm” to “2 Hour Parking, Mon-Sat 9am – 5pm.”
9. **ISSUE:** Consideration of a request to extend the Residential Parking Permit restriction from 5 p.m. to 11 p.m. on the south side of the 1600 block of Prince Street.
10. **ISSUE:** Request to restrict left turns at the intersection of King Street and Union Street

NOTE: Individuals requiring special accommodations may contact the Department of Transportation and Environmental Services at 703-746-4101 or TTY/TTD 703-838-5056. Please provide at least 7 calendar days advance notice. Amplified sound devices are available from the sound technician in the City Council Chambers.

NEXT TRAFFIC & PARKING BOARD PUBLIC HEARING APRIL 22, 2013

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
MARCH 25, 2013**

DOCKET ITEM: 4

ISSUE: Consideration of a request to place “NO PARKING BETWEEN SIGNS” signs on both sides of a service alley entrance at 43 East Rosemont Avenue where no such signs exist today.

APPLICANT: Gary Hensley, Recycling Program Analyst, City of Alexandria

LOCATION: 43 East Rosemont Avenue

STAFF RECOMMENDATION:

Staff recommends approving the request to place “NO PARKING BETWEEN SIGNS” signs offset 10 feet from both sides of the service alley entrance at 43 East Rosemont Avenue.

DISCUSSION:

Recycling and trash trucks have difficulty accessing the service alley next to 43 East Rosemont Avenue due to cars parking close to the alley entrance. East Rosemont Avenue is a residential street approximately 28 feet wide. Parking is permitted on both sides of East Rosemont Avenue to accommodate the residents of the townhomes that do not have off street parking. If cars park too close to the alley, it is extremely difficult for recycling trucks to maneuver into the service alley safely. The alley is not a through alley so trucks must back down the alley. This requires extra maneuvering space on Rosemont Avenue. There is a fire hydrant across the street which prevents cars from parking across the street from the alley but space is still needed to the sides of the alley entrance.

It has been requested that parking be restricted on both sides of the service alley to prevent vehicles from parking too close to the alley. Staff supports the installation of these signs to ensure a quick and safe entrance to this alley for recycling trucks and recommends that the signs be installed 10 feet on either side of the entrance to the service alley. The purpose of this request is to address the maneuverability of larger vehicles accessing the alley, not site distance, less space is needed than if this were a sight distance issue.



Figure shows the entrance to the service alley entrance

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
MARCH 25, 2013**

DOCKET ITEM: 5

ISSUE: Consideration of a request to remove parking on the west side of Diagonal Road in conjunction with the King Street Metro Station improvement project.

APPLICANT: T&ES and Transit Services

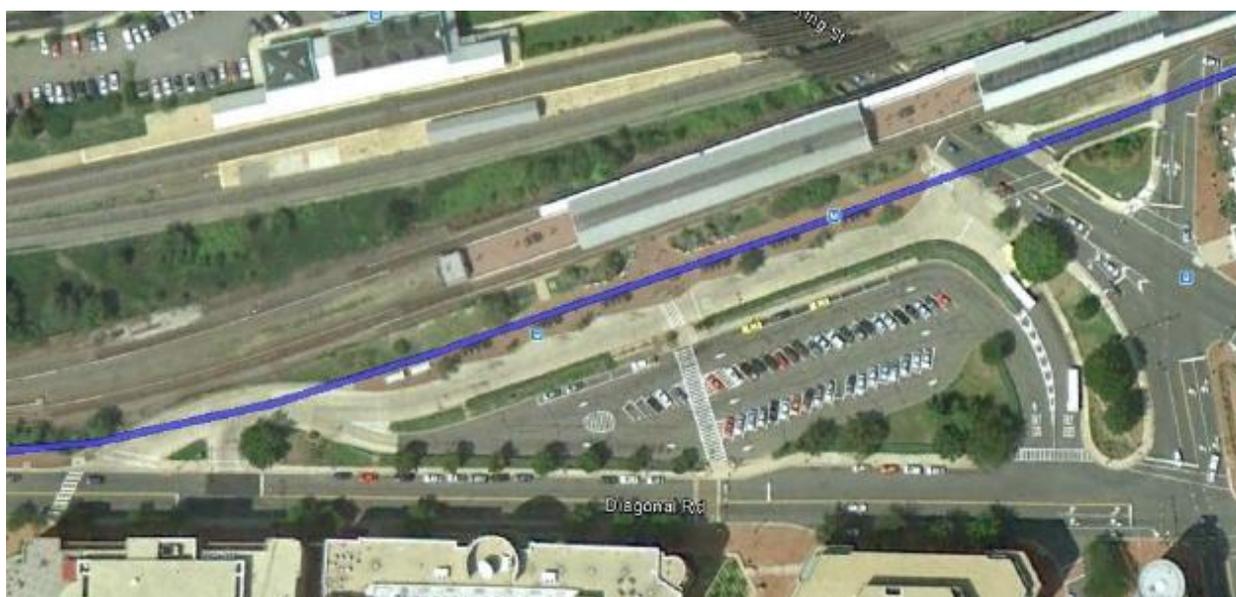
LOCATION: Diagonal Road between Duke Street and Daingerfield Road

STAFF RECOMMENDATION:

Staff recommends removing parking on the west side of Diagonal Road between Duke Street and Daingerfield Road for the King Street Station improvement project.

DISCUSSION:

Since 2006, the City of Alexandria and the Washington Metropolitan Area Transit Administration (WMATA) have studied ways to improve the capacity and operation of the King Street Metro station. The current station has several deficiencies. There is not enough space for buses to access the station. There is no dedicated area for shuttles accessing the station. Pedestrian ways into the station are inadequate and unsightly. The kiss-and-ride space does not allow for internal circulation. There is not enough space for commuter bicycle parking or bike share bicycles. The existing design mixes uses within a restricted area, resulting in potential conflicts. Finally the existing design is a suburban design, which allows some automobile parking during off-peak hours. The new function of the King Street Metro is an urban station, with no parking. With this in mind, the City together with WMATA and design consultants developed a new access design which provides many improvements, over the existing facility shown below.



The new station design facilitates increased bus operation and improves the function and aesthetics of the pedestrian experience, producing wider, better defined sidewalks. The entire design is better looking and designed to accommodate the large number of people who access the station. The design will assign specific areas for private shuttles, taxicabs, and short-term automobile rentals (carshare). It will also allow internal circulation of kiss-and-ride vehicles. This design is inherently a safer, better design which makes the station a more “urban” place as depicted in the figure below.



To accomplish these goals all of the space in the station must be put to optimal use. Thus, there will be no space within the station or on streets immediately surrounding the station for private automobiles. All of the parking spaces (21) along the west side of Diagonal Road from Duke Street to Daingerfield Road will need to be vacated. In their place will be space for a taxi stand, space for short-term rental cars, and space for private shuttle buses. The use of these spaces will dramatically increase the opportunity and safety for many WMATA Metrorail users to access the facility at King St-Old Town. While this facility is being reconstructed in 2013 and 2014, additional parking spaces will be temporarily vacated, but will be restored when this work is finished.

Construction is expected to begin in the summer of 2013 and be completed sometime around the end of the 2014 year. As stated earlier, the 21 parking spaces on the west side of Diagonal Road will permanently be removed. The spaces will need to be removed before construction begins at this location.

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
MARCH 25, 2013**

DOCKET ITEM: 6

ISSUE: Consideration of a request to install a “NO PARKING HERE TO CORNER” sign on the south side of Madison Avenue before the intersection of Madison Street and Snowden Hallowell Way.

APPLICANT: Mr. David Wilson

LOCATION: 700 block of Madison Street

STAFF RECOMMENDATION:

Staff recommends approving the request to install a “NO PARKING HERE TO CORNER” sign on the south side of Madison Street before the intersection of Madison Avenue and Snowden Hallowell Way.

DISCUSSION:

The 700 block of Madison Street operates one-way eastbound and parking is allowed on both sides of the street. Snowden Hallowell Way provides access to private parking behind the townhomes on the block and allows for northbound traffic only between Wythe Street and Madison Street. As vehicles attempt to turn right from Snowden Hallowell Way onto Madison Street, sight distance is impeded by cars parking very close to the curb on Madison. Mr. Wilson requests to install a “NO PARKING HERE TO CORNER” sign to prevent cars from parking too close to the exit driveway, and thus provide a safer turning movement from Snowden Hallowell Way to Madison. The purpose of this request is to improve sight distance and safety.

Staff supports the request and recommends installing a “NO PARKING HERE TO CORNER” sign 15 feet before the intersection of Madison and Snowden Hallowell to ensure a proper sight distance for motorists making this right hand turn.

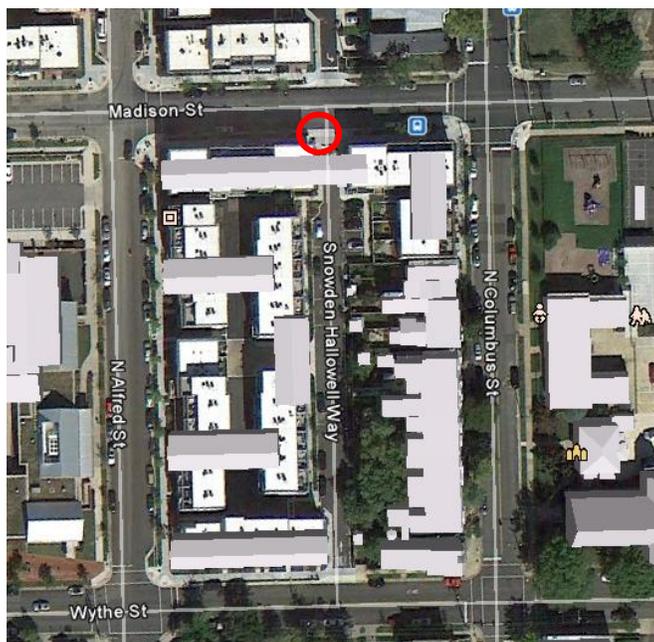




Figure shows a car parked close to the curb impeding the sight distance of cars exiting onto Madison



Figure shows the location of the proposed “No Parking Here to Corner” sign

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
MARCH 25, 2013**

DOCKET ITEM: 7

ISSUE: Consideration of a request to reduce the speed limit on Sanger Avenue from 25 mph to 15 mph during school arrival and dismissal at William H. Ramsey Elementary School and the removal of parking on both sides of Sanger Avenue at the recreation center.

APPLICANT: City of Alexandria Department of Recreation, Parks & Cultural Activities and Alexandria City Public Schools

LOCATION: 5600 block on Sanger Avenue

STAFF RECOMMENDATION:

1. The Traffic and Parking Board recommend to the City Manager changing the speed limit on Sanger Avenue from 25 mph to 15 mph during school arrival and dismissal at William Ramsey Elementary School.
2. The Traffic and Parking Board approve removing any parking required for the installation of a crosswalk at the Nature Center on both sides of Sanger Avenue.

DISCUSSION:

Based on field observation by staff, the section of Sanger Avenue bounded by Beauregard Street on the south and Dora Kelly Park on the north is subject to high pedestrian cross traffic. Pedestrian cross traffic is generated by the Recreation Center and School on the west side and The Hamlets Garden Apartments on the east side.

Pedestrian traffic is typically children/students/patrons of the William H. Ramsey Recreation Center and William H. Ramsey Elementary School who cross Sanger Avenue. The west curb area immediately adjacent to the recreation center is used for school bus loading/unloading. The area immediately adjacent to Derby Street has a high pedestrian volume of students, particularly during morning drop-off and afternoon pick-up/after-school hours. Each of these uses conflicts with automobiles travelling both north and southbound from Beauregard Street. The following actions were recommended in the request:

- a. Provision of 25 mph speed limit signs on Sanger Avenue north of Beauregard Street: Since the existing speed limit is already 25 mph, staff will install the additional signs.
- b. Provision of school zone, time activated flasher/signals on Sanger Avenue north of Beauregard: There is no funding for flashing school zone speed reductions signs at this time. If the school zone speed limit reduction above is approved by the Board, static signs will be posted. If the Department of Recreation, Parks and Cultural Activities is able to identify funding, the flashing school zone speed reduction signs will be installed.
- c. Provision for pedestrian zone signs on Sanger Avenue north of Beauregard: Staff will install additional pedestrian warning signs when the proposed crosswalk is installed at the recreation center.
- d. Repair and restripe the crosswalk at the school: Staff will evaluate and restripe the crosswalks as necessary this spring/summer.

- e. Provide a new crosswalk in front of the recreation center adjacent to the pedestrian desire line resulting in the removal of 2-3 spaces on the east side of Sanger Avenue: Staff is asking the Board for the removal of these parking spaces so that a crosswalk can be installed. However, staff will try and maximize the use of the existing parking restrictions to minimize parking removal.

City of Alexandria, Virginia

MEMORANDUM

TO: BOB GARBACZ, PE; DIVISION CHIEF
TRANSPORTATION & ENVIRONMENTAL SERVICES

FROM: RON M. KAGAWA, ASLA LEED AP; DIVISION CHIEF *RWK*
PARK PLANNING, DESIGN+CAPITAL DEVELOPMENT
RECREATION PARKS & CULTURAL ACTIVITIES

WILLIAM E. FINN, PE; DIRECTOR OF FACILITIES *WEF*
ALEXANDRIA CITY PUBLIC SCHOOLS

RE: SANGER AVENUE & DERBY STREET PEDESTRIAN/TRAFFIC SAFETY

ITEM:

This memorandum is a follow-up to our in-field meeting of January 24, 2013, and subsequent related discussions recommending review by the City's Parking & Traffic Board. By this memorandum and based on recommendations from TES staff, this memorandum requests review of current conditions and approval to implement modifications as outlined herein. The intent of these actions is to reduce pedestrian/vehicle conflicts, calm traffic on Sanger Avenue and to provide (should it be necessary in the future) enforceable conditions.

- a. Provision of 25 mph speed limit signs on Sanger Avenue north of Beauregard.
- b. Provision of school zone, time-activated flasher/signals on Sanger Avenue north of Beauregard.
- c. Provision of pedestrian zone signs on Sanger Avenue north of Beauregard.
- d. Repair and restripe the cross walk at the school.
- e. Provide a new cross walk in front of the recreation center adjacent to the pedestrian desire line, resulting in removal of 2-3 parking spaces on the east side of Sanger Avenue.

DISCUSSION:

Based on field observation and reports by staff, it appears that the section of Sanger Avenue bounded by Beauregard Street on the south and Dora Kelly Park on the north is subject to high pedestrian cross traffic and does not have adequate automobile/pedestrian area signs or visual aids. Pedestrian cross traffic is generated by the Recreation Center and School on the west side and The Hamlets Garden Apartments on the east side.

Pedestrian traffic is typically children/students/patrons of the William H. Ramsey Recreation Center and William H. Ramsey Elementary School who cross Sanger Avenue. The west curb area immediately adjacent to the recreation center is used for school bus loading/unloading. The area immediately adjacent to Derby Street has a high pedestrian volume of students, particularly during morning drop-off and afternoon pick-up/after-school hours. Each of these uses conflicts with automobiles travelling both north and southbound on Sanger Avenue from Beauregard Street.

The following observations have been identified by staff:

- a. No speed limit signs on Sanger Avenue north of Beauregard Street.
- b. No school zone flasher/signals on Sanger Avenue north of Beauregard Street.
- c. No pedestrian zone signs on Sanger Avenue north of Beauregard Street.
- d. The cross walk at the school is barely discernible and needs repainting.
- e. There is no cross walk in front of the recreation center, however it appears as a pedestrian desire line.

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
MARCH 25, 2013**

DOCKET ITEM: 8

ISSUE: Consideration of a request to change parking restrictions for four of the six spaces in front of Dos Amigos restaurant on the 500 block of East Braddock Road from “20 Minute Parking, Mon-Sat 7am – 9pm” to “2 Hour Parking, Mon-Sat 9am – 5pm.”

APPLICANT: Mr. Hector Lobo and Mr. Ricardo Arias, Owners of Dos Amigos

LOCATION: 500 block of East Braddock Road

STAFF RECOMMENDATION:

Staff recommends approving the request to change four of the six parking spaces to “2-Hour Parking, Monday – Saturday, 9am – 5pm” and the remaining two spaces to “20 Minute Parking, Monday – Friday, 7am – 7pm.”

DISCUSSION:

There are six parking spaces in front of the stores on the 500 block of East Braddock Road. These stores include Dos Amigos, a restaurant, Mak Salon, and Madison Cleaners. The six parking spaces currently have a 20 minute restriction, Monday through Saturday from 7 A.M. to 9 P.M. The 20 minute parking was installed when there used to be a carryout restaurant/deli at this. Mr. Lobo and Mr. Arias state that it is more reasonable for the parking in front of the restaurant and the salon to have a 2-Hour restriction. Customers at Dos Amigos and Mak Salon are not able to use these spaces legally if they are dining in or if they have a long appointment at the salon. By changing the restriction to a 2-Hour limit, customers will be able to park legally while they eat or while they are at their appointment. Madison Cleaning, however, wishes to leave the parking restriction for all six spaces as it is, because their customers are in the store no longer than 10 to 15 minutes at a time.

Mr. Lobo and Mr. Arias request to change four of the six spaces to 2-Hour limits while leaving the remaining two spaces with the 20 minutes restriction. They also state that Madison Cleaners closes at 7 P.M. and suggest that if the hours of the 20 minute parking restriction be changed to 7 A.M. to 7 P.M., it would allow customers to park in these spaces while the dry cleaning store is still open.

There is a parking garage located directly behind these three businesses, which contains six parking spaces reserved for retail parking only. These six spaces have a 3-Hour limit restriction. Staff spoke with Madison Cleaners and with Mak Salon in person. Madison Cleaners is against changing the restriction for any of the six spaces in front of the business. Mak Salon is in favor of changing the restrictions of four of the six spaces.



Figure shows the six parking spaces on the 500 block of East Braddock Road with the requested change.

To: Mr. Garbacz.

We are requesting a change to the current parking restrictions in front of our business "Dos Amigos" at E. Braddock Rd.

We would like to make 4 of the total of 6 parking spaces "Two hours parking Mon-Sat 9am -5pm.

We would also like to alter the end time on the two remaining 20 minutes parking spaces to 7pm, which is the closing time for the Cleaners next door.

This change will allow for a more fair efficient use of the current available parking by our Restaurant and the Cleaners.

We are requesting a hearing in front of the traffic and parking board to consider our request.

Thank you for taking the time to help us out at this matter.

Please let us know if you have any questions, thank you.

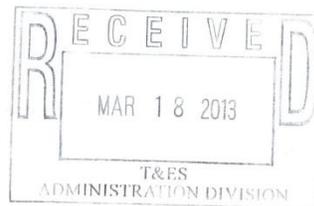
Hector E. Lobo Owner cell 202-413-4620
 Ricardo Arias Owner cell 703-371-4554

Ricardo Arias *Hector E. Lobo*

Figure shows the request from the owners of Dos Amigos

13 March 2013

From: Madison Cleaners
525 East Braddock Road
Alexandria, VA 22314



To: Mr. Bob Garbacz

Dear Mr. Garbacz-

We do not support the request by Dos Amigos to change to the current parking rules in front of 525 East Braddock Road.

The success of our dry cleaning business is hugely dependent on the ability of our customers to quickly come and go as they pick-up or drop-off laundry on their way to and from work or while running errands. The delivery trucks that support our business also need to have easy, reliable access during business hours.

The current parking regulations, which have been in place for many, many years without any problems allow a steady stream of dry cleaning customers quick and ready access to Madison Cleaners throughout the core business hours. Unlike the two businesses on either side of the Cleaners, the long term parking available in the garage is of little use for our customers or our delivery trucks.

The request by Dos Amigos for a significant reduction in the amount and available hours for short term parking in front of 525 East Braddock is likely to have a negative, possibly devastating, impact on our ability to remain a viable local business.

We have been a hard-working, reliable local business providing a needed service to area residents for two decades at this location. Please do not approve this request by Dos Amigos which could force us out of business.

CHONG, SANG 3-13-13
by [signature]
OWNER, 703-739-7340

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
MARCH 25, 2013**

DOCKET ITEM: 9

ISSUE: Request to extend Residential Parking Permit Restrictions on 1600 block of Prince Street (south side) from 5 PM to 11 PM

APPLICANT: City of Alexandria Department of Transportation and Environmental Services

LOCATION: 1600 Prince Street (south side)

STAFF RECOMMENDATION:

Staff recommends extending Residential Parking Permit Restrictions from 5 p.m. to 11 p.m. on 1600 block of Prince St (south side).

DISCUSSION:

Residents of 1600 Prince Street Condominium submitted the attached petition prior to City Council's meeting on the Prince Street Hotel DSUP application on February 7, 2013 (see attachment 1). Residents believed that new parking demand generated by the hotel would result in shortfall of on-street spaces in the neighborhood. The petition asks for conversion of 2-hour on-street spaces abutting commercial uses on 200 block of S. Peyton Street (west side) to Residential Parking Permit Spaces. The petition also requested removing the metered spaces on 1600 block of Prince Street and converting those to Residential Permit Parking Spaces. Staff responded to the Condo Association stating that the purpose of Residential Parking Districts is to discourage commuter parking on residential not commercial block faces. Staff noted that "while the City Code does not allow for changes requested in the petition, there are other solutions to alleviate parking situation in the neighborhood rather than converting on-street spaces abutting commercial uses to residential parking permit spaces."

The following summarizes staff's concern regarding the attached petition:

- 1) 200 block of South Payton Street (east side) abuts a commercial, not residential, use. According to City Code title 5, chapter 8, Article F Section 5-8-72 only residents of a residential block face can apply to get RPP restrictions activated on their residential block face (see below). As such, the City cannot activate RPP restrictions on the east side of the 200 block of S. Payton Street since the block face is abutting a commercial/office use.
- 2) 1600 block of S. Payton Street (north side) abuts a commercial use, and for the similar reason noted above RPP restrictions cannot be activated on this block face.

Furthermore, the Prince Street condominium is located two blocks from the King Street Metro station. In keeping with City's policy of reducing Single Occupancy Vehicle (SOV) trips and encouraging the use of public transportation, a parking ratio of 1.0 per dwelling unit is recommended for developments that are located half a mile from any Metro station. The 1600 Prince Street condominium provides a parking ratio of 1.0 per dwelling unit which is consistent with parking ratios approved for developments within a similar distance from the Metro.

Staff recommended that residents send a petition to City's Traffic and Parking Board and request to extend permit restrictions on 1600 block of Prince Street (south side) until 9 p.m. or 11 p.m.

During the Council meeting on February 23, 2013, it was discussed that conversion of two hour spaces on east side of S. Peyton and 1600 Prince Street to residential parking spaces will not improve the current conditions as other parkers could still park in those spaces similar to what is currently taking place. Council directed staff to extend Residential Parking Permit hours from 5 p.m. to 11 p.m. while taking into consideration residential restrictions in surrounding blocks. As such staff recommends extending Residential Parking Permit Restrictions from 5 p.m. to 11 p.m. on 1600 block of Prince St (south side).

Parking Petition for 1600 Prince St Condominium

The residents of 1600 Prince Street Condominium are petitioning the Alexandria City Parking Board to review and change the restrictions on Residential Parking on the streets immediately adjacent to our building. We seek a better balance for business, visitors, guests and residents.

The condominium "1600 Prince" was built in 1982 and contains 96 units comprising 1, 2, and 3 bedroom units. Each unit has a single private off street parking space. Restrictions on residential parking were virtually non-existent at the time of original construction. There has been significant planned development over the last 30 years that has obviously impacted parking management in the immediate vicinity of the building. Throughout the management of these changes there has been very little input sought by the city "from" or initiated to the city "by" the residents to review residential parking requirements for the significant number of residents at 1600 Prince. It is critical that the current restrictions on residential use be addressed at this time due to the recent neighborhood changes. St. Colleta's School has greatly increased their number of students and staff. The pending development of the 1620 Prince St property as a "boutique hotel" has the likelihood of further impact on residential parking, displacing the 40+ cars that regularly park on that location, and bringing employees and guests to the area which far, far exceed the 31 spaces planned for the 109 room hotel with 46 employees.

Current situation in immediate vicinity of 1600 Prince Condominium There are a total of 106 street parking spaces. **Only 16 of those spaces are designated "Residential Permit"** parking to support the requirements of the 96 units of 1600 Prince Street Condominium. The meters in our immediate vicinity currently have a very low utilization while residential parking is very restricted.

Metered Parking

1600/1500 Block Prince Street	28 spaces
1400 Block Prince Street	20 spaces
100 Block So Peyton	<u>24 Spaces</u>
Total Metered spaces	72 spaces
Hourly restricted parking without out residential permit	18 spaces
Hourly restricted parking w/ residential permit	16 spaces

Changes Sought and Petitioned by 1600 Prince Street Association

- 1) The Current Hourly Restricted Parking on the 200 Block of S. Peyton should include the Residential Zone 4 exception - 8 spaces
- 2) The 10 Metered spaces directly across the street from entrance to 1600 Prince Street and to the East of alley on the block should be removed and designated hourly restricted parking with Residential Zone 4 exception - 10 spaces

These changes would provide the 96 units of 1600 Prince an **additional 18 Residential Permit** spaces for a **total of 34 spaces** available for residential use. There would still be 62 metered spaces available for the use of non residents

Following are signatures of residents/owners of 1600 Prince St Condominium requesting and supporting this parking reallocation. (pages 2-3)

PARKING PETITION 1600 Prince St Condominium
Page 2 - November 2012

#	NAME	UNIT
1	Joc Trina	302
2	Ken Dawson	108
3	Shee Hooded	515
4	Shelly W. King	513
5	Tracy H. Hoken	208
6	Lane Hawkins	208
7	Walter	607
8	Ann Somers	501
9	Andy Anderson	506
10	W. G. A.	511
11	Gas Mc. Red	303
12	Don F. S. King	102
13	Susan Dan	102
14		

26	Harriette Willis	200
27	Orville	200
28	Barin Kherara	208
29	MICHELLE QUIRK Hinkley	214
30	JAMES QUIRK J. Quirk	214
31	Harriet A. Allen	206
32	WOM SINDU	203
33	Van Pachard	209
34	McClure D.	210
35	John H. Cook - Suss	216
36	Calypsois	207
37	Lucie West	205
38	Steph West	205
39	John	301
40	John	301
41	Charles R. Benton	204
42	John Phillips	609
43	Michael Hudson	313
44	John Hudson	402
45	Shirley Tanks	213
46	Matthew Sanders	213
47	Anthony Mussel	307
48	Betty Bulger	300
49	Craig Bulger	300
50		

Petition for Parking

Unit	Signed	Left	Returned	Note
300	Harriette Willis / Betty Bulger			
301	John			
302				
303				
304	W. G. A.			
305	Shelly W. King			
306	Shelly W. King			
307				
308	Harriet A. Allen			
309	John			
310				
311				
312	John			
313				
314	Anthony Mussel			
315				

pg # 6

#	NAME	UNIT
51	Jaron Prad	303
52	Jules Giddens	303
53	Sarah Riggs	303
54	Carl	301
55	V. Duff	304
56	Cathy	306
57	Walter	500
58	Ann Somers	308
59	Andy Anderson	309
60	W. G. A.	310
61	Mary Beattie	600
62	John	113
63	William J. Lang	113
64	John	113
65	John	113
66	Mary Ann	407
67	Dennis Ann	407
68	John	306
69	John	608
70	Daniel Vallegrosa	605
71	John	104
72	John	405
73	Valerie Kane	209
74	Maria DeVille	204
75	Anne Klein	606

#	NAME	UNIT
76	Patricia N. Lacy	400
77	Lacie Lacy	400
78	Caroline Digeni	215
79	Maria M. M.	403
80	Madeline Murawich (Madeline Murawich)	414
81	Melvin Marcelo	414
82	Annmarie Mason	404
83	Monica Madan	404
84	Nicole A. Baltazar	405
85	Leslie Bates	410
86	Paul W. Bates	410
87	John	401
88	Holly Anderson	401
89	Katie Hendrick	407
90	Tipping Ellis	406
91	John	415
92	Annelle M. M.	415
93	John	413
94	John	408
95	John	109
96	John	108
97	John	500
98	John	607
99	John	611
100		

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
MARCH 25, 2013**

DOCKET ITEM: 10

ISSUE: Request to restrict left turns at the intersection of King Street and Union Street

APPLICANT: City of Alexandria Department of Transportation and Environmental Services

LOCATION: Intersection of King Street and Union Street

STAFF RECOMMENDATION:

That the Board recommends that the Director of T&ES restrict all left turns at the intersection of King Street and Union Street, with the understanding staff will conduct a follow-up study after implementation and present results of the study to the Traffic and Parking in fall 2013.

DISCUSSION:

The Union Street Corridor Study was recently conducted as a follow up to the approved Waterfront Small Area Plan. The study was conducted prior to any new development approvals within the small area plan. One aspect of this study looked at specific ways to mitigate pedestrian, vehicle, and bicycle conflicts at the intersection of King Street and Union Street. In 2009, the unit block of King Street was converted from two-way operation to one-way westbound operation to help address conflicts at the intersection. This proposal to restrict left turns builds on the one-way operation and further reduces pedestrian, bicycle, and vehicular conflicts at the intersection. City Council approved the proposed turn restrictions at their December meeting, and directed staff to implement the turn restrictions at the intersection and conduct a corresponding study to determine the effectiveness and impacts of the turn restrictions.

Because of the one-way nature of the unit block of King Street, the southbound left-turn movement from Union Street to King Street is prohibited under existing conditions. This proposal would prohibit left turns from eastbound King Street to Union Street, from westbound King Street to Union Street, and from northbound Union Street to King Street [Figure 1].

Data was collected in early March 2013 to establish an existing conditions baseline at the intersection of King Street and Union Street as well as at six surrounding intersections prior to the turn restrictions:

1. King Street and Lee Street
2. Union Street and Cameron Street
3. Union Street and Prince Street
4. Union Street and Duke Street
5. Lee Street and Cameron Street
6. Lee Street and Prince Street

Data will be collected approximately two months after the turn restrictions are implemented, with the turn restriction implementation planned in April 2013. The follow up study will then compare the before data to the after data to determine how traffic patterns in the area have

changed as a result of the turn restriction implementation. The study will focus on peak periods of vehicle, pedestrian, and bicycle demand. Both pedestrian and vehicle demand peaks in the evenings on weekdays and also on weekends. Bicycle demand along Union Street typically peaks in the evenings during the weekdays and around late morning during the weekends. Bicycle demand during the weekend is typically generated by recreational users, with demand often varying with weather conditions. Bicycle demand during the week contains a large segment of commuter bicycle traffic during the peak hours, with fewer recreational users when compared to weekend days. As part of the study, data will be analyzed during the weekday midday peak, the weekday evening peak, the weekend midday peak, and the weekend evening peak. The results of the study will be brought before the Traffic and Parking Board in fall 2013.

Figure 1 – Proposed Left Turn Restrictions – King St & Union St

