CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, NOVEMBER 18, 2019, 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 October 28, 2019 Traffic and Parking Board meeting minutes.

3. Written Staff Updates

4. PUBLIC DISCUSSION PERIOD
   [This period is restricted to items not listed on the docket]

CONSENT CALENDAR
   An item on the consent calendar will be heard only if a Board member, City staff or a member of the public requests it be removed from the consent calendar. Items not removed will be approved or recommended for approval as a group at the beginning of the meeting.

5. ISSUE: Consideration of a request install No Parking signs within the Princess Street and Earl Street intersection.

6. ISSUE: Consideration of a request to remove No Parking signs and replace with 3-Hour parking signs on the west side of the 800 block of South Payne Street.

7. ISSUE: Consideration of a request to remove approximately four parking spaces on the east side off the 1100 and 1200 blocks of North Pitt Street to improve sight distance.

PUBLIC HEARING
8. ISSUE: Consideration of a request to temporarily remove two (2) on-street parking spaces near 1557 Potomac Greens Drive to allow for construction vehicle movement from Slaters Lane onto Potomac Greens Drive for the construction of the Potomac Yard Metro Station.

9. ISSUE: Consideration of a request to install an additional stop sign at the intersection of Port Street and Dock Street.

10. ISSUE: Consideration of a request to install a High Intensity Activated crossWalk (HAWK) signal on Braddock Road between the intersection of North Early and Minnie Howard Campus.

STAFF PRESENTATIONS:
BOARD UPDATES:
CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, OCTOBER 28, 2019, 7:30 P.M.
301 KING STREET, 2nd FLOOR
COUNCIL CHAMBERS

MINUTES

BOARD MEMBERS PRESENT: Chairman, William Schuyler, Vice Chair, James Lewis, Randy Cole, Ann Tucker, Jason Osborne, Kevin Beekman and Casey Kane

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT: Bob Garbacz, Division Chief of Traffic Engineering, Katye North, Division Chief of Mobility Services, Daphne Knott, Division Chief, Department of Project Implementation, Lieutenant Mike May, Police Department, Sergeant William Mayfield, Police Department, Ryan Knight, Civil Engineering IV, Megan Oleynik, Urban Planner III, Alex Block, Principal Planner and Cuong Nguyen, Civil Engineer II.

1. Announcement of deferrals and withdrawals: None

2. Approval of the September 23, 2019 Traffic and Parking Board meeting minutes: Mr. Cole made a motion, seconded by Mr. Osborne to approve the minutes of the September 23, 2019 Traffic and Parking Board meeting. The motion carried unanimously.

3. Staff Written Updates: Written Staff Updates:
   - Dockless Mobility (Scooter) Pilot Program Evaluation

4. PUBLIC DISCUSSION PERIOD
   No one from the public spoke in this period.

PUBLIC HEARING

5. ISSUE: Consideration of a request to (1) remove “No Parking Monday-Friday 8AM-5PM” signs on the north side of the unit block of W. Glebe Road, and (2) approve future removal of on-street parking on the east side of the 2500 block of Helen Street to accommodate sidewalk installation.

   DISCUSSION: Ms. Oleynik presented the item to the Board.

   PUBLIC TESTIMONY: The following speakers provided testimony: Mr. Cline spoke in favor of the request.

   BOARD ACTION: Ms. Tucker made a motion, seconded by Mr. Beekman to approve the request to (1) remove “No Parking Monday-Friday 8AM-5PM” signs on the north side of the unit block of W. Glebe Road, and (2) approve
future removal of on-street parking on the east side of the 2500 block of Helen Street to accommodate sidewalk installation. The motion carried unanimously.

6. ISSUE: Consideration of a request to temporarily remove approximately six (6) on-street parking spaces north of the Potomac Avenue entrance of 2601 Mainline Boulevard (Location of the Potomac Yard Metrorail Station construction worker parking and staging lot).

DISCUSSION: Ms. Knott presented the item to the Board. The Board was concerned about pedestrian safety and asked the applicant to install Yield to Pedestrian signs at the parking lot entrance/exit to alert truck drivers to the possible presence of pedestrians on the sidewalk.

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

BOARD ACTION: Mr. Cole made a motion, seconded by Mr. Osborne to approve the request to temporarily remove approximately six (6) on-street parking spaces north of the Potomac Avenue entrance of 2601 Mainline Boulevard (Location of the Potomac Yard Metrorail Station construction worker parking and staging lot). The motion carried unanimously.

7. ISSUE: Consideration of a request to add a loading zone to the 1700 block of Duke Street

DISCUSSION: Ms. Oleynik presented the item to the Board. The Board questioned staff about the current Valet not being used all year.

PUBLIC TESTIMONY: The following speakers provided testimony: Mr. Driouche spoke in favor of the request.

BOARD ACTION: Mr. Osborne made a motion, seconded by Mr. Lewis to approve the request add a loading zone to the 1700 block of Duke Street and direct staff to discuss with the valet permit owner about the usage of the eastern spaces. The motion carried unanimously.

8. ISSUE: Consideration of a request to add valet parking on Reinekers Lane.

DISCUSSION: Ms. Oleynik presented the item to the Board. The Board was concerned that the space will be underutilized.

PUBLIC TESTIMONY: Mr. Hall spoke in favor the request.

BOARD ACTION: Mr. Lewis made a motion, seconded by Mr. Cole to approve the request to add valet parking on Reinekers Lane. The motion carried unanimously.
9. **ISSUE:** Consideration of a request to amend the City Code related to residential permit parking districts.

**DISCUSSION:** Ms. Oleynik and Ms. North presented the item to the Board. Sergeant Mayfield explained how the Police enforce parking restrictions and why converting the three-hour restriction to two-hour would help enforcement. One of the more controversial changes was eliminating the three-hour parking option to allow standardization and easier enforcement. This change could negatively impact The Little Theater’s operation as well as the ability to have contractors, such as plumbers, provide services to homes within the district. The Board had concern about having an ending time restriction at 5:00 PM.

**PUBLIC TESTIMONY:** The following speakers provided testimony: Mr. Matyas, Mr. Snow, Ms. Albers, Ms Amidon, Ms. Whitlatih, Ms. Callanhan, Ms. Haley, and Mr. Schmid, Ms. Blacker, Ms. Sanderson, Ms. Wasowski, Ms. Adams, Mr. Voltmann, Ms Ives, Mr. Ray, Ms. Mosher, Mr. and Ms Settle, Ms. Curtih, Mr. Rows, Mr. Shaw, Mr. Macek, Mr. Hardaway opposed the request.

**BOARD ACTION:** Mr. Kane made a motion, seconded by Mr. Cole to amend the City Code related to permit parking districts except the change from 3-hour restriction to 2-hour restriction. The motion carried with Mr. Schuyler, Mr. Lewis, Mr. Cole, Mr. Beekman, Mr. Kane and Ms. Tucker voted yes, and Mr. Osborne voted against the motion.

Ms. Tucker made a motion, seconded by Mr. Kane to keep the existing hour restriction as it is. The motion carried with Mr. Lewis, Mr. Beekman, Mr. Kane, Ms. Tucker, Mr. Osborne voted yes, and Mr. Schuyler and Mr. Cole voted against the motion.

**STAFF UPDATES:**
- Reorganizing Taxi Administration
**City of Alexandria, Virginia**

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**Traffic and Parking Board**

DATE: November 18, 2019

DOCKET ITEM: #3

ISSUE: Written Staff Updates

**ISSUE:** Staff update to the Traffic and Parking Board on various ongoing projects.

**RECOMMENDATION:** That the Board receive the following staff updates:

A. **Fiscal Year 2021 Repaving Schedule**

In accordance with the City’s Complete Streets Policy, adopted by City Council in 2011, T&ES staff work to identify and implement improvements in conjunction with route street maintenance. When streets are resurfaced, this provides an opportunity to upgrade elements of the street to better accommodate people of all ages, abilities, and modes of travel. For all streets, staff aim to improve safety, access, and mobility.

T&ES staff have conducted a preliminary review of the repaving schedule for fiscal year 2021. In this preliminary review of the repaving schedule, staff considered existing plans, including the Transportation Master Plan, Complete Streets Design Guidelines, and Safe Routes to School walk audit reports. Staff also considered crash history and community input recorded in the City’s Call.Click.Connect system.

Below is a list of the streets planned to be repaved in Fiscal Year 2021. For all streets, staff will identify basic improvements such as ADA ramps and crosswalk upgrades. A subset of these streets (those shown in bold) may warrant more community engagement and potentially more robust improvements based on the considerations noted above. The list below is tentative in nature and subject to change.

- **Alfred Street (First Street to Church St)**
- Bryan Street (W Taylor Run Pkwy to Dead End)
- **Cameron Mills Rd (Virginia Ave to Allison St)**
- Daingerfield Rd (entire length)
- Diagonal Rd (entire length)
- Duke Street (S Patrick Street to Strand St)
• Farm Rd (Beverley Dr to Circle Terr)
• Fendall Ave (Duke Street to Floyd St)
• Fillmore Ave (Cul-de-sac to Seminary Rd)
• Hume Ave (Commonwealth Ave to Richmond Hwy)
• Lomack Street (cul-de-sac to dead end)
• Marlboro Dr (entire length)
• Moncure Dr (S View Terr to Hilton St)
• Morgan Street (N Chambliss Street to cul-de-sac)
• Mt Vernon Ave (Hume Ave to E Braddock Rd)
• N Floyd Street (Duke Street to French St)
• N Gladden Street & N Grayson Street (Uline Ave to Uline Ave)
• N Howard Street (Raleigh Ave to Braddock Rd)
• Rayburn Ave (N Beauregard Street to Reading Ave)
• Reading Ave (Rayburn Ave to N Beauregard St)
• S French Street (Duke Street to cul-de-sac)
• S Iris (Venable Ave to Vermont Ave)
• Skyhill Rd (Janneys Ln to Dead End)
• Tulsa Pl (N Gordon Street to cul-de-sac)
• Uline Ave (N Gordon Street to N Furman St)
• Wellington Rd (Beverley Dr to Chalfonte Dr)
• West Street (Duke Street to Wythe St)

Staff anticipates gathering community input on selected streets via an online feedback form by spring 2020.

**B. Valet Special Use Permit Update**

At the Board meeting on October 28, 2019, with consideration of Docket Item 7, a request for loading spaces on the north side of the 1700 block of Duke Street, the Board asked for additional details about the Valet Special Use Permit (SUP) process. Valet operations are authorized through an administrative SUP per City Code Section 11-513(N). The application requires a Valet plan that includes location of the valet spaces, location for parked valet vehicles, and hours and days that the valet is proposed to be in operation. The application is reviewed by Planning and Zoning and Transportation and Environmental Services staff. Per Code, if an applicant is approved for a Valet SUP, they have a right to exclusive use of the space included in their application during the days and times specified in the permit to operate their valet, unless the SUP application were to specify shared use with another business or the public.

Per Code for all SUPs, the City cannot withdraw a permit unless the space has been abandoned for one full year or the permit holder informs the City they are no longer using the space. In order to discourage underutilized curbside space, moving forward staff intends to add conditions to Valet SUPs requiring the applicant to inform the City as soon as possible if the valet space is no longer being utilized and to work with the applicant during the application process to identify
the specific months and times when valet will be in use and allow use of that space by others when not used for valet.
DATE: November 18, 2019

DOCKET ITEM: #5

ISSUE: Consideration of a request to install No Parking signs within the Princess Street and Earl Street intersection

REQUESTED BY: Ms. Ellen Cosier

LOCATION: Princess Street and Earl Street intersection

STAFF RECOMMENDATION: The Board makes a recommendation to the Director of T&ES to install No Parking signs within the Princess and Earl Street intersection.

BACKGROUND: Ms. Ellen Cosier contacted the city to express her concerns regarding transportation safety within the Princess Street and Earl Street intersection. Over the years there have been a number of collisions within the intersection. As a result, Ms. Cosier requested additional stop signs within the intersection.

DISCUSSION: In accordance with the Federal Highway Association’s Manual of Uniform Traffic Control (MUTCD), an analysis must be conducted to ensure additional stop signs within the subject intersection are warranted. This analysis includes a review of existing intersection’s characteristics, traffic volume assessment, and reviewing the reported collision history within the intersection.

Based on our findings, additional stop signs warrants are not met. However, given the characteristic of the intersection and reported collision history citing sight distance issue, staff recommends installing No Parking signs that would prohibit parking from the sign to the corner of the intersection.

OUTREACH: Residents within the intersection
ATTACHMENT 1: LOCATION MAP

Aerial Image
ATTACHMENT 2: Aerial Image (Proposed No Parking)
ATTACHMENT 3: Streetview (Proposed No Parking)
ATTACHMENT 4: Request

ON-STREET PARKING MODIFICATION REQUEST FORM

Please fill out this application and return to megan.oleynik@alexandriava.gov or mail to Megan Oleynik, Mobility Services, 421 King Street, Suite 235, Alexandria, VA 22314

Type of On-Street Parking Modification Requested:

☐ Loading Zone Removal  ☐ Loading Zone Addition
☐ Parking Removal  ☐ No Parking Sign Removal
☐ Parking Restriction Change (Non-RPP)  Proposed restrictions

Location: Princess Street and Earl Street Intersection
(Map or figure may be provided as an attachment)

Reason for the Request (What are you trying to solve/address?):
To improve sight distance within the intersection.

Approximate number of spaces affected (assume 20 feet per space): 2

Project Champion (Point of Contact) Information:
Name: Ryan Knight
Address: 2900 Business Center Drive
Email: Ryan.Knight@alexandriava.gov
Phone Number: 703-746-4225

Best Way to Contact: ☐ Email  ☐ Phone
Best Time of Day to Contact: ☐ Morning  ☐ Afternoon

Page 1
ON-STREET PARKING MODIFICATION NOTICE

Purpose: The City of Alexandria plans to remove two (2) on-street parking spaces to improve sight distance within the Princess Street and Earl Street intersection. Recent vehicular collisions within the intersection cited insufficient sight distance to see oncoming vehicles. The removal of on-street parking would help mitigate the issue.

Approximate number of spaces affected: 2 spaces (see map on back)

Please contact staff below for further information or questions.

Staff Contact Information:

Ryan Knight, P.E.
Civil Engineer IV
Traffic Engineer Division
Transportation and Environmental Services
Ryan.Knight@alexandriava.gov
703-746-4225

Traffic Engineering Division
2900 Business Center Drive
Alexandria, VA 22314
City of Alexandria, Virginia

Traffic and Parking Board

DATE: November 18, 2019

DOCKET ITEM: #6

ISSUE: Consideration of a request to remove no parking signs and replace with 3-hour parking on the west side of the 800 block of South Payne Street

REQUESTED BY: Jackie Cohan, City Archives and Records Center and Ann Patterson, ALIVE Food Bank

LOCATION: 800 block of South Payne Street

STAFF RECOMMENDATION: That the Board makes a recommendation to the Director of T&ES to remove the existing no parking signs on the east side of South Payne Street and replace with 3-hour parking 8am-9pm Monday through Saturday.

BACKGROUND: The 800 block of South Payne Street is located just south of the Alexandria National Cemetery. The block has an electrical substation on the east side and a City facility and an access to the AlexRenew plant on the west side (Attachment 1). The City facility at 801 South Payne Street houses the Archives and Records Center and the ALIVE Food Bank. The facility has eight off-street parking spaces, two disability parking spaces and six unrestricted spaces.

The 800 block of South Payne Street had unrestricted on-street parking until 2015 when there were complaints that vehicles including boats and mobile homes were being stored for long periods of time on the block. Parking was removed after a recommendation by the Traffic and Parking Board.

DISCUSSION: The City Archives and Records Center and ALIVE Food Bank requested to allow parking on the west side of the 800 block of South Payne Street (Attachment 2) in order to provide additional parking for City employees and foodbank volunteers and visitors at their site. Staff recommend removing the no parking signage and posting 3-hour parking restrictions from 8am-9pm on the west side of the block to make more productive use of the curb space, while still providing restrictions to prevent storage of vehicles on the street. Transportation and Environmental Services (T&ES) staff spoke with the applicant about the difficulties that Parking Enforcement has had with enforcing 3-hour parking restrictions, but they continued to support 3-hour restrictions on this block because the volunteer shifts at the food bank are typically 3-hour...
long. The proposed timing of restrictions (8am-9pm Monday through Saturday) are consistent with other non-Residential Permit Parking restrictions.

Staff recommend leaving at least twenty feet of no-parking to the north of the driveway to AlexRenew to provide adequate site distance as construction vehicles are expected to use that driveway during their RiverRenew tunnel project. This will result in making approximately 17 spaces available near the City facility.

**OUTREACH:** The City informed AlexRenew of the request. They expressed support for allowing parking on the subject stretch of road if adequate distance was provided from the driveway to their property.
ATTACHMENT 1

Location

City Archives and Record/ALIVE

AlexRenew

Proposed 3-hour restrictions Mon-Sat 8am-9pm Restrictions
Existing No Parking Restrictions
ATTACHMENT 2

Request

ON-STREET PARKING MODIFICATION REQUEST FORM

Please fill out this application and return to megan.oleynik@alexandriava.gov or mail to Megan Oleynik, Mobility Services, 421 King Street, Suite 235, Alexandria, VA 22314

Type of On-Street Parking Modification Requested:

☐ Loading Zone Removal  ☐ Loading Zone Addition
☐ Parking Removal  ☐ No Parking Sign Removal
☐ Parking Restriction Change (Non-RPP)

Proposed restrictions ____________________________________________

Location: ______________________________________________________

From 801 South Payne Street (west side) to just north of Alex Renew’s gate

(Map or figure may be provided as an attachment)

Reason for the Request (What are you trying to solve/address?):

The parking lot at 801 South Payne St. (6 unrestricted and 2 handicapped parking spaces) is totally insufficient for the Archives & Records Centers 4 employees (plus volunteers and visitors) as well as ALIVE’s (food bank) numerous employees, volunteers and visitors. More parking spots are needed.

Approximate number of spaces affected (assume 20 feet per space): 17

Project Champion (Point of Contact) Information:

Name: Jackie Cohan  (and Ann Patterson)

Address: 801 South Payne Street

Email: jackie.cohan@alexandriava.gov  (apatterson@alive-inc.org)

Phone Number: 703-746-4753  (Ann Patterson, 703-407-0958)

Best Way to Contact: ☐ Email  ☐ Phone

Best Time of Day to Contact: ☐ Morning  ☐ Afternoon
October 28, 2019

To: Megan Olenyik, T&ES/Mobility Services  
Subject: On-Street Parking Modification Request

The parking lot at 801 South Payne has 8 marked parking spaces: 6 are unrestricted and 2 are marked for handicapped parking. The number of available parking spaces is woefully inadequate to support the number of personnel and level of activity here at this facility. More parking spaces are needed and allowing parking on the west side of South Payne Street seems to be the most effective solution to this problem.

The Payne Street facility houses 2 agencies with staff who work here daily: the City of Alexandria’s Archives and Records Center (a division of the City of Alexandria government) and ALIVE (a non-profit food bank). The Archives and Records Center has 4 permanent employees as well as volunteers, interns, researchers and other visitors (on archives and records-related business). ALIVE has numerous employees, volunteers and visitors as well.

However, the facility also has storage space for 3 other entities: Voter’s Registration (voting equipment); Alexandria Archaeology (artifact storage) and the Office of Historic Alexandria’s museums (museum collectible storage). Employees from these City agencies also visit 801 South Payne Street to conduct business related to elections, artifact collection management and museum collections management and require parking.

In order to try to accommodate everyone, Archives and Records Center staff typically park adjacent to Archives and Records Center’s loading dock in unmarked spots. ALIVE has its own, separate loading dock.

Street parking would greatly alleviate this problem. Ann Patterson, ALIVE’s Food Program Manager, and I are requesting street parking on the west side of South Payne Street from our facility at 801 South Payne Street down to the required number feet away from and north of Alex Renew’s gate. Since ALIVE normally schedules employees to work a 3-hour shift from 9 AM to 12 PM—and has staff in the afternoons as well—we are requesting 3-hour parking limits (between 7 AM and 7 PM) to accommodate regular employees, volunteers, visitors and interns. We believe this solution will accommodate all who work daily or visit 801 South Payne Street, but limit anyone else who might try to take advantage of unrestricted parking.

Thank you,

Jackie Cohan  
City Records Administrator and Archivist  
Archives and Records Center  
Officer of Historic Alexandria
City of Alexandria, Virginia

Traffic and Parking Board

DATE: November 18, 2019

DOCKET ITEM: #7

ISSUE: Consideration of a request to remove approximately four parking spaces on the east side off the 1100 and 1200 blocks of North Pitt Street to improve sight distance.

REQUESTED BY: James Durso, resident of the 1200 block of North Pitt Street

LOCATION: 1100 and 1200 blocks of North Pitt Street

STAFF RECOMMENDATION: That the Board makes a recommendation to the Director of T&ES to remove approximately four spaces on the 1100 and 1200 blocks of N. Pitt Street.

BACKGROUND: The 1100 and 1200 blocks of North Pitt Street are located in North Old Town between Second Street and Bashford Lane, as shown in Attachment 1. The Canal Place Condominiums are located on the east side of the street. There are two small parking lots for the condos on the east side of the street as well. On the west side of the street, there are condos and an office building. The DASH AT2 bus route travels on this section of North Pitt Street, and there is a bus stop on the east side of the street just to the north of the northern parking lot for the condos. There are 3-hour Residential Permit Parking (RPP) restrictions Monday-Friday 8AM-5PM except for holders of District 9 permits.

DISCUSSION: James Durso, a resident of the Canal Place Condos, requested the removal of approximately four parking spaces (one on either side of the two driveways into the two Canal Place parking lots) on the east side of the 1100 and 1200 blocks of North Pitt Street. There is limited sight distance for drivers exiting the two parking lots, and residents of the Canal Place Condos expressed concerns about safety. Mr. Durso said that many residents and guest have had near crashes exiting from the parking areas. The close offset of the two curb cuts from the intersection with Bellvue Place on the opposite side of the road increases the conflict points and sight distance issues at these locations.

Staff recommends removing approximately 15 to 20 feet of parking on either side of the two driveways to the Canal Place Condos parking lots in order to improve sight distance for exiting vehicles and to prevent vehicles from parking in front of the DASH bus stop.
OUTREACH: The applicant reached out to neighboring property owners and received signatures of support provided in Attachment 2.
ATTACHMENT 1

Location

- 3-hour RPP Parking
  Mon-Fri 8am-5pm
- Proposed No Parking Restrictions
ATTACHMENT 2

Request

ON-STREET PARKING MODIFICATION REQUEST FORM

Please fill out this application and return to megan.oleynik@alexandriavirginia.gov or mail to Megan Oleynik, Mobility Services, 421 King Street, Suite 235, Alexandria, VA 22314

Type of On-Street Parking Modification Requested:

☐ Loading Zone Removal
☐ Loading Zone Addition
☐ Parking Removal
☐ No Parking Sign Removal
☐ Parking Restriction Change (Non-RPP)

Proposed restrictions

Location: 1100-1200 block of North Pitt Street

(Map or figure may be provided as an attachment)

Reason for the Request (What are you trying to solve/address?):

Drivers pulling out of parking lots look right lines to see crossing excess traffic on Pitt Street.

Approximate number of spaces affected (assume 20 feet per space): 4

Project Champion (Point of Contact) Information:

Name: James D. Durso

Address: 1211 N. Pitt Street, #3C

Email: james.durso@outlook.com

Phone Number: 703-263-1552

Best Way to Contact:

☐ Email
☐ Phone

Best Time of Day to Contact:

☐ Morning
☐ Afternoon
We the undersigned hereby support or oppose (as indicated) the parking modification request detailed on Page 1 of this application.

(Petition should include a signature from a property owner, occupant, or manager for all properties adjacent to the proposed on-street parking modification. Additional signatures may be gathered to show support.)

<table>
<thead>
<tr>
<th>Name (printed)</th>
<th>Support or Oppose Request</th>
<th>Signature/Date</th>
<th>Address</th>
<th>Property Affiliation (owner, occupant, manager, etc.)</th>
<th>Email</th>
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<tbody>
<tr>
<td>Jane Kendrick</td>
<td>Support</td>
<td>2/14/2020</td>
<td>121 N Pitt St</td>
<td>owner</td>
<td><a href="mailto:janekendrick66@gmail.com">janekendrick66@gmail.com</a></td>
</tr>
<tr>
<td>James Dunne</td>
<td>Support</td>
<td>1/15/2020</td>
<td>121 N Pitt St</td>
<td>owner</td>
<td>james_dunne84770x.com</td>
</tr>
<tr>
<td>Susan Langley</td>
<td>Support</td>
<td>3/20/2020</td>
<td>131 N Pitt St</td>
<td>owner</td>
<td><a href="mailto:susan_langley@gmail.com">susan_langley@gmail.com</a></td>
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<tr>
<td>Sue J. Edwards</td>
<td>Support</td>
<td>8/21/2019</td>
<td>120 N Pitt St</td>
<td>owner</td>
<td><a href="mailto:sue_j_edwardson@verizon.net">sue_j_edwardson@verizon.net</a></td>
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<tr>
<td>Jeannine Broderick</td>
<td>Support</td>
<td>2/21/2019</td>
<td>113-2A North Pitt St</td>
<td>owner</td>
<td><a href="mailto:jeannine_broderick@verizon.net">jeannine_broderick@verizon.net</a></td>
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<tr>
<td>Ann Wunder</td>
<td>Support</td>
<td>1/20/2020</td>
<td>1211 N Pitt St</td>
<td>renter</td>
<td><a href="mailto:ann_wunder@verizon.net">ann_wunder@verizon.net</a></td>
</tr>
<tr>
<td>Priscilla Boyd</td>
<td>Support</td>
<td>6/23/2019</td>
<td>1201 N Pitt St</td>
<td>vendor</td>
<td><a href="mailto:priscilla_boyd@verizon.net">priscilla_boyd@verizon.net</a></td>
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<tr>
<td>Ashley Banks</td>
<td>Support</td>
<td>12/23/2019</td>
<td>1203 N Pitt St</td>
<td>owner</td>
<td><a href="mailto:ashley_banks@verizon.net">ashley_banks@verizon.net</a></td>
</tr>
<tr>
<td>Cliff Wonsky</td>
<td>Support</td>
<td>2/20/2020</td>
<td>1211 N Pitt St</td>
<td>owner</td>
<td><a href="mailto:cliff_wonsky@verizon.net">cliff_wonsky@verizon.net</a></td>
</tr>
</tbody>
</table>
We the undersigned hereby support or oppose (as indicated) the parking modification request detailed on Page 1 of this application.

(Petition should include a signature from a property owner, occupant, or manager for all properties adjacent to the proposed on-street parking modification. Additional signatures may be gathered to show support.)

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<th>Address</th>
<th>Property Affiliation (owner, occupant, manager, etc.)</th>
<th>Email</th>
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<tr>
<td>Carol Zuccaro</td>
<td>Support</td>
<td>Carol 9-23-19</td>
<td>1007 N Pitt, #1-B</td>
<td>Owner</td>
<td><a href="mailto:zzzzzz@gmail.com">zzzzzz@gmail.com</a></td>
</tr>
<tr>
<td>Emily Hendrick</td>
<td>Support</td>
<td>D. 9-23-2019</td>
<td>1207 N Pitt 1C</td>
<td>Rental/Owner</td>
<td><a href="mailto:emailforhendr@gmail.com">emailforhendr@gmail.com</a></td>
</tr>
<tr>
<td>Cheryl McCullough</td>
<td>Support</td>
<td>Cheryl 9-23-2019</td>
<td>1207 N Pitt 1C</td>
<td>Owner</td>
<td><a href="mailto:hokiecano@gmail.com">hokiecano@gmail.com</a></td>
</tr>
<tr>
<td>Allie Emale</td>
<td>Support</td>
<td>Allie 9-23-2019</td>
<td>1207 N Pitt 3A</td>
<td>Renter</td>
<td><a href="mailto:emaleallie@gmail.com">emaleallie@gmail.com</a></td>
</tr>
<tr>
<td>Adam Horsey</td>
<td>Support</td>
<td>Adam 9-23-2019</td>
<td>1207 N Pitt 3A</td>
<td>Renter</td>
<td><a href="mailto:adamjimoney@gmail.com">adamjimoney@gmail.com</a></td>
</tr>
<tr>
<td>David Smith</td>
<td>Support</td>
<td>David 9-23-2019</td>
<td>1207 N Pitt 3C</td>
<td>Renter</td>
<td><a href="mailto:davidjimoney@gmail.com">davidjimoney@gmail.com</a></td>
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<tr>
<td>Lucy Walter</td>
<td>Support</td>
<td>Lucy 11-7-2019</td>
<td>117 N Pitt St, #C</td>
<td>Owner</td>
<td><a href="mailto:lucytheaton@gmail.com">lucytheaton@gmail.com</a></td>
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We the undersigned hereby support or oppose (as indicated) the parking modification request detailed on Page 1 of this application.

(Petition should include a signature from a property owner, occupant, or manager for all properties adjacent to the proposed on-street parking modification. Additional signatures may be gathered to show support.)

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<td>1201 N. RH ST ALX, VA 22314</td>
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<td><a href="mailto:9ybaratt@gmail.com">9ybaratt@gmail.com</a></td>
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City of Alexandria, Virginia

Traffic and Parking Board

DATE: November 18, 2019

DOCKET ITEM: #8

ISSUE: Consideration of a request to temporarily remove two (2) on-street parking spaces near 1557 Potomac Greens Drive to allow for construction vehicle movement from Slaters Lane onto Potomac Greens Drive for the construction of the Potomac Yard Metro Station

REQUESTED BY: City Staff

LOCATION: 1557 Potomac Greens Drive

STAFF RECOMMENDATION: That the Board makes a recommendation to the Director of T&ES to temporarily remove two (2) on-street parking spaces near 1557 Potomac Greens Drive to allow for construction vehicle movement from Slaters Lane onto Potomac Greens Drive for the construction of the Potomac Yard Metro Station. The spaces will be removed for the duration of the construction of the Potomac Yard Metrorail Station (completion -March of 2022).

BACKGROUND: The temporary removal of the two (2) on-street parking spaces along Potomac Greens Drive will enable the construction vehicles to safely navigate the intersection and access the main station construction site at the end of Potomac Greens Drive. Parking will only be restricted during allowable City construction hours, and parking will be allowed at all other times.

DISCUSSION: The narrow width of the Potomac Greens Drive travel way does not allow for the turning movement of large construction vehicles which are required to use this street in order to access the Metrorail Station construction site. The temporary removal of two (2) parking spaces will provide the needed additional roadway width to permit the numerous large construction vehicles to turn from Slaters Lane onto Potomac Greens Drive.

OUTREACH: Staff presented this request to seven (7) local businesses in the vicinity of the proposed parking removal location. Of the seven (7) businesses, five (5) had a manager onsite who provided their signature in support of this request. The other two (2) businesses did not have a manager onsite to support or oppose this request. Documentation was left with all businesses in case there were additional questions.
Staff also presented this request to the Potomac Yard Metrorail Implementation Group (PYMIG) on October 29th and will continue to partner with them to promote the safety of the public and to monitor potential traffic concerns.
ATTACHMENT 1
Left turning movement from Slater’s Lane to Potomac Greens Drive

Removal of 2 parking spaces

Tire path of vehicle

WB-67 LEFT FR SLATERS ONTO POTOMAC GREENS
ATTACHMENT 2

Street View:

Potomac Greens Drive Looking North

Two parking spaces to be temporarily removed highlighted in the orange box.
ATTACHMENT 3: Request

ON-STREET PARKING MODIFICATION REQUEST FORM

Please fill out this application and return to megan.oleynik@alexandriaspa.gov or mail to Megan Oleynik, Mobility Services, 421 King Street, Suite 255, Alexandria, VA 22314

Type of On-Street Parking Modification Requested:
- [ ] Loading Zone Removal
- [ ] Loading Zone Addition
- [ ] Parking Removal
- [ ] No Parking Sign Removal
- [ ] Parking Restriction Change (Non-RPP)
- Proposed restrictions 7a-8p Mon-Fri & 9a-6p Sat.

Location: Potomac Greens Dr @ Sisters Ln (see attached map)
(Map or figure may be provided as an attachment)

Reason for the Request (What are you trying to solve/address?)
Need to provide space for tractor trailer movement onto Potomac Greens Dr for the Potomac Yard Metrorail Station Project.

Need for Project duration (now till 03/2022)

Approximate number of spaces affected (assume 20 feet per space): 2

Project Champion (Point of Contact) Information:

Name: Jeff Wood

Address: 421 E., Route 99, Nanuet, NY 10954

Email: jwood@halmarinternational.com

Phone Number: 914-879-4971

Best Way to Contact: □ Email □ Phone
Best Time of Day to Contact: □ Morning □ Afternoon
We the undersigned hereby support or oppose (as indicated) the parking modification request detailed on Page 1 of this application.

(Petition should include a signature from a property owner, occupant, or manager for all properties adjacent to the proposed on-street parking modification. Additional signatures may be gathered to show support.)

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<th>Name (printed)</th>
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<td></td>
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<td>Manager</td>
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<tr>
<td>Kwang Kim</td>
<td>Support</td>
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<td>Propy Name 1607 Potrero Greens</td>
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<td>John Hyland</td>
<td>Support</td>
<td></td>
<td>Internal Service 1500 Potrero Greens</td>
<td>Owner</td>
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<tr>
<td>Teresa Harling</td>
<td>Support</td>
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<td>Service Office 1500 Potrero Greens</td>
<td>Manager</td>
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<tr>
<td>Kelsey Nunez</td>
<td>Support</td>
<td></td>
<td>Buzz Baboon 867 Sutter Ln</td>
<td>Manager</td>
<td>kelsey_nunez@<a href="mailto:b@b.com">b@b.com</a></td>
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<tr>
<td>Nadia Borisoff</td>
<td>Support</td>
<td></td>
<td>Russian Born</td>
<td>Manager</td>
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City of Alexandria, Virginia

Traffic and Parking Board

DATE: November 18, 2019

DOCKET ITEM: #9

ISSUE: Consideration of a request to install a stop sign at the intersection of Port Street and Dock Street.

REQUESTED BY: Parc Meridian at Eisenhower Management

LOCATION: Dock Street and Port Street intersection

STAFF RECOMMENDATION: The Board makes a recommendation to the Director of T&ES to approve the request to install a stop sign at the intersection of Port Street and Dock Street.

BACKGROUND: Due to the Eisenhower Avenue congestion and Mill Road’s access to interstate 495, the signalized intersection of Eisenhower Avenue and Mill Road experiences queued vehicles and significant delay. Often, to avoid the congested Mill Road intersection, vehicles traveling eastbound Eisenhower Ave destined to I-495 divert onto Port Street and Dock Street to turn right onto Mill Road. This diversion introduces many issues experienced by the residents of Parc Meridian due to large volumes of vehicles and pedestrian safety.

DISCUSSION: The Federal Highway Administration’s Manual of Uniform Traffic Control Devices (MUTCD) standards should be followed when determining if additional stop signs are warranted within an intersection. According to the MUTCD, a stop sign should be installed through an engineering study based on traffic volume, collision history, and safety concerns near locations that generate high pedestrian and bicycle traffic. The Port Street and Dock Street intersection is a two-leg intersection with an existing stop sign for the Dock Street approach. As part of new development, the intersection will have four approaches and is projected to operate as an All-Way Stop Control intersection. Currently, recent traffic counts show as much as 85 pedestrians crossing the Port Street leg of the intersection. To provide a safer environment for pedestrian crossing, as well as maintaining consistency of future operation, an additional stop sign is recommended.

OUTREACH: Parc Meridian Management
ATTACHMENT 1: LOCATION MAP

Aerial Image
ATTACHMENT 2: Request for Stop Sign

STOP SIGN REQUEST FORM

Please fill out this application and return to Cuong.Nguyen@alexandria.gov or mail to Cuong Nguyen, Traffic Engineering, 2900 Business Center Drive, Alexandria, VA 22314.

Location: PARC MERIDIAN AT EISENHOWER STATION
          150 POET STREET ALEXANDRIA VA 22314

Reason for the Request:

INSTALLATION OF STOP SIGN - FACET FULL STOP -
APPROACH - THE INTERSECTION OF DECK LANE
AT POET STREET WHEN DRIVING SOUTHBOUND
FROM EISENHOWER AVENUE.

Project Champion (Point of Contact) Information:

Name: Lisa Nowinski, Asst Property Manager

Address: 150 POET ST, ALEXANDRIA VA 22314

Email: poec-meridian@quadcities.com

Phone Number: 703-527-1203

Best Way to Contact: [ ] Email [ ] Phone

Best Time of Day to Contact: [ ] Morning [ ] Afternoon

Revised (7/3/19)
ATTACHMENT 3: Proposed Stop Sign

ATTACHMENT 4: Pedestrian Count (November 2018)
City of Alexandria, Virginia

________________
Traffic and Parking Board

DATE: November 18, 2019

DOCKET ITEM: #10

ISSUE: Consideration of a request to install a High Intensity Activated crossWalk (HAWK) signal on Braddock Road between the intersection of North Early Street and Minnie Howard Campus

REQUESTED BY: T&ES Staff

LOCATION: Braddock Road between the intersection of North Early Street and Minnie Howard Campus

STAFF RECOMMENDATION: That the Board makes a recommendation to City Council to install a High Intensity Activated crossWalk (HAWK) signal on Braddock Road between the intersection of North Early Street and Minnie Howard Campus

BACKGROUND: Braddock Road is a minor arterial that tends to carry students to the Minnie Howard Campus of T.C. Williams and Episcopal High School, transit riders, pedestrians, and bicyclists from King Street and Menokin Drive/Van Dorn Street. There is an existing crossing at North Early Street and Braddock Road seen in Attachment 1 and 2 is an uncontrolled, mid-block crossing. The existing crosswalk at North Early Street is the only crossing between Marlee Way and Howard Street, approximately 3,700 feet (the equivalent of 10 average city blocks). People crossing must currently cross 4 lanes of traffic on a road that has a posted speed limit of 35 mph, but speed measurements show the 85th percentile is 42 mph on average. According to recent traffic counts shown in Attachment 4, the roadway carries approximately 12,000 vehicles per day on average.

Staff has received and continues to receive requests from residents to improve the uncontrolled crossing of North Early Street and Braddock Road. Residents and ACPS noted that students going to Minnie Howard are often dropped off on the south side of Braddock Road and must cross to get to school. Episcopal High School often uses Minnie Howard’s parking lots for school sports events. In recent years, the road was repaved, and staff installed high visibility crosswalks and signage to improve this crossing. However, pedestrians continue to face challenges because of the high traffic volume, high posted speed limit, and number of travel lanes.
The Year Two Action Items identified for the Vision Zero Initiative encourage the installation or safety upgrades of three uncontrolled crossings. This crossing is high priority because of its service to both school campuses and the community.

**DISCUSSION:** Staff recommends this crossing for a HAWK signal because it meets the criteria as a candidate for a Pedestrian Hybrid Beacon or HAWK Signal according to Federal Highway Standards. While the sustained pedestrian volumes are not high enough to meet the typical MUTCD warrants for a HAWK signal, staff recommends this measure as the best option for improving the safety of the crossing for pedestrians, especially school students accessing the two campuses and neighborhood residents.

Federal Highway Administration guidance, shown in Attachment 4, concludes that HAWK signals or Pedestrian Hybrid Beacons (PHBs) should be considered as a safety countermeasure for roadways with three or more vehicle travel lanes, with an AADT greater than or equal to 9,000 AADT, and speeds greater than or equal to 35 miles per hour. Recent data collection on Braddock Road, also included in Attachment 4, shows that speeds, volumes, as well as the posted speed and roadway configuration meet the federal guidance standards for a HAWK signal. While the posted speed is 35 mph, data collected found that the 85th percentile speed is 42 mph (39 mph eastbound and 43 mph westbound). Traffic counts show that volumes are 12,164 average daily traffic (ADT). The four-lane cross section with a small center median means that pedestrians must cross at least two lanes at one time. This roadway configuration and current crossing has a high risk of a multiple threat crash scenario in which one car will stop for the pedestrian and the car in the second lane does not stop. All of these factors qualify it for the addition of a HAWK signal.

Complete Street funds have been identified for the construction of this signal as part of the Vision Zero Year Two Priority Action Items to upgrade or install new crossings. Further design and an engineering study will determine the final location, but staff is proposing the crossing be near the Stadium Drive entrance to Episcopal High School and the corresponding Minnie Howard Driveway/ bus loop entrance to serve both sets of students. If approved, the existing crosswalk at North Early Street will be removed and a new one added at the new location, determined through design, between North Early Street and the Minnie Howard Campus entrance.

This crossing is one of a few crossing improvements, explained below, planned for Braddock Road between North Quaker Lane and North Van Dorn Street in the near future. T&ES staff is taking a critical look at Braddock Road with the upcoming developments planned and new multimodal trips that are expected to occur. All of the projects described below include short and long-term safety improvements. Crossing improvements are in planning for the entrance to Fort Ward Park and Marlee Way as part of a development agreement with Episcopal High School. Marlee Way will receive striping improvements to enhance pedestrian visibility soon as well. With the planned expansion of Minnie Howard Campus it is likely new crossings and traffic signals will be necessary. Therefore, this HAWK signal supports this future development and

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2. [https://www.alexandriava.gov/uploadedFiles/tes/info/VZ%20Year%201%20Update%20to%202021.pdf](https://www.alexandriava.gov/uploadedFiles/tes/info/VZ%20Year%201%20Update%20to%202021.pdf)
can help guide the planning of access points. West Braddock between North Quaker Lane and North Van Dorn Street will be evaluated for further improvements on a corridor level in coordination with the planning of the Minnie Howard expansion.

**OUTREACH:** City Staff was contacted about crossing improvements from residents on North Early Street. A petition signed by neighbors on North Early Street is included in Attachment 3. Seminary Hill Civic Association has endorsed the crossing as well. In conversations with ACPS, Minnie Howard’s leadership and ACPS are in favor of this crossing to better serve students and their campus as they plan for the campus expansion. Residents and staff have reached out to Episcopal leadership but were unable to make contact at the time of this docket’s drafting.
ATTACHMENT 1: Overhead View, Braddock and North Early Street

ATTACHMENT 2: Street View, Braddock and North Early Street
ATTACHMENT 3: Letters of Support

SEMINARY HILL ASSOCIATION

October 15, 2019

Dear Chairman Schuyler and Members of the Traffic and Parking Board,

The Seminary Hill Association Board voted unanimously on October 10th to support placing a HAWK crosswalk at the intersection of North Early Street and W. Braddock Road. Residents in this area have been advocating for this protected crosswalk for several years, and we hope that it will now become a reality to protect the safety of the residents of this area, as well as the high volume of students from the Minnie Howard campus of T.C. Williams and the Episcopal High School who daily cross Braddock Road. This is a particularly dangerous crossing due to topography of Braddock Road at this point, and the speed of cars traveling this roadway.

Thank you very much for your consideration of this needed safety improvement at this location.

Sincerely,

Carter Flemming
President, Seminary Hill Association

____________________________________________________________________________

Christine:
Thank you very much for your support to implement a pedestrian crossing at Braddock Road and Early Street. As you know, we are visually impaired; Bob uses a dog guide and I use a white cane. We use this crossing frequently to walk in the Seminary, visit friends, or conduct business south of Braddock Road. We find the crossing difficult if not dangerous. It is difficult for traffic coming west on Braddock to see us in the crosswalk and hard for us to hear the traffic because of the up-hill that is just east of Early Street. An additional problem is that if traffic in the right lane stops, it is difficult for traffic in the left lane to see us and they may not stop. This almost caused us to be hit on one occasion.

We have had the opportunity to experience crossing a street with a HAWK light on several occasions. The HAWK light is very noticeable to traffic and it does stop immediately after we push the button. We understand that HAWK lights are more noticeable than the proposed RFIB and the HAWK lights would enable pedestrians to cross the street more safely, given the volumes, number of lanes, and speed of traffic going by that intersection. We feel very safe crossing where HAWK lights are installed. We have
also noticed students from the Mini Howard School dashing across the street through speeding, oncoming traffic.

Because the light is activated only when a pedestrian is crossing the street, it should have minimal impact on Braddock Road traffic.

We would really appreciate if the Traffic and Parking Board would approve a HAWK light at this crossing. We also hope that the HAWK light would give an audible signal when it is flashing.

Thank you very much.
Bonnie O’Day and Robert Hartt
4005 Ellicott Street

Neighbor Petition

Dear Transportation and Planning Board:

We, the residents of N. Early, street strongly support the proposal to add a HAWK light close to the intersection of N. Early and W. Braddock Rd. We believe this will add much needed pedestrian safety to a heavily traveled road.

W. Braddock is an extremely busy road and the traffic often moves at considerable speed. Crossing the four lanes safely is difficult, especially when drivers fail to notice the crosswalks and cannot be relied upon to stop to allow pedestrians to cross.

We the undersigned residents of N. Early St, respectfully request that the City of Alexandria install:

- A Hawk controlled light near the intersection of N. Early and W. Braddock, and
- The addition of an island refuge at the crosswalk

Many thanks for your consideration;

The residents of N. Early Street;

Mary Kate Sparrow (2324)
Justin Sparrow (2324)
Bette Smith (2216)
Mark Pedley (2233)
Steve Sisneros (2208)
Alicia Sisneros (2208)
Bernadette DeSario (2308)
Paul DeSario (2308)
Holly Sapp (2309)
Joe Sapp (2309)
Bill Zeledon (2122)
Tatiana S. Daza (2122)
Leah Mattson (2348)
Mark Boudreau (2348)
Francis Boudreau (2357)
Amy Spain (2316)
Andrew Spain (2316)
Lara Payne (2325)
Joe Payne (2325)
Lois Stirewalt (2349)
Tricia Rodgers (2240)
Lydia Helgesen (2333)
Erik Helgesen (2333)
Grant Cole (2130)
Susan Cole (2130)
Courtney Boyd (2114)
David Boyd (2114)
Patricia McGinnis (2224)
Bobby Williams (2131)
Susie Williams (2131)
ATTACHMENT 4: FEDERAL GUIDANCE AND DATA

Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations

Countermeasure: Pedestrian Hybrid Beacon (PHB)

Definition

A PHB is a hybrid beacon used to control traffic and rests in dark until a pedestrian activates it via pushbutton or other form of detection. When activated, the beacon displays a sequence of flashing and solid lights that indicate when pedestrians should cross and when it is safe for drivers to proceed. Refer to the PHB Tech Sheet for more information about this countermeasure.

Roadway and Site Information

Strongly consider this countermeasure if the roadway(s) are described by one of the following sets of conditions:

- AADT ≥ 15,000 + 4 or more lanes + any speed limit
- AADT ≥ 9,000 + 3 or more lanes (with or without median) + ≥ 35 mph speed limit
- Any AADT + any number of lanes + ≥ 40 mph speed limit

Safety Issues and Behaviors

This countermeasure may help address the following traffic behaviors or safety issues observed at the site:

- Drivers not yielding to pedestrians in crosswalks
- Noted conflicts at crossing locations
Additional Installation and Design Guidelines

» Use in conjunction with signs and pavement markings at locations where pedestrians enter or cross the roadway.

» Only install a PHB at a marked crosswalk.

» For roadways with speeds of 35 mph or less, see MUTCD Figure 4F-1. For roadways speeds greater than 35 mph, see MUTCD Figure 4F-2. These charts compare crosswalk length, approximate vehicles per hour (VPH, including both approaches), and pedestrians per hour (PPH). The MUTCD recommends installation of a PHB where these conditions meet minimum criteria.

» The PHB should be installed at least 100 feet from side streets or driveways that are controlled by STOP or YIELD signs.

» Parking should be prohibited and other sight obstructions should be removed at least 100 feet in advance of and at least 20 feet beyond the marked crosswalk and PHB.

» The PHB should be coordinated if within a signal system.

» Review the MUTCD Part 4F for more information about the design and operation of the beacon face and the installation of optional signage.
### Summary: Tube Count - Speed Data

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Date: Date: 01-12-2019

Data Source: Quality Counts, LLC (http://www.qualitycounts.net)
City of Alexandria, Virginia