

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
MARCH 28, 2011**

DOCKET ITEM: 4

ISSUE: Consideration of a request to approve parking changes resulting from implementation of Safe Routes to School safety improvements at Charles Barrett School on Valley Drive and Martha Custis Drive.

APPLICANT: City Of Alexandria

LOCATION: Valley Drive and Martha Custis Drive between Tennessee Avenue and Holmes Lane

STAFF RECOMMENDATION: That the Board approve parking changes resulting from implementation of Safe Routes to School safety improvements at Charles Barrett Elementary School on Valley Drive and Martha Custis Drive.

DISCUSSION: In response to numerous citizen requests to improve pedestrian safety on Martha Custis Drive and Valley Drive in front of Charles Barrett School, the City has launched a comprehensive Safe Routes to School safety project in this location. The project is funded through a federal Safe Routes to School grant.

The project contains two phases. The first phase was the development of a preferred design for physical safety improvements. Two community meetings and a public hearing at the Traffic and Parking Board February 2011 meeting were held for Phase I. The final concept involves maintaining two-way traffic on Valley Drive, retaining the all-way stop at Valley Drive/Martha Custis Drive, crosswalk installation, reduction of crossing distance and geometric reconfiguration, sight distance improvements, installation of sidewalk adjacent to the school, and bicycle “sharrow” pavement markings. As a result of the safety improvements, five parking spaces will be removed and the proposed geometric reconfiguration at Valley Drive in front of the school will result in a minimal shift in location of the existing all-way stop signs at this intersection. Phase I is shown in Figure 1, and design detail of the intersections directly in front of the school are shown in Figure 2.

Phase II of the project involves parking changes to improve safety by separating school buses from parent drop-off, moving a DASH bus stop one block so it is not adjacent to the main crosswalk at the school entrance, and designating a parent drop-off zone. The changes result in the addition of three parking spaces, and also add 21 parking spaces during school days from 9:00AM to 2:00PM where it was previously restricted. While input on parking was sought during the previous two community meetings and at the public hearing, an additional community meeting was held on March 15, 2011 to specifically garner input on Phase II. Existing parking restrictions are shown in Figure 3 and proposed parking changes are shown in Figure 4. As a result of the school safety improvements both for Phase I and Phase II, there will be a net loss of two parking spaces.

Figure 1: Phase I Safety Improvements

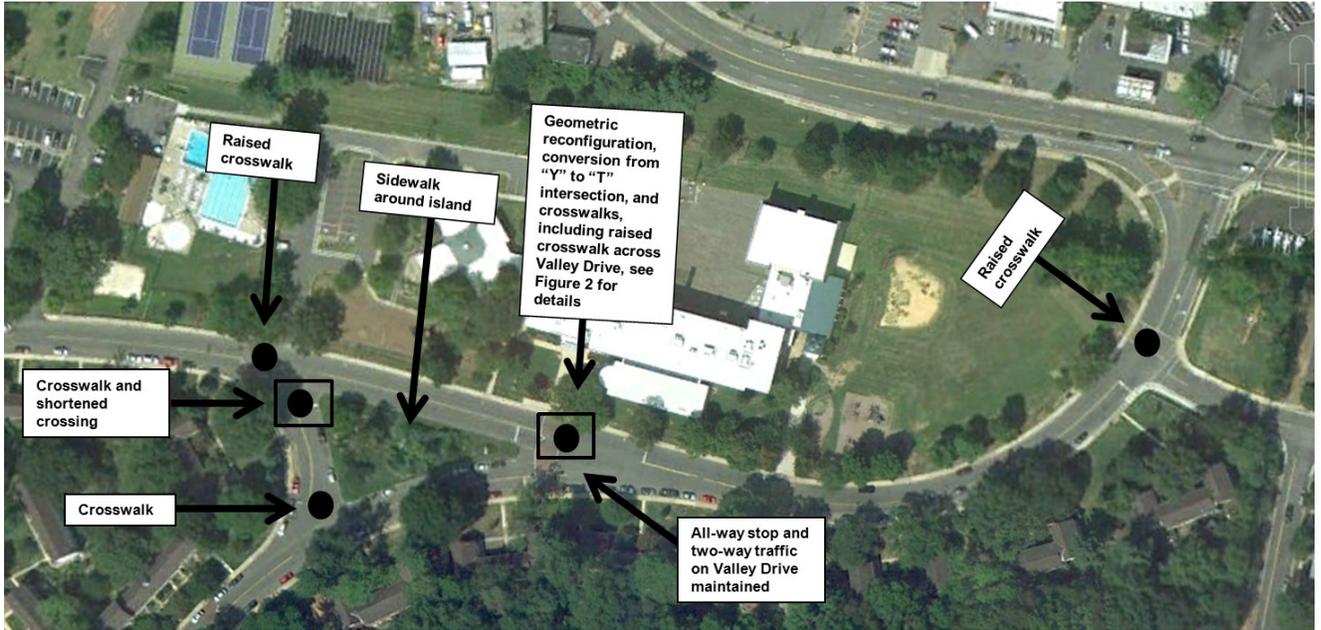


Figure 2: Phase I Safety Improvements - Details

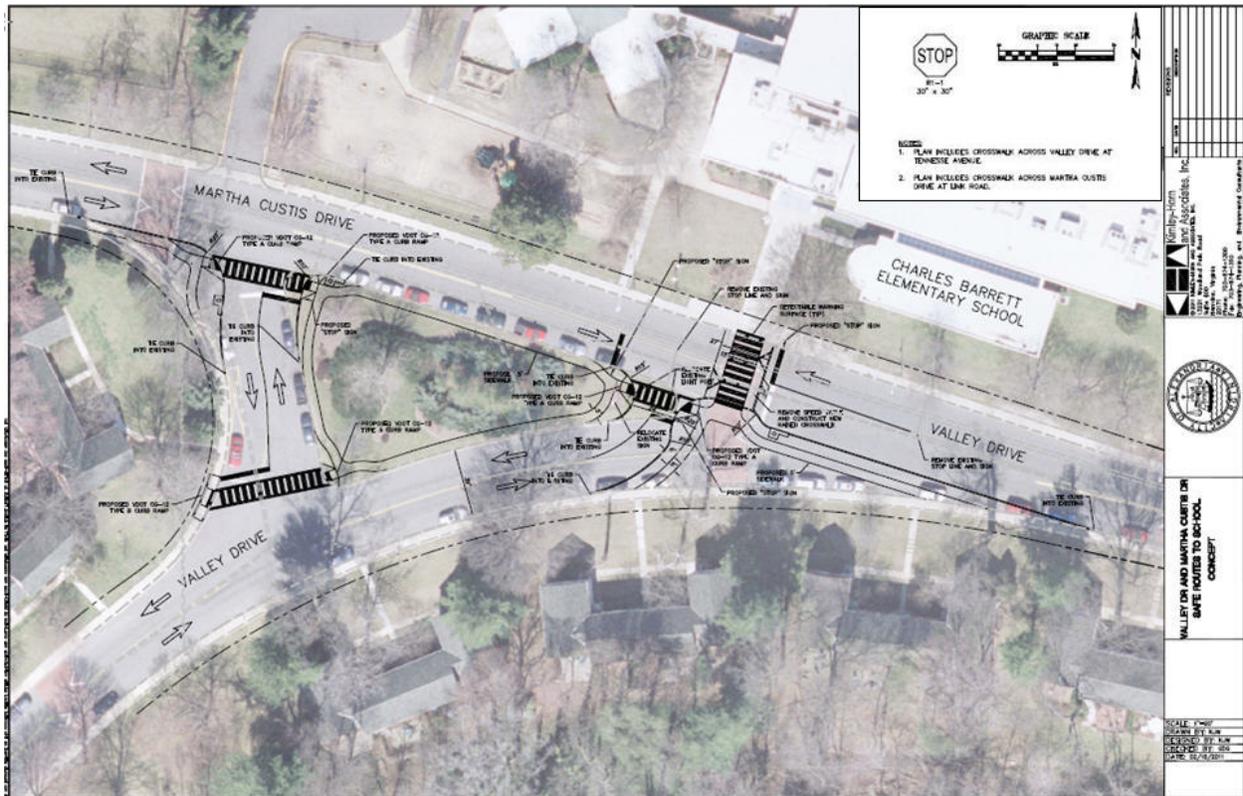


Figure 3: Existing Parking Restrictions

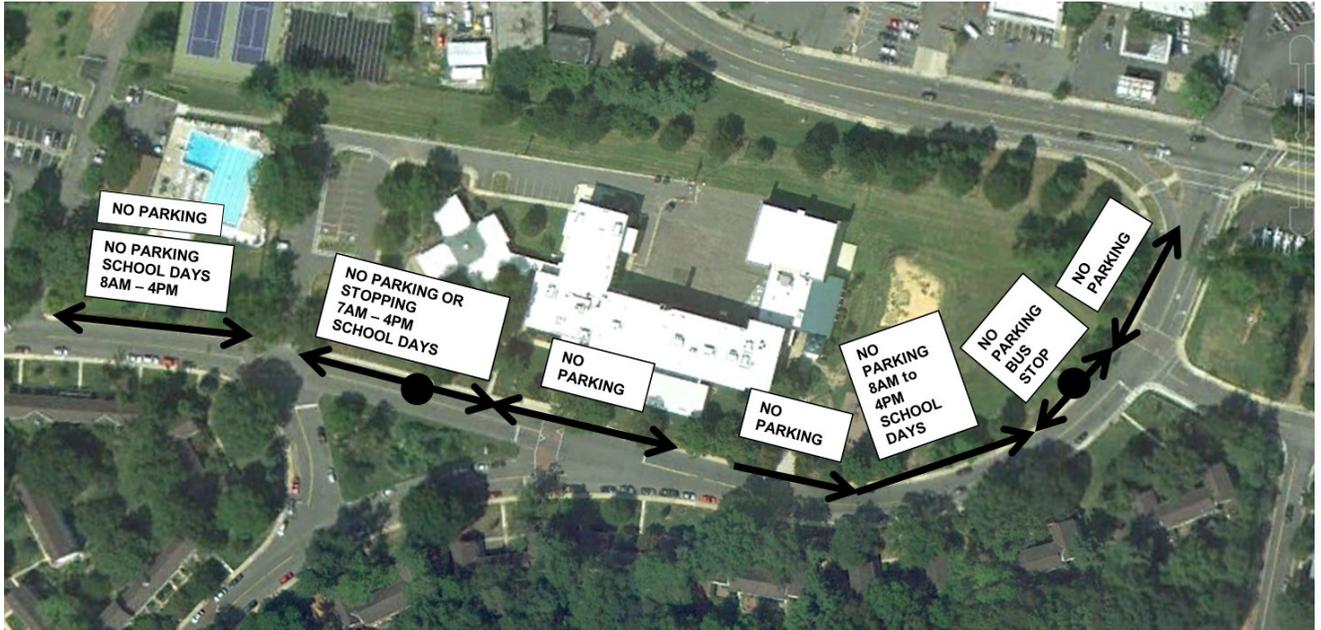
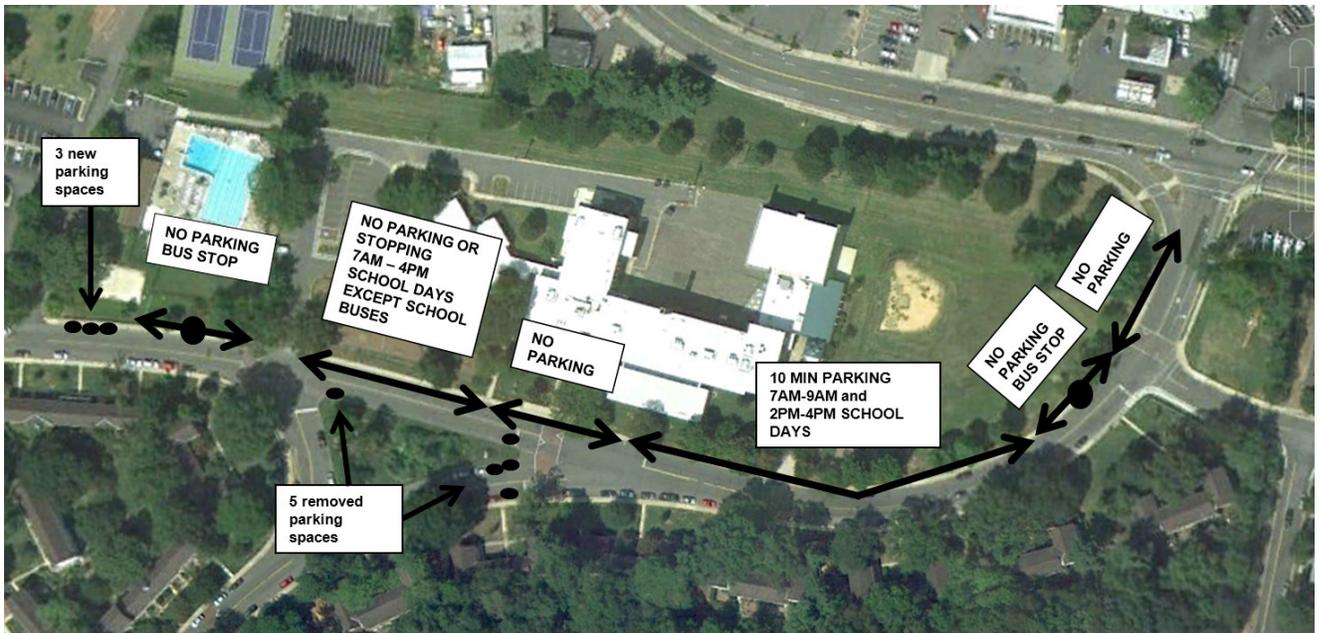


Figure 4: Phase II Parking Changes



**TRAFFIC AND PARKING BOARD PUBLIC HEARING
MARCH 28, 2011**

DOCKET ITEM: 5

ISSUE: Consideration of a BRAC-133 Neighborhood Parking Plan including a Daytime Parking District and waiver of requirements regarding commuter occupancy.

APPLICANT: City of Alexandria

LOCATION: BRAC-133 Impacted Neighborhoods

STAFF RECOMMENDATION: Staff recommends approval of the proposed BRAC-133 Neighborhood Parking Plan.

DISCUSSION: The BRAC-133 move to the Mark Center site in the West End of Alexandria is expected to generate a demand for commuter parking in the residential neighborhoods surrounding the site. Staff has been working with the community to establish a program that would allow proactive installation of parking restrictions to discourage commuter parking in the BRAC-133 impacted neighborhoods. The BRAC-133 move to the Mark Center will draw 6,400 additional employees to the Mark Center site with the provision of only 3,700 onsite parking spaces. More information on the BRAC-133 site can be found on the City website at <http://alexandriava.gov/BRAC>.

The occupancy of the BRAC-133 site and the limited parking availability located within the site will encourage BRAC commuters to seek overflow parking in the surrounding residential neighborhoods. Availability of unrestricted overflow parking encourages commuters to use single occupancy vehicles, which in turn puts additional volume on local roadways, affects air quality, and increases the difficulty for residents to find parking near their homes.

To best accommodate residents, staff proposes the creation of a Daytime Parking District. Similar to the existing Overnight Parking District, the Daytime Parking District would require that all vehicles parked on the public right-of-way display a valid City Decal, which shows proof of the vehicle's registration in the City. Vehicles without a valid City Decal would be required to display a permit, which would be acquired via a resident within the District. Staff also recommends the issuance of a single transferable permit to be issued to each residence that can be used for visitors. The parking restrictions, where activated, would be in effect Monday through Friday between 8:00am and 5:00pm. Once the District is established, residents may activate the parking restrictions by block face through submission of a petition showing majority support of the restrictions.

In the case of the BRAC-impacted neighborhoods (defined as shown on the attached map), once the District is established and a valid petition for activation of restrictions is submitted by the residents, no minimum percentage of commuter parking occupancy would be required for activation of the restrictions. This would allow residents to restrict commuter parking before the Mark Center site is occupied and heavy commuter parking demand occurs.

Establishment of the Daytime Parking District would allow residents to activate parking restrictions before or after occurrence of a commuter parking program. Residents would not be required to activate the District. Additional information on the BRAC Neighborhood Parking Plan can be found on the City website at <http://alexandriava.gov/tes/info/default.aspx?id=42458>.



RECOMMENDED DAYTIME PARKING DISTRICT FOR BRAC IMPACTED NEIGHBORHOODS

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
MARCH 28, 2011**

DOCKET ITEM: 6

ISSUE: Consideration of a request to swap the existing loading zone in front of 106 North Pitt Street with the parking spaces located between the loading zone and King Street.

APPLICANT: City Of Alexandria

LOCATION: 106 North Pitt Street

STAFF RECOMMENDATION: That the Board approve the request.

DISCUSSION: The reason for this request is to appropriately locate the new multispace parking meters and to gain additional parking in this area of high parking demand. The parking on the west side of the 100 block of North Pitt Street is clustered into three sections with two to three parking spaces per clusters. The parking clusters are separated by the loading zone in question on the south end of the block and a garage entrance and driveway entrance on the north end of the block. These clusters of parking are too small and widely separated for placement of a multispace meter to appropriately serve the parking spaces. The goal of swapping the parking and loading zone is to create a cluster of seven parking spaces, which is a more reasonable number of spaces for a multispace meter. By locating the loading zone at the end of the parking area, more linear footage can also be dedicated to parking area.

The present loading zone was installed for the office building at 106 North Pitt Street. The proposed location for the loading zone will have one end of the loading zone adjacent to the door of the office building.

