

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY SEPTEMBER 23, 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 July 22, 2013, Traffic and Parking Board meeting minutes.
3. **STAFF REPORTS AND UPDATES**

PUBLIC HEARING:

4. **ISSUE:** Consideration of a request to remove parking on King Street from West Cedar Street to West View Terrace.
5. **ISSUE:** Consideration of a request to remove a No Parking sign from the alley adjacent to 417 Earl Street.
6. **ISSUE:** Consideration of a request to extend a No Parking Zone Thursday 8 A.M. – 12 P.M. on Newton Street between East Luray Avenue and East Alexandria Avenue.
7. **ISSUE:** Consideration of a request to install “No Parking Between Signs” signs on either side of the main entrance into the parking garage located at 225 South Union Street.
8. **ISSUE:** Consideration of a request to remove the Police Parking Only signs along the east side of the 700 block of South Columbus Street.
9. **ISSUE:** Consideration of a request to remove one parking space at North Chambliss Street and Larstan Drive to provide bicycle access to and from the park.
10. **ISSUE:** Consideration of a request to install pedestrian-actuated devices (Rapid-Flash Beacons).
11. **ISSUE:** Consideration of a request to move “No Parking Between Signs” signs one additional space further from the driveways at the main entrance of Landmark Mews on Stultz Road, and to remove one parking space to the south of Stevenson Square along Stultz Road.
12. **ISSUE:** Consideration of a request to make consistent all of the parking restrictions along Wheeler Avenue.
13. **ISSUE:** Painting curbs to delineate parking restrictions
14. **ISSUE:** Request to remove two tour bus spaces and install two Trolley lay-over spaces on the north side of 300 King Street.

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY JULY 22, 2013, 7:30 P.M.
301 KING STREET, 2nd FLOOR
COUNCIL CHAMBERS**

MINUTES

BOARD MEMBERS PRESENT: Chair, Jay Johnson, Gregory Cota, William Schuyler, Kevin Posey, Mary White and James Lewis

BOARD MEMBERS ABSENT: Vice Chair, Larry Ruggiero

STAFF MEMBERS PRESENT: Bob Garbacz, Division Chief, Traffic, Ravi Raut, Traffic Studies Engineer, Faye Dastgheib, Parking Planner, Hillary Poole, Complete Streets Coordinator.

1. Announcement of deferrals and withdrawals: There were no deferrals or withdrawals.
2. Approval of the June 24, 2013, Traffic and Parking Board meeting minutes: Mr. Schuyler made a motion, seconded by Lewis, to approve the minutes from the June 24, 2013 Traffic and Parking Board meeting. The motion carried unanimously.
3. **STAFF REPORTS AND UPDATES:** Ms. Poole updated the Board on the proposed King Street bike lane project.

PUBLIC HEARING:

4. **ISSUE:** Consideration of a request to place “No Parking Here to Corner” restrictions on the east side of the alley located on the 1300 block of Cameron Street.

PUBLIC TESTIMONY: Mr. Byers and Ms. Murphy spoke in favor of the request.

BOARD ACTION: Mr. Posey made a motion seconded by Mr. Cota to approve staff’s recommendation to install a NO PARKING HERE TO CORNER sign 10 feet to the east of the alley. The motion carried unanimously.

5. **ISSUE:** Consideration of a request to install meters in non-metered commercial blocks.

PUBLIC TESTIMONY: No one from the public testified.

BOARD ACTION: Mr. Cota made a motion seconded by Mr. Posey to approve staff’s recommendation. The motion carried unanimously.

6. **ISSUE:** Consideration of a request to replace two of four taxi spaces on 4 Mile Road at Mount Vernon Avenue with a bicycle parking corral.

PUBLIC TESTIMONY: No one from the public testified.

BOARD ACTION: Mr. Posey made a motion seconded by Mr. Lewis to approve replacing two of four taxi spaces on 4 Mile Road at Mount Vernon Avenue with a bicycle parking corral. The motion carried unanimously.

7. **ISSUE:** Consideration of a request to remove four total parking spaces on Commonwealth at the intersection with East Chapman Street: One parking space will be removed along Commonwealth on either side of East and West Chapman at the intersection.

PUBLIC TESTIMONY: Ms. Runton and Mr. Hocker spoke in favor of the request.

BOARD ACTION: Mr. Posey made a motion seconded by Ms. White to approve the request and requested staff to bring a recommendation on painting curbs to the Board for consideration at the September meeting. The motion carried unanimously.

8. **ISSUE:** Consideration of a request to install a “No Parking Here to Corner” sign on the west side of Burnside Place at the intersection of South Pickett Street and Burnside Place.

PUBLIC TESTIMONY: Mr. Alkhanbesli and Ms. Wills spoke in favor of the request.

BOARD ACTION: Mr. Lewis made a motion seconded by Mr. Cota to approve removing 35 feet of parking on the west side of Burnside Place at South Pickett Street. The motion carried unanimously.

9. **ISSUE:** Consideration of a request to switch a No Parking zone on the west side of Leslie Avenue with a Parking zone on the east side of Leslie Avenue in order to accommodate for pick up and drop off of students at Commonwealth Academy.

PUBLIC TESTIMONY: No one from the public testified

BOARD ACTION: Mr. Schuyler made a motion seconded by Mr. Lewis to approve switching the No Parking zone on the west side of Leslie Avenue with the Parking zone on the east side of Leslie Avenue. The motion carried unanimously.

10. **ISSUE:** Consideration of a request to install a Loading Zone Monday through Friday 6:00 A.M. to 10:00 A.M. in front of 110 South Union Street extending south to Prince Street.

PUBLIC TESTIMONY: Mr. Elliott spoke in favor of the request.

BOARD ACTION: Mr. Posey made a motion seconded by Mr. Lewis to approve the Loading Zone Monday through Friday 6:00 A.M. to 11:00 A.M. in front of 110 South Union Street extending south to Prince Street and allow staff to reduce the time to 10:00 A.M. in the future if conditions warrant such a change. The motion carried unanimously.

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
SEPTEMBER 23, 2013**

DOCKET ITEM: 4

ISSUE: Consideration of a request to remove parking on King Street from West Cedar Street to West View Terrace.

APPLICANT: City of Alexandria, Transportation and Environmental Services

LOCATION: East side of King Street from West Cedar Street to West View Terrace

STAFF RECOMMENDATION: Staff recommends approval of the request remove parking on the east side of King Street from West Cedar Street to West View Terrace to install traffic calming and bicycle lanes.

DISCUSSION: The portion of King Street from Russell Road to Janney's Lane is scheduled to be resurfaced this fall. In conjunction with the resurfacing project, the City is proposing to narrow the moving lanes to provide traffic calming and install bicycle lanes in both directions. The City has received a number of requests from residents and civic associations for traffic calming along King Street and better bicycle access to the King Street Metrorail Station. Additionally, as part of the Complete Streets Program, the City examines all streets being resurfaced to identify opportunities to redesign the roadway to accommodate all street users.

This project is intended to slow vehicle speeds and provide a safer environment for pedestrians and cyclists as well as safer routes to the nearby schools. The before and after design plans can be viewed in Figure 1. The lane widths would be narrowed from 11.5 feet to 10.5 feet with 4.5 foot bike lanes in both directions (Figure 2).

Bicycle facilities are recommended for King Street in the City's Pedestrian and Bicycle Mobility Plan which involved an extensive public outreach process in the development of the Plan's recommendations. These bicycle lanes would provide a connection from the King Street Metrorail Station to the newly installed bicycle facilities on Janneys Lane. The bike lanes would require the removal of parking along King Street from West Cedar Street to West View Terrace.

Currently, there are approximately 37 parking spaces along the east curb of King Street with no parking on the west curb. The City conducted fourteen surveys of the parking utilization of these spaces over a month long period at different times of day and during different days of the week. The survey showed that, on average, there were less than three cars parked along this section of roadway at a time. Many of the houses from West Rosemont Avenue to Upland Place abut King Street but have a main entrance on North View Terrace. Parking utilization for this portion of the roadway was, on average, less than one vehicle per survey period. Vehicles parked along this roadway tend to be delivery or service vehicles and have out-of-state plates.

The public outreach for this project has included presenting the project to the Taylor Run Civic Association on June 12, 2013. Staff did not receive opposition to the project at this meeting. The project was also presented to the Alexandria Bicycle and Pedestrian Advisory Committee (BPAC) on August 19, 2013 and received full support from BPAC. Neighborhood flyers were also distributed describing the project in early September. A public meeting is also planned for September 18th to get community input on the project.



Figure 4a – overhead view showing location of the proposed bike lanes.



Figure 4b – Before and after photos of the King Street bike lanes.



Figure 4c - Cross Section: 5' Sidewalk, 4 1/2' bike lane, 10 1/2' Drive Lane

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
SEPTEMBER 23, 2013**

DOCKET ITEM: 5

ISSUE: Consideration of a request to remove the NO PARKING sign from the alley adjacent to 417 Earl Street.

APPLICANT: Mr. Bradley King

LOCATION: 417 Earl Street

STAFF RECOMMENDATION:

Staff recommends approval of the request to remove the NO PARKING sign from the alley.

DISCUSSION:

There is currently a NO PARKING sign located in the alley adjacent to 417 Earl Street. The alley is 8 feet wide and is used by refuse and recycling trucks. Mr. King of the Braddock Station Civic Association is requesting to remove this sign because the sign crowds the alley making conditions difficult for the refuse and recycling trucks to pass. The trucks, in attempt to avoid the sign, run over the garden at 417 Earl Street and come very close to the house at times, and could potentially cause damage to the house. There is a fence located on the opposite side of the alley from 417 Earl Street, so the sign cannot be moved away from the alley.

Staff recommends removing the NO PARKING sign to give the maximum amount of width for the trash and recycling trucks to maneuver through this alley, in order to prevent any possible to the house at 417 Earl Street.

Chris,

We're trying to get a no parking sign removed from our alley by 417 Earl St because it crowds the alley such that garbage trucks have trouble getting through without running over the 417 garden and coming very close to bashing the corner of the house in. Please let us know exactly what we need to do to accomplish this.

Thanks!

-Bradley King

Braddock Station Civic Association

202-222-8768

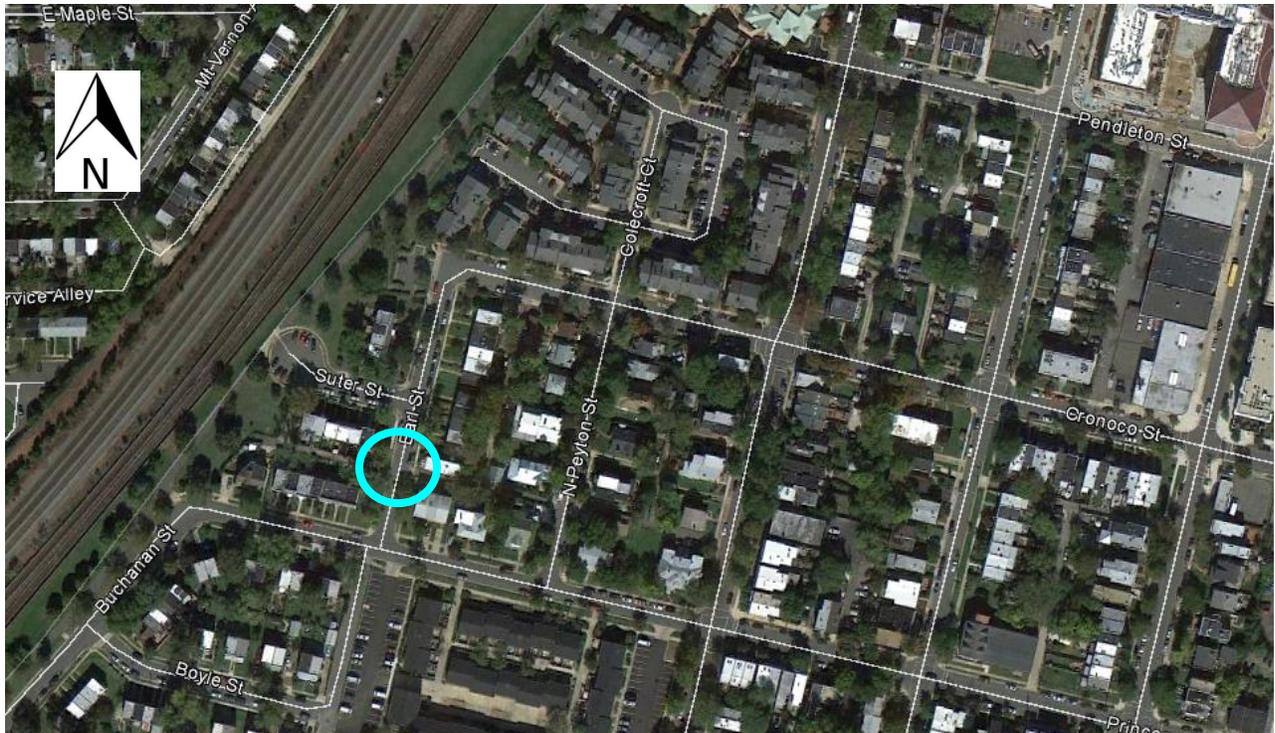


Figure 5a - Location of the alley adjacent 417 Earl Street



Figure 5b - No Parking sign the crowds the alley adjacent to 417 Earl Street

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
SEPTEMBER 23, 2013**

DOCKET ITEM: 6

ISSUE: Consideration of a request to lengthen the NO PARKING Zone Thursday 8 A.M. – 12 P.M. on Newton Street between East Luray Avenue and East Alexandria Avenue by 60 feet to the south.

APPLICANT: Ms. Mary E. Daly

LOCATION: Newton Street between E. Luray Avenue and E. Alexandria Avenue.

STAFF RECOMMENDATION:

Staff recommends lengthening the NO PARKING Zone on Newton Street by 60 feet to the south.

DISCUSSION:

Newton Street is located between East Luray Avenue and East Alexandria Avenue just to the East of Commonwealth Avenue. There is one driveway entrance and two alley entrances on along Newton. Parking is prohibited on the east side of the street and there is a NO PARKING 8.AM. – 12 P.M. on Thursdays restriction on a portion of the west side of the street for refuse and recycling trucks. The restriction ends just to the north and south of the alley entrances on Newton, and can be seen in Figure 5b.

Ms. Daly requests that the restriction extends further south from where it currently exists up to E. Luray Avenue. The requested extension can be seen in Figure 5b as well. Ms. Daly states that should a car be parked just to the south of where the current restriction ends, and a trash truck is exiting the alley onto Newton making a left turn, it is forced to cut over the residents property in order to successfully make the turn without hitting the car. This situation is visually represented in Figure 5c. The requestor states that if the City extends the No Parking restriction further south from where it currently ends up to E. Luray, the trucks would be able to successfully complete this turn without damaging the residents property.

Staff recommends approval of the request to lengthen the NO PARKING Zone 8 A.M.-12 P.M. Thursdays to E. Luray Avenue. There is not a great parking demand along Newton, and in Staff's opinion, extending the No Parking Zone which lasts four hours of the week will not cause any problems to local residents.

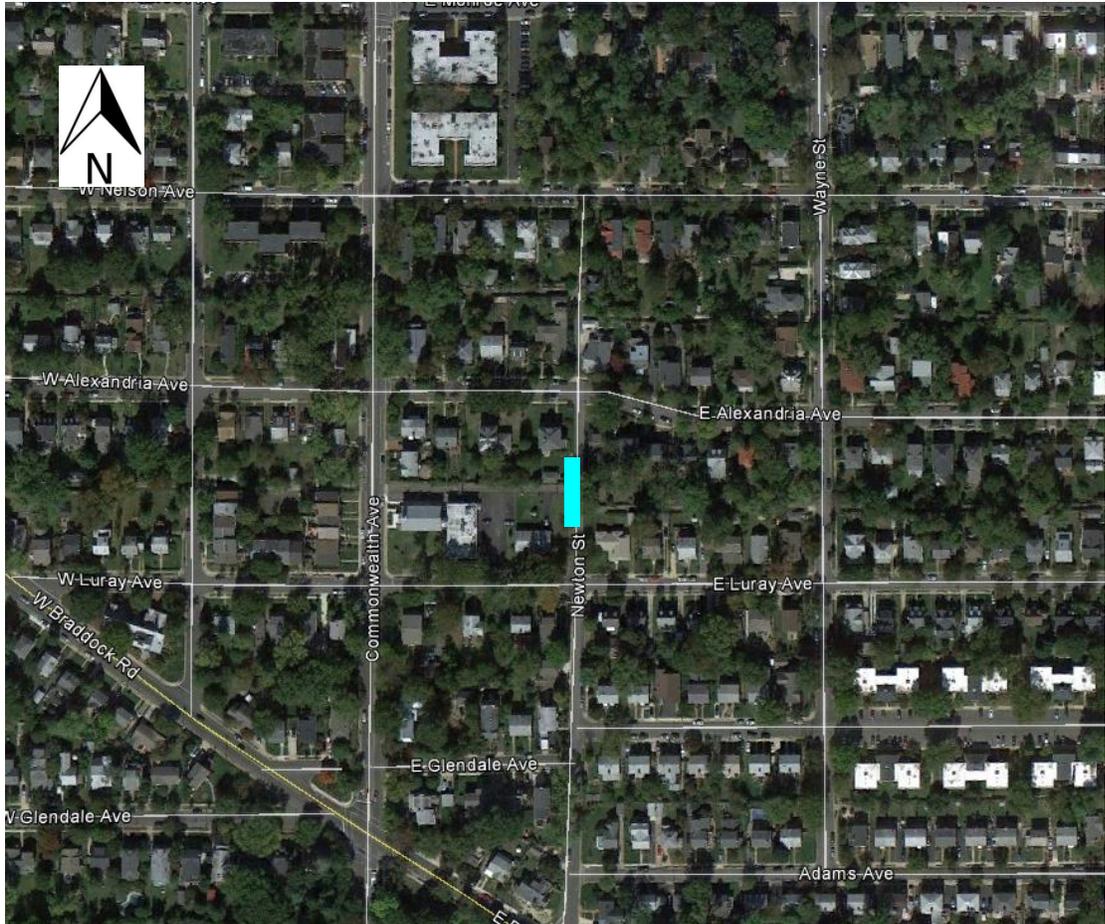


Figure 6a - Location of the current No Parking Zone on Newton Street



Figure 6b - Current No Parking Zone and requested extension of the No Parking Zone



Figure 6c - Travel path for trash and recycling trucks exiting the alley onto Newton. Figure shows when a car parks too close to the south of the current No Parking Zone, it forces the trucks into a tighter turn thus running over the residents property.



Figure 6d - Shows the view from a service vehicle exiting the alley onto Newton Street

Here is the formal request:

Currently, there is a "no parking Thursday morning" zone along a very short stretch of Newton. If this zone could be made just a few yards longer, the trash trucks could make their turn without damaging property. This is an inexpensive fix to a long festering problem. Please extend the no parking zone to the corner of Newton and E. Luray at the next meeting of the Traffic and Parking Board. Please let me know when it is and whether I should appear.

Considerations:

- Every week, year in and year out, trash and recycling drivers tend to run over property as they cross Newton from the alley that runs between E Luray and E. Alexandria. Sometimes they run over my yard, sometimes the yards of my neighbors. The damage is great and repeated.
- When I spoke to the driver and to the supervisor, they said that if the "no parking Thursday morning" zone were made just a little bit longer on Newton, they could take a left out of the alley, toward E. Luray without running over property.
- Please extend the "no parking Thursday morning zone" on Newton. It needs to run from the corner of Newton and E. Luray to the alley. (Currently, it starts at the alley and runs only half way to the corner.)
- For the price of moving one sign, you can significantly ease pressure on your drivers, save money, and protect property.
- This is an easy fix for the neighborhood -- it only extends the no parking zone for a few yards, for a few hours, one day a week, but solves a major problem. (FYI: Only one car ever parks there anyway -- a jalopy the owner simply leaves there, in violation of city parking ordinances.)

Many thanks,
Mary E. Daly
101 E. Alexandria Ave.
Alexandria, VA 22301
703-548-1121

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
SEPTEMBER 23, 2013**

DOCKET ITEM: 7

ISSUE: Consideration of a request to install “NO PARKING BETWEEN SIGNS” signs on both sides of the main entrance into the parking garage located at 225 South Union Street.

APPLICANT: Linda Whitmore, Cummings Investment Associates, Inc.

LOCATION: 225 South Union Street

STAFF RECOMMENDATION:

Staff recommends approval of the request to install “NO PARKING BETWEEN SIGNS” signs five feet away from both sides of the main entrance into this parking garage.

DISCUSSION:

Cummings Investment Associates, Inc., owns the Solo Parking garage located at 225 South Union Street at the corner of Duke Street and Union Street in Old Town Alexandria. This is a non-metered block for parking, so they are attractive spaces for vehicles to park. Over the years non metered spaces in this area have become fewer, making this block even more favorable to park on. There are no parking restriction signs on either side of the Solo Garage, and vehicles will often park over the curb-cut.

Ms. Linda Whitmore, representing Cummings Investment Associates, Inc., has stated that when vehicles park over the curb-cut extending into their driveway entrance it does not allow adequate clearance for vehicles to enter and exit the garage safely and has caused a number of minor vehicles scrapes. Should the parking attendant on duty observe a car parking over the curb-cut, Ms. Whitmore states that they will inform the drivers of the City Code and to either pull further forward or vacate the spot. Some drivers are courteous and move their vehicle, while others ignore the request and state that there are no signs preventing them from parking where they park.

Ms. Whitmore is requesting two “NO PARKING BETWEEN SIGNS” on both sides of the driveway entrance to prevent vehicles from blocking it. There is a high demand for parking in this area of Old Town Alexandria, so City Staff is recommending installing the “NO PARKING BETWEEN SIGNS” signs five feet from the beginning of the curve in the curb-cut. City Staff is assuming some vehicles will park past where the no parking restriction is, but hoping the five additional feet before the curb-cut will still allow for a safe entrance and exit into the parking garage.

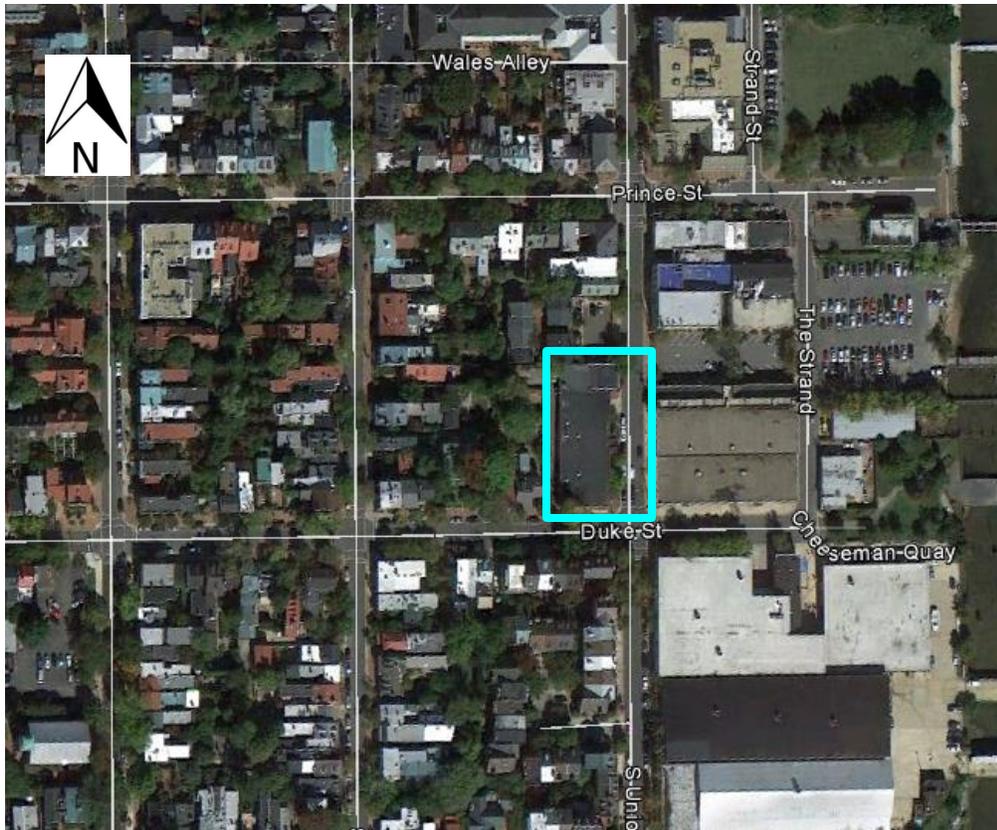


Figure 7a - shows the location of the garage on S. Union Street



Figure 7b - shows a vehicle parked over the curb-cut.

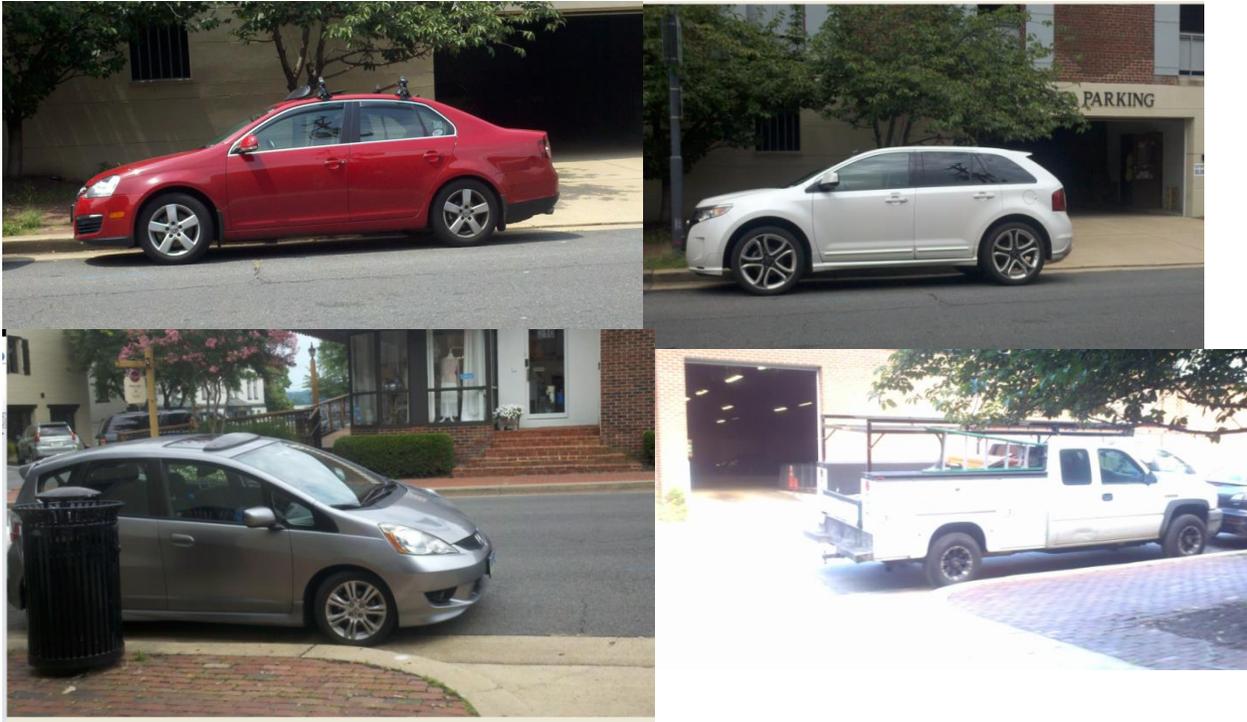


Figure 7c - shows more vehicles parked over the curb-cut.

Traffic and Parking Board
 Transportation Division
 City of Alexandria
 City Hall
 Alexandria, VA 22314

Re: Parking Restriction Request
 225 South Union Street
 Solo Parking Garage

Dear Members of the Traffic and Parking Board:

Cummings Investment Associates, Inc., is the owner of a parking garage located at the N.W. corner of Duke and Union Streets, which is managed by Solo Parking, Inc., and known as 225 South Union Street. This letter is to request the installation of certain "no parking" signs at the main entrance to the garage.

The property has been operated as a parking garage since 1990. Over the years, as non-metered adjacent street parking spaces have become fewer, vehicles repeatedly, when parking on the street and particularly during peak traffic periods, park at the edge of the apron curb entrance to the garage or encroach upon the apron. This does not allow adequate clearance for vehicles to enter and exit the garage safely. As a result, there have been numerous minor vehicle bumps and scrapes.

It should, also, be noted that the parking attendants often inform such drivers that their vehicles are parked too close to the garage entrance and request that the vehicles be moved. Some drivers understand, are courteous, and move their vehicles. However, others, who point out the fact that there are no signs informing them not to park there and no yellow curb markings, ignore their request and park anyway.

It is, therefore, suggested that the City install no parking signs, as have been installed at neighboring Captain's Landing, to resolve this issue.

Cummings Investment Associates would appreciate the City's review of the above and subsequent appropriate action to place a "No Parking Between Signs" restriction on each side of the parking garage entrance that will provide adequate clearance to customers entering and exiting the parking garage.

Thank you for your consideration.

Sincerely,

CUMMINGS INVESTMENT ASSOCIATES, INC.

Linda Whitmore

Ms. Linda Whitmore
 Secretary and Treasurer

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
SEPTEMBER 23, 2013**

DOCKET ITEM: 8

ISSUE: Consideration of a request to remove the POLICE PARKING ONLY signs along the east side of the 700 block of S. Columbus Street.

APPLICANT: Nathan Macek

LOCATION: 700 block of South Columbus Street

STAFF RECOMMENDATION:

Staff recommends approving the request to remove the POLICE PARKING ONLY signs.

DISCUSSION:

There are currently two POLICE PARKING ONLY parking spaces along the east side of the 700 block of South Columbus Street. The Alexandria Police Department no longer has a need for these spaces. The spaces were once used when the Police Department operated a satellite office near the 7-Eleven on Columbus Street.

Mr. Nathan Macek requested to remove these POLICE PARKING ONLY spaces, as they were not being used. City Staff spoke with the Alexandria Police Department and concluded that these spaces are no longer needed to be reserved for APD vehicles.

Staff recommends to remove the POLICE PARKING ONLY signs and make these spaces consistent with the current parking restrictions along the east side of the 700 block of South Columbus Street.

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
SEPTEMBER 23, 2013**

DOCKET ITEM: 9

ISSUE: Consideration of a request to remove one parking space at North Chambliss Street and Larstan Drive to provide bicycle access to and from the park.

APPLICANT: City of Alexandria, Transportation and Environmental Services

LOCATION: Unit block of North Chambliss Street

STAFF RECOMMENDATION:

Staff recommends approval of the request to remove one parking space at North Chambliss Street and Larstan Drive to provide bicycle access to and from the park

DISCUSSION:

In conjunction with the completion of the Chambliss Crossing, the bridge connecting North Chambliss Street north and south of Holmes Run, bike lanes will be installed along North Chambliss Street.

Currently, as illustrated in Figure 9a, bicyclists and pedestrians entering and exiting Chambliss Park do not have separated facilities. There are four existing parking spaces at the North Chambliss Street Park Entrance, and parking is permitted along North Chambliss Street and Larstan Drive, providing ample locations for park users to leave their vehicles (Figure 9b). Presently, cyclists can either ride on the narrow sidewalk with pedestrians or ride in the street and weave between parked cars to enter and exit the Park. With the installation of bike lanes on North Chambliss Street, Staff is proposing to separate the pedestrian and bicycle facilities to provide a safer environment for all street users. Because the park entrance is at the bottom of a hill and cyclists can pick up speed going down this hill, a separated on-street facility for cyclists provides the safest alternative. See Figure 9c for a detailed proposal.



Figure 9a – shows the proposed parking space to be removed



Figure 9b – shows available parking for park users

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
SEPTEMBER 23, 2013**

DOCKET ITEM: 10

ISSUE: Consideration of a request to install pedestrian-actuated devices (Rapid-Flash Beacons).

APPLICANT: City of Alexandria, Transportation and Environmental Services

LOCATION: Three locations: (1) West Glebe Road at Florence Drive (2) King Street at Upland Place (3) Duke Street at South Fayette Street

STAFF RECOMMENDATION: Staff recommends approval of the request to install pedestrian-actuated traffic signals (Rapid-Flash Beacons) at three locations.

DISCUSSION: Pedestrians are having difficulty crossing streets at several uncontrolled, midblock locations where motorists are not stopping or yielding for pedestrians in the crosswalks.

To address the problem, the City proposes to install a new pedestrian-actuated beacon to improve motorist compliance. The device, a Rectangular Rapid Flashing LED Crosswalk Beacon (Enhancer), was granted interim approval by the Federal Highway Administration in July 2008 for use at midblock crossings not controlled by traffic signals or stop signs.

This new device may provide the City with a lower-cost solution to a problem with many marked crosswalks that do not meet MUTCD warrants for the installation of traffic signals, which is that many motorists do not stop or yield to pedestrians crossing in the crosswalk. Studies have shown that where these beacons have been installed, independent evaluations have recorded that after 1 year over 88% of the motorists stop or yield to the crossing pedestrian with zero rear-end conflicts. The beacons were first approved in Alexandria in 2009 and have had a positive impact at these crossings.

The three locations proposed for installations have repeatedly been requested by the community for safety improvements. Unlike many other locations where residents have requested safety improvements, these locations rank highly when considering factors such as distance from pedestrian generators such as schools, parks and transit stop, recommendations from the 2008 Pedestrian and Bicycle Mobility Plan, crashes and vehicle volumes.

The locations currently proposed for installation of rapid flash beacons are:

1. **814 West Glebe Road (at Florence Drive):** A well-used transit stop is located across the street from a large apartment complex at this location. The three-lane roadway is heavily traffic, and vehicles typically drive well over the 25MPH speed limit. Additionally, there is a bend in the roadway, so it is difficult for pedestrians to see if there is a vehicle approaching from the east. Vehicles rarely, if ever, stop for pedestrians trying to cross the roadway to access the transit stop or the apartment

- complex. Along West Glebe Road, there are currently no crosswalks between Valley Drive and Old Dominion Boulevard – a distance of 2,000 feet. This crossing is directly in the middle of these roadways, and a crosswalk with ADA curb ramps would be installed in conjunction with the rapid flashing beacon.
2. **King Street at Upland Place:** This crossing is currently marked with two standard crosswalks that would be replaced with one high-visibility crosswalk in conjunction with the Rapid Flashing Beacon. The crossing is used most heavily by pedestrians in the morning and afternoon by parents walking their children to and from Maury Elementary. Volumes are X and speeds are X on this roadway.
 3. **Duke Street at South Fayette Street:** This crossing is on Duke Street approaching Henry Street to the east. Because of the heavy volume of right turns at this location, drivers often pay more attention to the upcoming signal than pedestrians trying to cross at this uncontrolled intersection. Duke Street has heavy vehicle volumes and it is often difficult to find a gap in traffic for a safe crossing. Citizens have requested improvements to this location for a number of years.

Before and after data will be collected at these locations to monitor the impact of the Rapid-Flash Beacons.



Figure 10a - West Glebe Road at Florence Drive



Figure 10b - King Street at Upland Place



Figure 10c - Duke Street at South Fayette Street

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
SEPTEMBER 23, 2013**

DOCKET ITEM: 11

ISSUE: Consideration of a request to expand the “NO PARKING BETWEEN SIGNS” restrictions one additional space further from the driveways at the main entrance of Landmark Mews on Stultz Road, and to remove one parking space to the south of Stevenson Square along Stultz Road.

APPLICANT: Ms. Maria Santos Halvorson

LOCATION: Landmark Mews, Stultz Road and Chaucer Lane

STAFF RECOMMENDATION:

Staff recommends moving the “NO PARKING BETWEEN SIGNS” sign to the south of the Landmark Mews driveways one additional space further from the driveway exit, while leaving the “NO PARKING BETWEEN SIGNS” sign to the north of the Landmark Mews driveway entrance in its current location. Staff also recommends removing one parking space to the south of Stevenson Square along the east side of Stultz Road.

DISCUSSION:

Landmark Mews is located at Stultz Road and Chaucer Lane off of Stevenson Avenue. There are two one-way driveways at Landmark Mews, one for entering and one for exiting the complex. Currently, parking is restricted 10 feet to the north of the entrance, and 25 feet to the south of the exit, and is shown in Figure 10b. Stevenson Square is located just to the east of Landmark Mews, and there are no current parking restrictions to the south of Stevenson Square.

Ms. Maria Santos Halvorson states that there is limited visibility while exiting the Landmark Mews complex, as well as limited visibility of pedestrians crossing Chaucer Lane and Stevenson Square for vehicles traveling on Stultz. She is requesting to move the “NO PARKING BETWEEN SIGNS” restriction an additional one to two spaces further from each driveway at Landmark Mews, and to remove one parking space to the south of Stevenson Square on the east side of Stultz.

Staff investigated the request and observed that when there is a continuous line of vehicles parked along Stultz Road, visibility can be limited for drivers exiting both Landmark Mews and Stevenson Square while looking south at vehicles traveling northbound on Stultz. These recommendations can be seen in figure 10d. Staff does not believe there is a visibility issue from either Landmark Mews or Stevenson Square for drivers looking to the north at vehicles traveling southbound on Stultz. Stultz is a very straight and level road, and when there are vehicles parked in a continuous line during high demand hours. visibility can be limited. Staff recommends removing one parking space to the south of the Landmark Mews driveway exit and one parking space to the south of Stevenson Square.

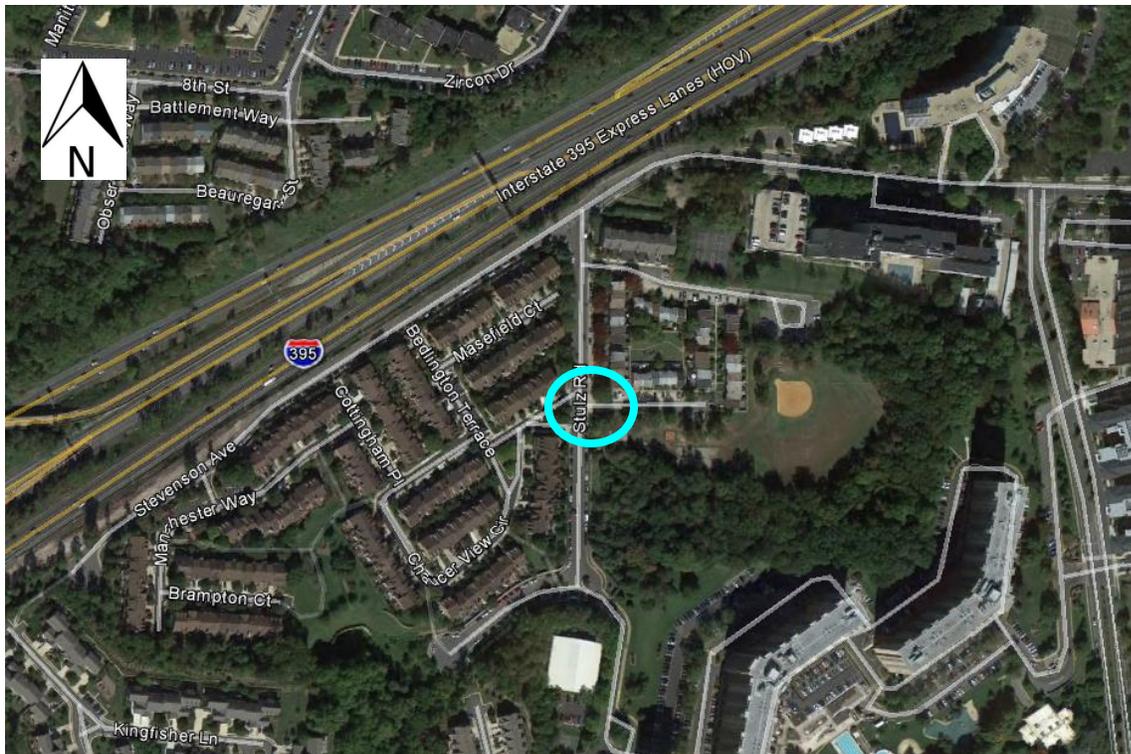


Figure 11a shows the location of the Landmark Mews driveway and Stevenson Square along Stultz Road.

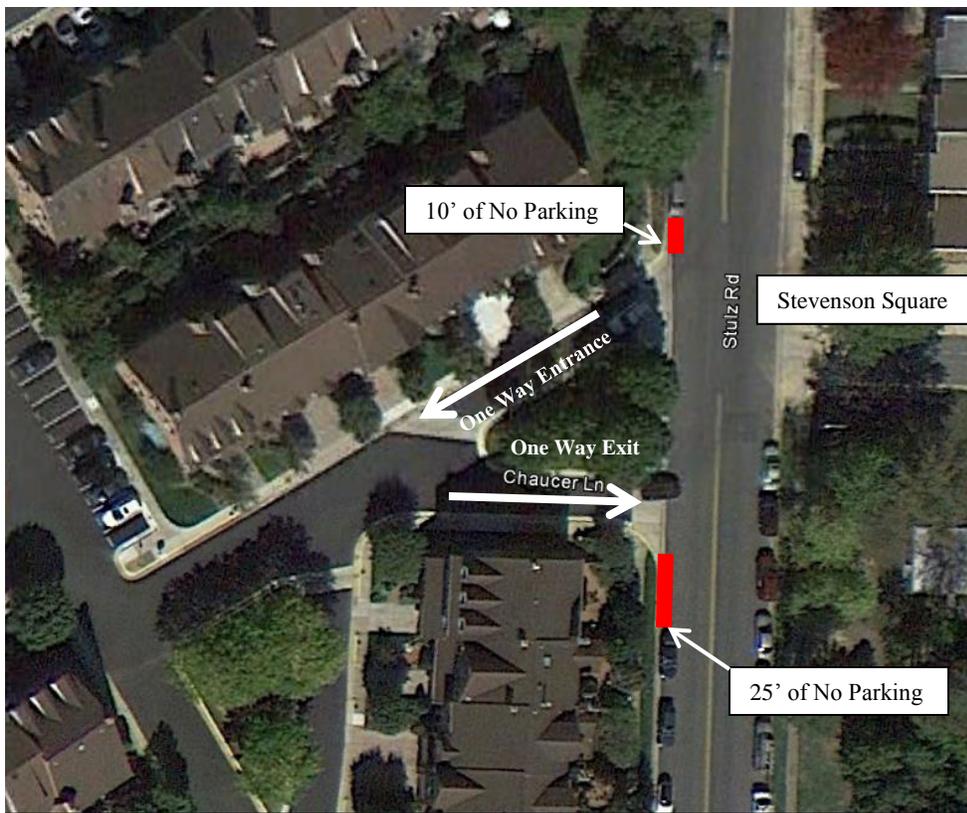


Figure 11b – Current parking conditions along Shultz at Landmark Mews driveways and Stevenson Square.



Figure 11c shows the view of vehicles looking south exiting the Landmark Mews driveway

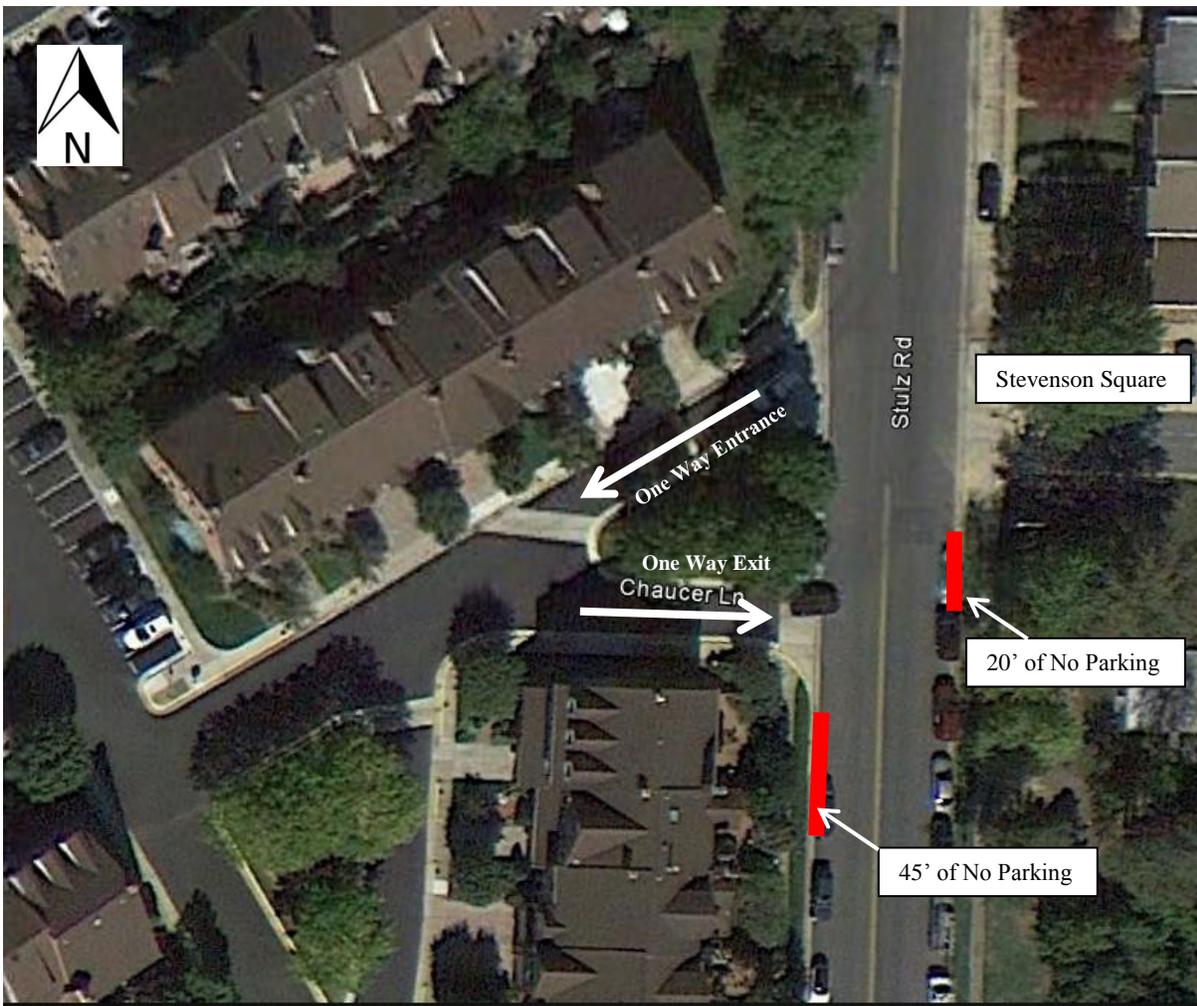


Figure 11d – Recommended change in parking along Stulz by City Staff.

Chris,

Any chance we can have the "No Parking Signs" moved back 1-2 cars from the driveways at the main entrance of Landmark Mews at Stulz Road? Their current placement poses line of sight problems for both vehicles and pedestrians. Thanks for your consideration. I look forward to receiving an update in September.

*Regards,
Maria*

Maria Santos Halvorson
6279 Chaucer View Circle
Alexandria, VA 22304
p: 703.461.7027
m: 703.928.3406
e: mariamsantos@yahoo.com

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
SEPTEMBER 23, 2013**

DOCKET ITEM: 12

ISSUE: Consideration of a request to make consistent all of the parking restrictions along Wheeler Avenue.

APPLICANT: City of Alexandria, Transportation and Environmental Services

LOCATION: Wheeler Avenue

STAFF RECOMMENDATION: Staff recommends changing the all of the restrictions to NO PARKING 9 PM – 6 AM.

DISCUSSION:

Currently there are three different parking restrictions along the 3000 block of Wheeler Avenue. There is a “NO PARKING 9PM-6AM” restriction on the south side of Wheeler Avenue from 3900 to 3680 Wheeler Avenue. There is a “NO PARKING 6PM-7AM” restriction on the north side of Wheeler from S. Early Street to 3680 Wheeler Avenue, and there is a “NO PARKING 8PM-6AM, Monday through Friday” restriction on the south side of Wheeler in front of 3660 Wheeler Avenue. The locations of each of these parking restrictions can be seen in Figure 11a.



Figure 12a shows the current parking restrictions along Wheeler Avenue.

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
SEPTEMBER 23, 2013**

DOCKET ITEM: 13

ISSUE: Painting Curbs

APPLICANT: City of Alexandria, Transportation and Environmental Services

LOCATION: Citywide

STAFF RECOMMENDATION: Maintain the current practice of not painting curbs to delineate no parking zones.

DISCUSSION: The Traffic and Parking Board requested staff to investigate the possibility of painting curbs to delineate NO PARKING zones at the July Traffic and Parking Board meeting. The city code has no provisions for restricting parking at painted curbs and would need to be revised should the City decide to use painted curbs to delineate NO PARKING areas.

Staff consulted with the Planning and Zoning Department and the Police Department on this issue. The Planning and Zoning Department is opposed to painting curbs for aesthetic reasons. This is especially true in the historic neighborhoods but important in the non-historic areas of the City as well.

The Police Department indicated that painted curbs would help with enforcement but that signs would still be needed in many areas because regulations vary by time of day.

The Department of Transportation and Environmental Services is concerned that the use of painted curbs will proliferate to the point at which they will be unmaintainable. Of equal concern is removing the paint if the parking restrictions change at a later date.

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
SEPTEMBER 23, 2013**

DOCKET ITEM: 14

ISSUE: Request to remove two tour bus spaces and install two Trolley lay-over spaces on the north side of 300 King Street.

APPLICANT: Transportation and Environmental Services Department

LOCATION: 300 King Street

STAFF RECOMMENDATION: Remove two tour bus spaces and install two Trolley layover spaces on the north side of 300 King Street.

DISCUSSION: There are currently two trolley layover spaces on the unit block of King Street. This location is the start of the westbound trolley route. The trolleys use these spaces to layover to synch up with the fixed trolley schedule. A number of activities in the near future will prevent the trolleys from using the spaces in the unit block of King Street as a layover. Currently, the entire north side of the 300 block of King Street, in front of City Hall, is posted for tour bus loading only. Based on historical trends, reserving two spaces for the trolley layover will not overly impact the tour bus loading area.

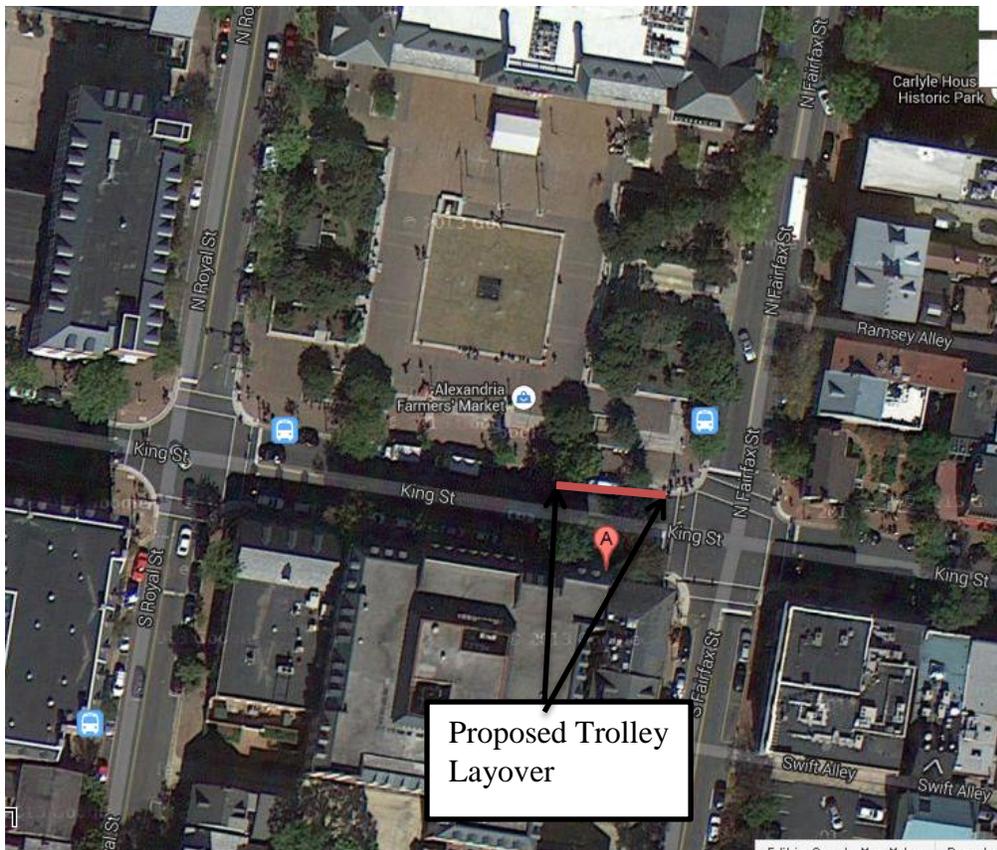


Figure 14a – shows the location of the proposed Trolley Layover