

# TRAFFIC & PARKING BOARD PUBLIC HEARING

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February 28, 2022



# Agenda: February 28, 2022

1. Announcement of deferrals and withdrawals
2. Virtual Meeting Resolution
3. Approval of November 15, 2021 Meeting Minutes
4. Staff Written updates
5. Public Hearing Follow-up
6. Public Discussion Period

## **Consent Items:**

7. City Code Amendment to increase fines for heavy vehicles in commercial areas
8. Residential Pay-by-Phone on 300 Block of S. Pitt

## **Public Hearing Items:**

9. City Code Amendment to allow speed limits below 25 mph
10. Temporary Closure of the Unit Block of King and The Strand
11. Revised No Parking in Fayette Alley and loading zones on Lee and Union Streets
12. Addition of 5 parking spaces on 500 block of Mount Vernon Avenue

## **Information Items:**

13. Pandemic Loading Zones update

# Virtual Meeting Resolution

# Approval of the Minutes

# Written Updates

# Public Discussion Period

This period is restricted to items not listed on the docket

# City Code amendment to increase fines for heavy vehicles parked in commercial business areas with multiple open citations

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Agenda Item 7

Presenter: Mr. Block



# Revised Staff Recommendation

That the Traffic and Parking Board recommend the City Council amend the City Code regarding violations of section 10-4-46, with penalties of:

- \$40 for the first violation,
- \$100 for the second violation,
- \$250 for the third and any subsequent violation, and
- Booting or towing for the fourth and any subsequent violation

And adopt any additional changes to the Code to enable enforcement of these penalties.



# Background

- Heavy Vehicle Ordinance:
  - Applies vehicles either 30 feet or longer, or in excess of 12,000 pounds
  - Prohibits parking in Commercial and business areas for more than two hours unless actively loading and unloading
- Enforced via parking citation
  - Standard fine of \$40, same as most other parking infractions
  - Enforcement began in May 2021
  - Police have issued 626 citations for violations of this ordinance
  - Nearby residents still report issues with violations

# Previous Staff Recommendation

- Staff propose escalating fines:
  - \$40 for the first violation
  - \$100 for the second violation if there is an outstanding or otherwise unsettled citation
  - \$250 for the third and any subsequent violation if there are two outstanding or otherwise unsettled citations
- Escalating fines for “outstanding or otherwise unsettled citations” allows for rapid enforcement
  - PEOs can see open, unpaid citations via their handheld devices
- APD has legal authority to boot and tow vehicles

# Staff Recommendation & Next Steps

## Revised Staff Recommendation:

- That the Traffic and Parking Board recommend the City Council amend the City Code regarding violations of section 10-4-46, with penalties of:
  - \$40 for the first violation,
  - \$100 for the second violation,
  - \$250 for the third and any subsequent violation, and
  - Booting or towing for the fourth and any subsequent violation
- And adopt any additional changes to the Code to enable enforcement of these penalties.

## Next Steps:

- City Council:
  - Legislative Meeting 3/8
  - Public Hearing 3/12
- T&ES to post signs in affected areas
- APD to issue warnings
- Begin regular enforcement

# Request to add residential pay by phone parking on the 300 block of S. Pitt Street.

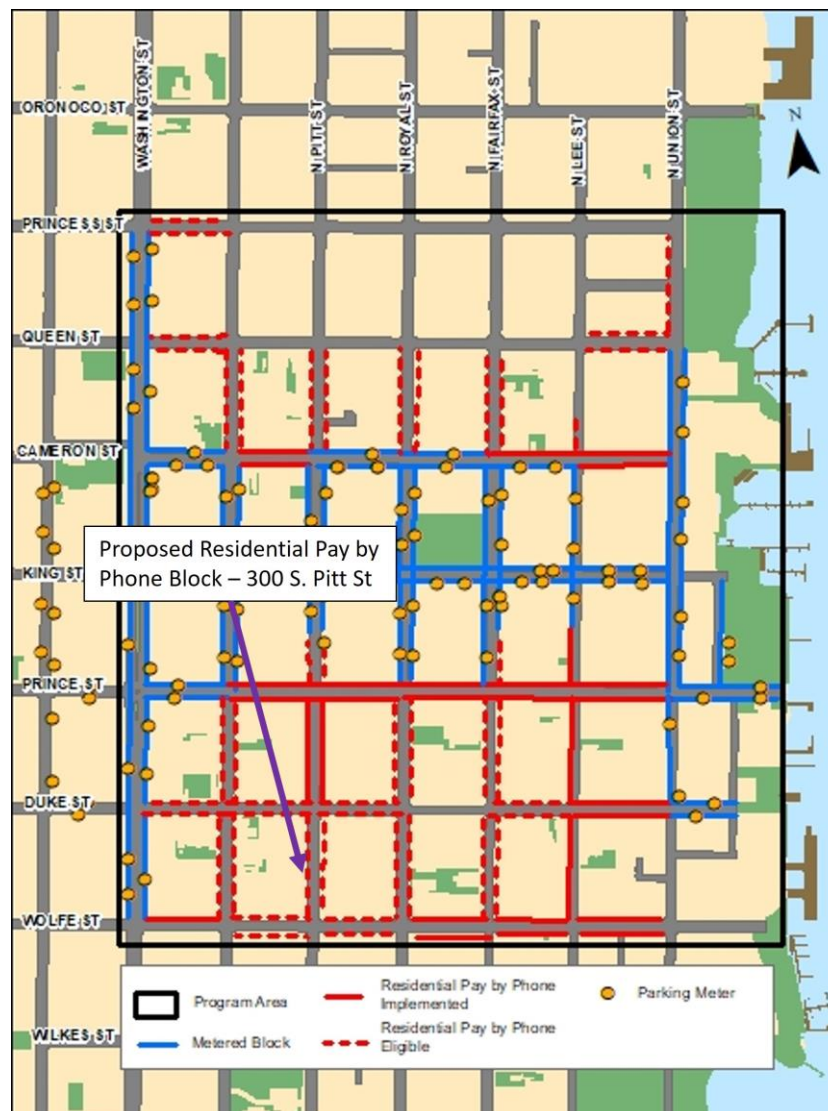
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Agenda Item 8

Presenter: Mr. Devilliers



# Program Area & Location of 300 Block



# Residential Pay-by-Phone Analysis

Requirement	Compliance
Must be either: 1) on a block with existing metered spaces, 2) adjacent to an existing metered block, or 3) adjacent to a block where a residential pay by phone parking fee has also been approved.	The 300 block of S. Pitt Street is adjacent to the 200 block of S. Pitt Street, which has residential pay by phone parking fees implemented.
Must be located within the program area.	This block is located within the program area.
The area subject to parking fee must already be posted with residential parking restrictions.	The block currently has the following residential parking restrictions: 8AM-2AM Mon-Sat; 11AM Sun-2AM Mon, except for District 1 vehicles
The request to add a pay by phone parking fee must be initiated by the residents of the block through a petition signed occupants of more than 50% of the residential properties abutting the block.	A petition was submitted that was signed by occupants of 11 out of 15 or 73% of residential properties on the block.
The parking occupancy must be 75% or more.	A survey was conducted on Wednesday, February 2, 2022 at 2:40PM and 21 out of 27 (78%) of on-street spaces were occupied.

# City Code Amendment to allow the City Manager to reduce speed limits below 25 miles per hour in business and residence districts

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Agenda Item 9

Presenter: Ms. Carroll



# Staff Recommendation

That the Board recommend that the City Council adopt an ordinance to authorize the City Manager to reduce posted speed limits to less than 25 miles per hour, but not less than 15 miles per hour, in business and residence districts.



# Authority to Reduce Speed Limits

## Updated State Code:

**State Code:** Cities can reduce speed limits as low as **15 mph in business and residence districts**



## City Code:

**Current:** City can reduce speed limits as low as 25 mph

**Proposed:** City can reduce speed limits **as low as 15 mph in business and residence districts**

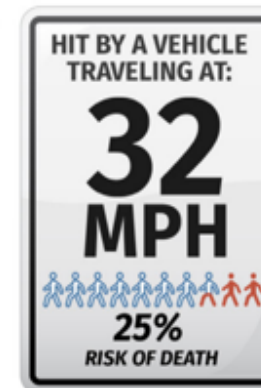
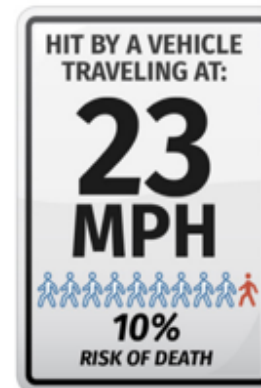
***Staff recommendation would acknowledge existing enabling legislation from the state and make City Code consistent with VA Code. Amending City Code would not have any immediate or direct impact on existing speed limits in the City.***

# Background:

- **Vision Zero Action Plan** adopted by City Council in 2017
- Speed is recognized as the **fundamental factor** in crash severity
- 1 in 7 pedestrian crashes is **fatal or severe**
- **Children and the elderly** are especially vulnerable
- **Speeding and cut-through traffic** are key concerns voiced by residents

“Setting safer speed limits is a critical tool for reducing crashes and injury, and methods for setting speed limits should be customized to the context of the roadway.”

- *National Roadway Safety Strategy*, US Department of Transportation



US Department of Transportation

# Vision Zero Action Item:

## *Develop a Neighborhood Slow Zone Program*



Manage speeds in areas that draw vulnerable road users, such as schools and residential neighborhoods

Combination of lower speed limit and traffic calming measures to reduce speeds and cut-through traffic

# Community Input

## Engagement via:

- ✓ Vision Zero Action Plan
- ✓ Alexandria Mobility Plan
- ✓ Alex311

## What staff have heard:

- Speeding on neighborhood streets is a concern
- Cut-through traffic on neighborhood streets is a concern

**Note:** Additional community outreach will be performed during traffic calming or slow zone projects that involve reducing speed limits.

# Staff Recommendation

T&ES performs study

T&ES makes recommendation to  
Traffic & Parking Board

Traffic & Parking Board makes  
recommendation to the City Manager

City Manager approves change in  
speed limit

T&ES installs new speed limit signs

*This process  
remains unchanged  
by the proposed  
ordinance.*

# Staff Recommendation

That the Board recommend that the City Council adopt an ordinance to authorize the City Manager to reduce posted speed limits to less than 25 miles per hour, but not less than 15 miles per hour, in business and residence districts.

# Request to temporarily close the unit block of King Street and the northern portion of the Strand

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Agenda Item 10

Presenter: Mr. Ziemann



# Background

- 2012 - Waterfront Small Area Plan
  - Except emergency and maintenance vehicles
- 2015 – Lower King Street Multi-modal Feasibility Study
- 2019 – Council direction for pilot program to close the 100 block of King
- 2020 – 100 block closed
- Sept. 2021 – Board approved permanent closure of 100 Block
- Oct. 2021 – Planning Commission and City Council approval of permanent Closure of 100 Block



# Temporary Closure

# Parking

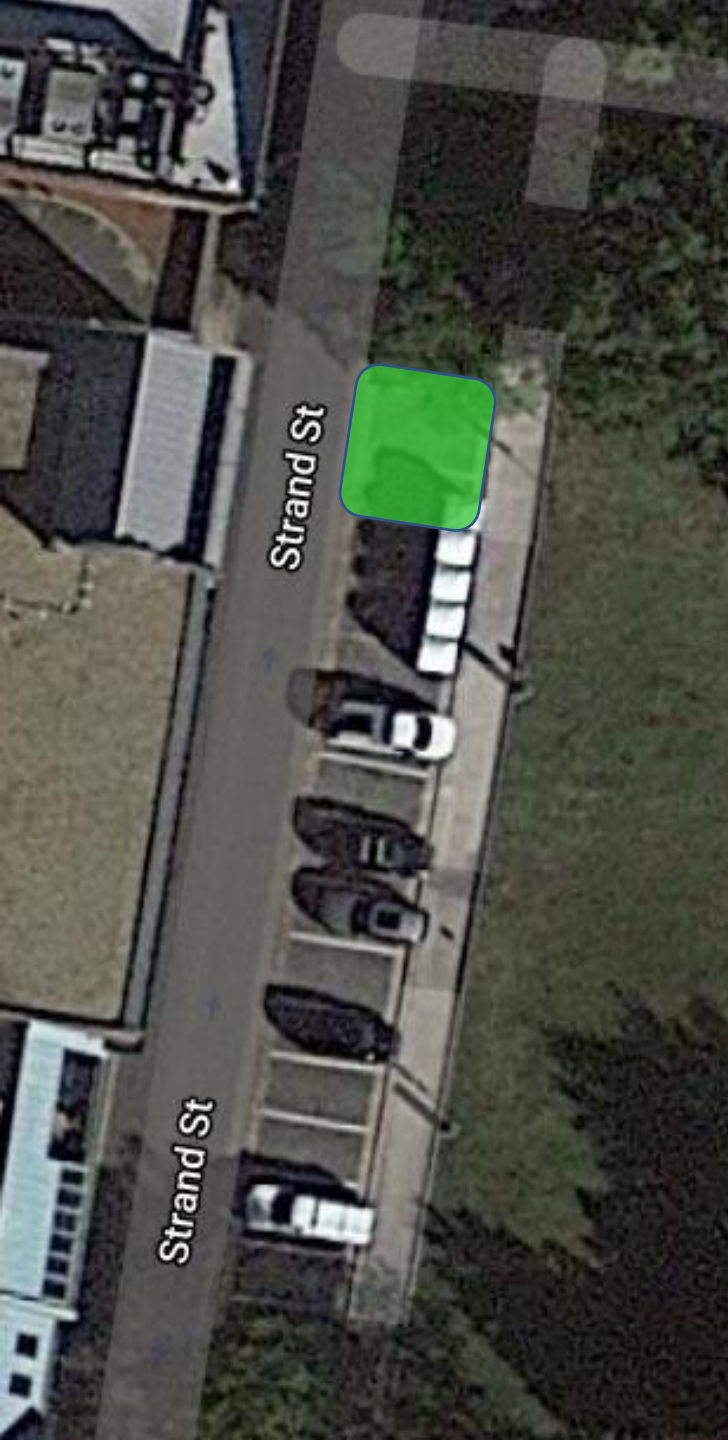
# Motorcoaches



# Unit Block

- Removal of motorcoach parking
- Removal of 2 parking spaces





# Strand

- Removal of up to 2 parking spaces for vehicle turnaround
- Moving 1 handicap space further south

# Pilot Program

## Three-month pilot

- Starting around Memorial Day through Labor Day

## Close to most vehicles

- Except emergency vehicles and maintenance vehicles

## Regular stakeholder check-ins

## Monitoring

## Evaluation

- Input from residents, businesses, users, and City stakeholders
- Online feedback form
- Quantitative traffic data and Ped data (if available)

# Advisory Group

- Mobility Services
- RPCA
- Old Town Business
- Traffic Engineering
- Traffic Operations
- Planning and Zoning
- Dept. of Project Implementation
- APD
- Public Works Services
- Fire
- Resource Recovery

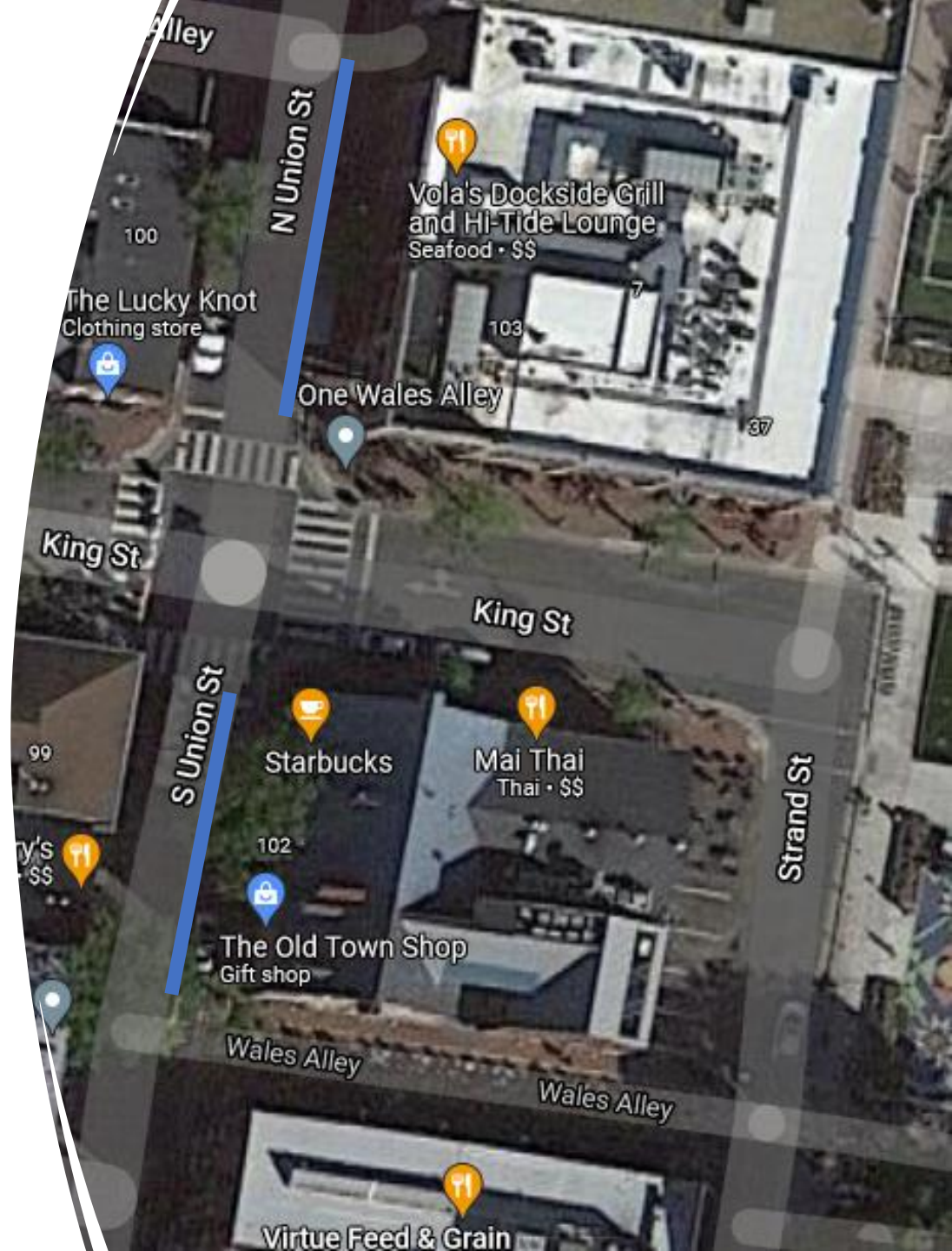
## What we heard

- Fire Access
- Stormwater and manhole access
- Flooding
- Deliveries
- Turnaround
- Close full time

# Restaurant Deliveries

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- Handled on Union Street
- Will monitor throughout pilot for adequacy



# Community Engagement

## Waterfront Commission

- Feb 15

## Old Town Civic Association

- TBD

## Ongoing during Pilot

## Evaluation Feedback

- Post Pilot

# Staff Recommendation

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1. Allow the temporary closure of the unit block to traffic (except EMS, Fire, APD and City vehicles) for up to between the dates of April 1 and November 20
  - To conduct a three-month pilot project between Memorial Day weekend and Labor Day weekend
  - Consistent with King Street Outdoor Dining policy
2. Temporarily remove up to 4 parking spaces
  - 2 spaces on King Street
  - 2 parking spaces on the Strand adjacent to the Old Town Waterfront Park
3. Temporarily suspend motor coach parking along the unit block of King Street



# Request to revise the No Parking restrictions in Fayette Alley and add curbside loading zones at N. and S. Union Streets and N. and S. Lee Streets

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Agenda Item 11

Presenter: Mr. Block



# Background

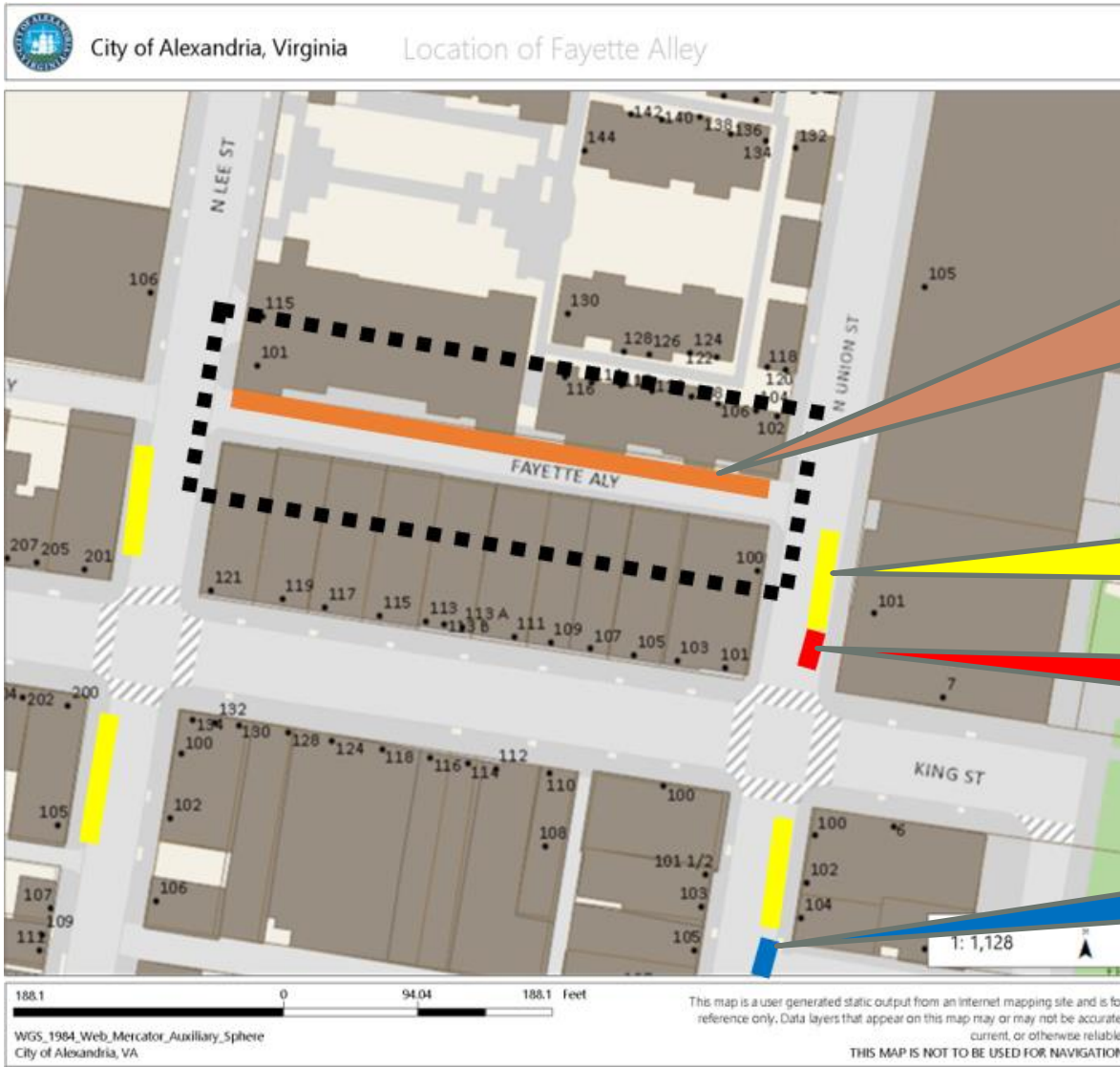
- **Street Closures**
  - Permanent closure of the 100 block of King Street
  - Proposed pilot to close the unit block of King Street
- **COVID Business Recovery Loading Zones**
  - Initially implemented on 100 block of King; relocated to cross streets during temporary closure
- **Existing Conditions**
  - Despite posted parking restrictions, frequent parking in Fayette Alley
- **Fire Department Requirements**

# Existing Conditions



Fayette Alley, October 2021

# Proposed Changes



No Parking; Active Loading Only  
Shift to North Side of Alley

No Parking; Active Loading and Curbside Pickup Only

Disabled Reserved Parking Removed

Disabled Reserved Parking Added

# Signage

- Use clear 'No Parking' signs
- Use yellow/black text to visually highlight where loading is allowed
- Use icons where possible

## **On-Street:**

"Active Loading & Curbside Pickup Only"

## **In Fayette Alley:**

"Active Loading Only"



*Example of Loading Zone Signage – subject to change*

# Recommendation

## That the Board recommend the Director of T&ES:

- Revise the No Parking restrictions in Fayette Alley to allow for active loading only;
- Shift the area for loading from the south side of Fayette Alley to the north side;
- Permanently adopt on-street loading zones for commercial loading and curbside pickup on the 100 blocks of North and South Union Street and 100 blocks of North and South Lee Street; and
- Relocate one reserved disabled parking space from the 100 block of North Union Street to the 100 block of South Union Street.

# Request to add five on-street parking spaces along the east side of the 500 block of Mount Vernon Avenue

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Agenda Item 12

Presenter: Mr. Devilliers

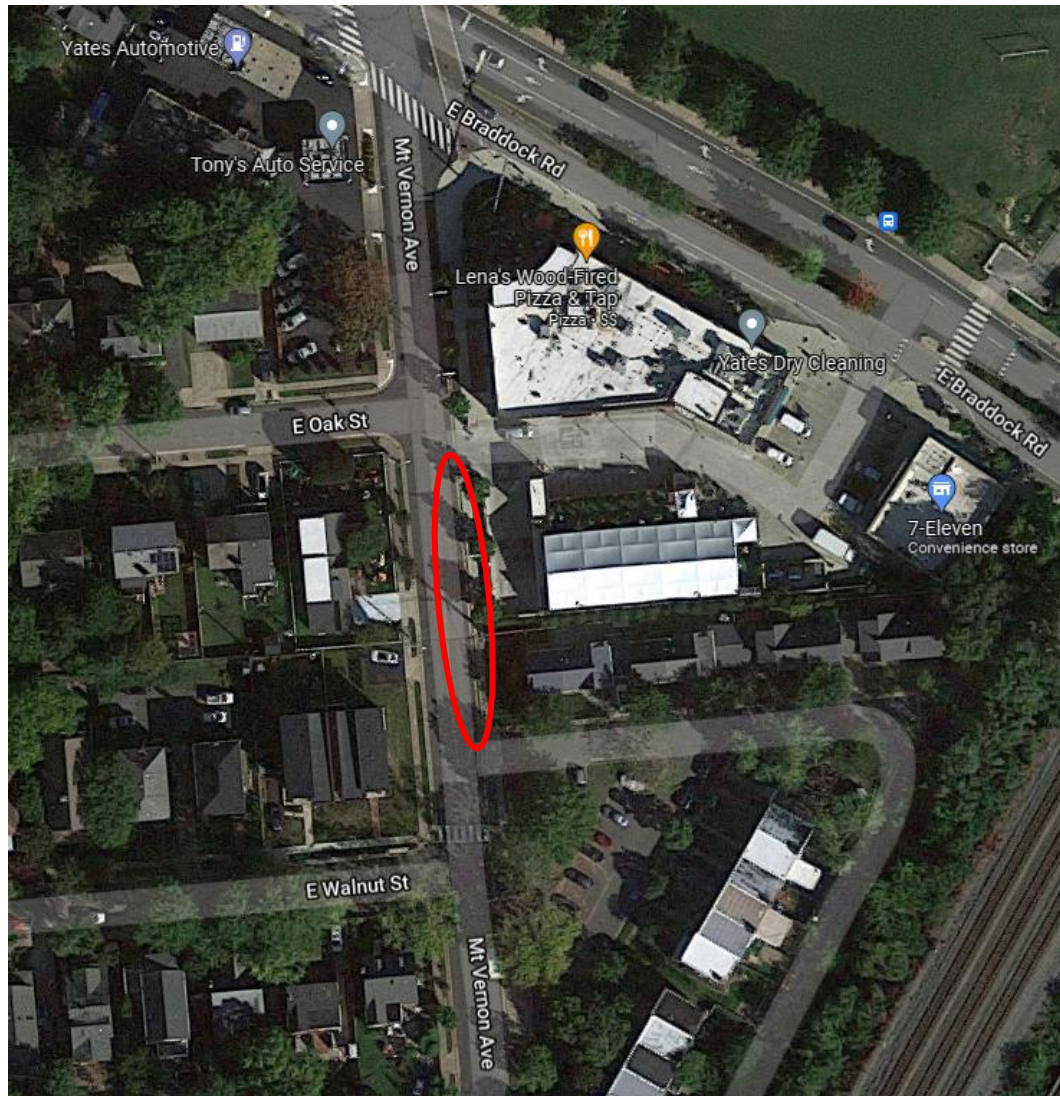


# 500 b/o Mt. Vernon Ave facing north







# Location of Proposed New Spaces



# Curb Space Prioritization Framework – AMP



	<b>Residential</b>	Predominantly residential uses, including detached houses, rowhouses, and apartment buildings	<ul style="list-style-type: none"> <li>• Cameron Station Blvd between Duke St and S. Pickett St</li> <li>• Taney Ave between N. Jordan St and Van Dorn St</li> </ul>
	<b>Main Streets</b>	Mixed-use neighborhoods with office, residential, and retail uses as well as neighborhood retail corridors	<ul style="list-style-type: none"> <li>• Mt Vernon Ave in Del Ray</li> <li>• King St in Old Town</li> </ul>
	<b>Office &amp; Commercial</b>	Areas with predominantly office, retail, and other 'Downtown' functions—often high-density and often including residential towers	<ul style="list-style-type: none"> <li>• Eisenhower Ave between Holland Ln and Telegraph Rd in Carlyle</li> <li>• Duke St between Holland Ln and Dulany St</li> </ul>
	<b>Warehouse and Industrial</b>	Areas with mostly industrial and warehouse uses, including redeveloping areas adding retail uses and residential developments	<ul style="list-style-type: none"> <li>• Wheeler Ave west of S. Early St</li> <li>• S. Pickett St west of Van Dorn St</li> </ul>

# Curb Space Prioritization Framework – AMP

## Curb Use Categories

	Examples:
<b>City Plan Priorities</b>	Safety improvements, bus lanes, bike lanes, green infrastructure, electric vehicle charging, and other items specifically included in City plans
<b>Access for Goods</b>	Loading zones, deliveries, food pick-up/drop-off
<b>Access for People</b>	Bus stops, pick-up/drop-off, bikeshare stations, scooter corrals
<b>Parking</b>	Metered parking, residential parking, bike parking
<b>Activation</b>	Parklets, in-street dining, public art

## Curb Space Prioritization Framework

Priority:	Residential	Main Streets	Office & Commercial	Warehouse & Industrial
<b>1: High</b>	City Plan Priorities			
<b>2</b>	Access for People	Access for People	Access for People	Access for Goods
<b>3</b>	Parking	Access for Goods	Access for People	Access for People
<b>4</b>	Access for Goods	Activation	Parking	Parking
<b>5: Low</b>	Activation	Parking	Activation	Activation

Existing conditions satisfy other priorities

# Information Items

# Pandemic Restaurant/Business Recovery Loading Zones

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Agenda Item 13

Presenter: Mr. Block



# Background

- Stay-at-home order in March, 2020
- City installed Curbside Pickup Zones on request
  - Temporary signs
  - Minimal analysis or review
- Implemented a total of 63 requests
- Many zones later removed or relocated



*Curbside Pickup Zone on the 100 block of King Street, March 2020*

# Lessons Learned

## **Policy:**

- “Reserved Parking” language is confusing
  - Avoid language allowing ‘parking’ and ‘loading’
- Need coordination with other loading zones in the area and curb uses on the block

## **Process:**

- Simple request and flexible implementation has benefits

## **Design:**

- Red/White signs blend in with other regulatory signs
- Icons can help ‘show’ what’s allowed

# Curbside Priority Framework

## Curb Use Categories

Examples:

<b>City Plan Priorities</b>	Safety improvements, bus lanes, bike lanes, green infrastructure, electric vehicle charging, and other items specifically included in City plans
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Curbside Pickup Zones

## Curb Space Prioritization Framework

Priority:	Residential	Main Streets	Office & Commercial	Warehouse & Industrial
<b>1: High</b>	City Plan Priorities			
<b>2</b>	Access for People	Access for People	Access for People	Access for Goods
<b>3</b>	Parking	Access for Goods	Access for Goods	Access for People
<b>4</b>	Access for Goods	Activation	Parking	Parking
<b>5: Low</b>	Activation	Parking	Activation	Activation



# Signage

Clearly show Parking *is not* allowed, but active loading *is* allowed

- Use clear 'No Parking' signs
- Use yellow/black text to visually highlight where loading is allowed
- Use icons where possible

## On-Street:

"Active Loading & Curbside Pickup Only"



*Example of Loading Zone Signage – subject to change*

# Issues

Three Issues:

- Process for existing zones
- Criteria for future zones
- Process for future requests

# Approach – Existing Zones

## **Model after Lee and Union Streets example:**

- Verify existing loading zones
- Contact the requesting business
- Compare with pickup zones in the area; consolidate and relocate if necessary
- Bring as a package to Traffic and Parking Board

# Potential Criteria

Based on the **Curbside Prioritization Framework**

A curbside pickup zone is warranted if:

- There is a sufficient density of business activity
- There are no other suitable loading areas nearby
- Space is available:
  - Based on local context
  - Use Curbside Prioritization Framework as a guide

# Approach – Future Zones

- Develop an administrative procedure for loading zones in Main Street and Commercial areas
  - Request to Staff
  - Staff review, coordinate with other uses on the block
  - Post signs with a comment period
    - Without objection, staff can implement creation of a curbside pickup zone
    - With objection, send to a Traffic and Parking Board for a public hearing