

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, APRIL 29, 2024 7:00 P.M.
IN-PERSON AND VIRTUAL**

The April 29, 2024, meeting of the Traffic and Parking Board is being held in person in the City Council Chambers at 301 King Street, Alexandria, VA and electronically. All the members of the Board and staff are participating either in-person or from remote locations through a Zoom meeting. The meeting can be accessed by the public via Zoom through:

Register in advance for this webinar:

https://zoom.us/webinar/register/WN_QGXNxHr3RjqDNFskmdbH6A

Or an H.323/SIP room system:

H.323: 162.255.37.11 (US West) or 162.255.36.11 (US East)

Meeting ID: 913 5222 0576

Passcode: 915805

SIP: 913 5222 0576@zoomcrc.com

Passcode: 915805

After registering, you will receive a confirmation email containing information about joining the webinar.

Public comment will be received at the meeting. The public may submit comments in advance to Sheila McGraw at sheila.mcgraw@alexandriava.gov no later than 24 hours before the meeting or make public comments through the conference call or in person on the day of the hearing.

For reasonable disability accommodation, contact Sheila McGraw at Sheila.mcgraw@alexandriava.gov or 703.746.4401, Virginia Relay 711.

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, APRIL 29, 2024 7:00 P.M.
IN-PERSON AND VIRTUAL**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the March 25, 2024 Traffic and Parking Board meeting minutes.
3. **PUBLIC DISCUSSION PERIOD**
[This period is restricted to items not listed on the docket]
4. **WRITTEN STAFF UPDATES & PUBLIC HEARING FOLLOW-UP**
 - A. Smart City Award
 - B. Grant Database
 - C. Pickup/Dropoff Loading Zones Administrative Approval - 540 John Carlyle Street
 - D. Dockless Mobility 2024-2025 Permit Year Updates
 - E. Warwick Village Roundabout Update
 - F. Parking Enforcement Contractor Update
 - G. Taxicab Code Update

CONSENT ITEMS

5. Parking Removal - Intersection of Wheeler Avenue and South Early Street
6. Parking Removal - Intersection of John Carlyle Street and Emerson Avenue

PUBLIC HEARING ITEM

7. Parking and Traffic Changes - Mount Vernon Avenue at the Intersections of Glebe Road, Russell Road, and Executive Avenue
8. Parking and Traffic Changes - Glebe Road/Montrose Avenue/Ashby Street Intersection and Conversion of Ashby Street to One-Way Westbound

INFORMATION ITEMS

9. **STAFF UPDATES**
 - King-Bradlee Project Update
10. **COMMISSIONER UPDATES**

Next Meeting: Monday, May 20, 2024

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, MARCH 25, 2024, 7 P.M.
IN-PERSON AND VIRTUAL MEETING**

MINUTES

BOARD MEMBERS PRESENT: Chair James Lewis, Vice Chair Ann Tucker, Annie Ebbers, Casey Kane, and Kursten Phelps.

BOARD MEMBERS ABSENT: Lavonda Bonnard and Ashley Mihalik.

STAFF MEMBERS PRESENT: T&ES – Katy North, Division Chief; Sheila McGraw, Principal Planner; Dan Scolese, Civil Engineer IV; Alex Carroll, Principal Planner; Max Devilliers, Urban Planner II; and Bryan Hayes, Urban Planner III.

1. Announcement of deferrals and withdrawals: None.
2. Approval of the February 26, 2024, Traffic and Parking Board meeting minutes:

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Ebbers to approve the minutes of the February 26, 2024, Traffic and Parking Board meeting. The motion carried unanimously.

3. **WRITTEN STAFF UPDATES:** The Board received written staff updates on:
 - Vision Zero Milestone – Zero Fatalities in 2023
 - Mr. Kane thanked staff for their efforts in achieving this goal.
 - Lower King Street Long Term Pedestrian Plan
 - Holland Lane Community Engagement
 - South Pickett Street Community Engagement
 - Chair Lewis offered the Board’s help to City staff in the form of public outreach, if needed.
 - Eisenhower Avenue Transportation Study Outreach
 - Mr. Kane asked if there is plan to eventually add an ADA-compliant crosswalk across South Van Dorn Street at Eisenhower Avenue, to which Mr. Scolese responded that doing so is not feasible at this time due to various physical challenges with the intersection, but City staff is looking to obtain grant funding to do so in the next six years or so.
 - Completed Parking Meter Additions Potomac Yard
 - February Traffic and Parking Board Member Questions Follow-Up
 - Mr. Kane thanked City staff for addressing the stop signs on the Mount Vernon Trail, and asked if City staff plans on adding stop signs at Taney Avenue and North Howard Street as well as at South Payne Street and Wilkes Street. Mr. Scolese responded that City staff is looking at various with the community for Taney Avenue and North Howard Street, but staff has not gotten to working on South Payne Street and Wilkes Street yet.

Mr. Kane asked if the section of Taney Avenue near Patrick Henry Elementary School will be restriped soon, to which Ms. Carroll responded that staff would check with T&ES Public Works on the status.

4. **PUBLIC DISCUSSION PERIOD:** Steve Milone mentioned that the new loading zone at 930 North Henry Street should only be 40 feet long instead of 80 and that the travel lanes on the 1000 block should be repainted to reduce confusion and mitigate the risk of drivers driving into the westside loading/parking lane on the 900 block.

BOARD ACTION: Chair Lewis asked when North Henry Street would be repaved, to which Ms. Carroll responded that she does not believe it is on the three-year paving schedule, however, that might change over time. Chair Lewis stated that if it gets added to the paving schedule, the striping should be addressed, and asked that Ms. Carroll send him the latest paving schedule for awareness.

CONSENT ITEMS

BOARD ACTION: Mr. Kane moved to remove Items 5 and 6 from consent, seconded by Ms. Tucker. The motion carried unanimously. Chair Lewis moved to approve Item 7. The motion carried unanimously.

PUBLIC HEARING ITEMS

5. **ISSUE:** Parking removal – Intersection of Leslie Avenue and East Luray Avenue

DISCUSSION: Mr. Hayes presented the item to the Board. Mr. Kane asked what the cost is of moving utility poles, to which Mr. Scolese responded approximately \$20,000 per pole, but three would need to be moved in this case, which would cost \$60,000 total. Mr. Kane asked about the feasibility of conducting a citywide audit of utility poles obstructing sidewalks and curb ramps, to which Ms. Carroll responded that doing so would be a massive undertaking which is why City staff tries to address these issues via major capital projects with some spot improvements where absolutely necessary. Mr. Kane suggested City staff apply for a grant to help fund this project. Chair Lewis asked if one or both of the removed parking spaces could be used as an in-street bike and scooter corral to prevent drivers from parking there, to which Mr. Hayes responded that staff is checking on the feasibility of that internally.

PUBLIC TESTIMONY: Richard Hull testified in support and mentioned that Commonwealth Academy's chain link fence is located immediately adjacent to the sidewalk where the utility pole is located and, if the chain link fence was moved back, the sidewalk could be widened to make it ADA compliant. Mr. Hull also raised concerns about parking supply in the neighborhood and suggested that parking no longer be prohibited on Leslie Avenue next to Commonwealth Academy. Mr. Hull also suggested that the City considered additional safety improvements such as speed bumps.

BOARD ACTION: Ms. Ebbers made a motion, seconded by Ms. Phelps to recommend the Director of T&ES remove two parking spaces at the intersection of Leslie Avenue and East Luray Avenue. The motion carried unanimously.

6. **ISSUE:** Stop Sign Request – Intersection of First Street and North Pitt Street

DISCUSSION: Dan presented the item. Mr. Kane asked if City staff will be installing an ‘All Way Stop’ in addition to the new stop signs, which Mr. Scolese confirmed. Mr. Kane asked why the Valley Drive stop sign request was not also being considered at this time, to which Mr. Scolese responded that that particular request needs a certain amount of community support to go forward.

PUBLIC TESTIMONY: None.

BOARD ACTION: Ms. Tucker made a motion, seconded by Mr. Kane to recommend the Director of T&ES install an all-way stop at the intersection of First Street and North Pitt Street. The motion carried unanimously.

7. **ISSUE:** No Turn on Red Restrictions and Slip Lane Modification - Duke Street and South Patrick Street and Duke Street and South Henry Street

DISCUSSION: Ms. Carroll presented the item to the Board. Mr. Kane asked if pedestrians would be required to wait within the traffic island or if the pedestrian signals would be synchronized to prevent that, to which Ms. Carroll responded that it is too early in the planning stages to determine, but staff will try to achieve that. Mr. Kane asked if City staff has looked in passive pedestrian detection technology at this intersection, to which Ms. Carroll responded that staff would consider it. Ms. Tucker asked what kind of streetlamps would be installed and if adjacent residents could be shielded from excessive light, to which Ms. Carroll responded that she does not have those details yet but that staff would consider effects on adjacent residents prior to installation. Chair Lewis asked if the planted median would be raised relative to the street, to which Ms. Carroll responded that the Fire Department approved a full-build planted median. Chair Lewis asked trees would be addressed on the South Henry Street side of the intersection, to which Ms. Carroll confirmed that they would.

PUBLIC TESTIMONY: Mike Doyle testified in opposition because he believes the proposed solution is not safe enough for pedestrians. Mr. Doyle prefers that a pedestrian bridge be built and that the slip ramp be removed entirely. Mr. Kane stated that pedestrian bridges are no longer considered ideal because they typically have not been ADA compliant, and ADA-compliant bridges require immense amounts of land. Mr. Kane asked what the required grade is for pedestrian bridges, to which Ms. Carroll responded that the incline must be very steady which requires a lot of space. Dane Lauritzen testified in opposition stating that this item should be deferred to provide a better solution that removes more pedestrian conflicts. Jackson Williams testified in opposition stating that lanes should be reduced to improve pedestrian safety. Steve Milone testified in opposition stating that the slip ramp should be removed entirely and the crosswalks should be raised. Mr. Milone also stated that the five trees on Duke Street

should be saved, and that the vehicular right-of-way on the 200 block of South Patrick Street be reduced in width. Ms. Tucker asked if the two westbound through lanes on Duke Street could be reduced to one lane, to which Ms. Carroll responded that staff could look into incorporating that concept in future plans. Mr. Kane asked what the project timeline is, to which Mr. Scolese responded that staff is currently applying for the grant which is due at the end of March, 2024, and the fully funded project would not begin for another six years. Mr. Kane asked if the project design could be adjusted after grant is awarded, to which Mr. Scolese responded that certain minor aspects could be, but major aspects such as a slip ramp versus a dedicated right-turn lane could not be. Chair Lewis asked if the 'No Turn on Red' signs could be installed sooner, to which Ms. Carroll responded that they could be installed this year, and that the grant funding would be for the curb extensions, planted median, full-build slip lane, and streetlamps. Mr. Kane asked if tractor trailers would be able to make a right turn from Duke Street onto South Henry Street without the slip lane, to which Ms. Carroll responded that the curve radius would have to be extra wide to allow for tractor trailers to turn without a slip lane, which would encourage drivers of smaller vehicles to speed more than at a usual turn.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Tucker to recommend the Director of T&ES implement the following changes to improve safety:

- No Turn on Red restrictions on all applicable intersection approaches
- Reduce the slip lane from Duke Street to South Henry Street from two lanes to one lane.

The motion carried unanimously.

8. **ISSUE:** Parking Addition - 1000 Block of North Fayette Street

DISCUSSION: Mr. Devilliers presented the item to the Board. Mr. Kane asked if City staff could swap the existing 'Share the Road' signs with new 'Bikes May Use Full Lane' signs, to which Mr. Devilliers confirmed the request would be sent to Traffic Operations.

PUBLIC TESTIMONY: Steve Milone testified in support, but prefers that the space proposed for an in-street bike and scooter corral be used for more car parking instead.

BOARD ACTION: Ms. Ebbers made a motion, seconded by Ms. Phelps to recommend that the Director of T&ES:

- Add on-street parking with 2-hour parking restrictions, 9 a.m. to 5 p.m. Monday through Saturday, on the east side of the 1000 block of North Fayette Street, and
- Add a 47-foot-long loading zone, 7 a.m. to 8 p.m. Monday through Sunday on the west side of the 1000 block of North Fayette Street adjacent to the Capital Bikeshare station.

The motion carried unanimously.

9. **ISSUE:** Code Change – Taxicab Regulations

DISCUSSION: Ms. McGraw presented the item to the Board. Ms. Tucker asked about inspections, to which Ms. McGraw responded that taxicab drivers must go through an

annual inspection as well as state inspections every time they drive through the airport. Ms. Tucker asked about the outcomes of no longer regulating taxicab fees in other jurisdictions, to which Ms. McGraw responded that it is currently working well for Fredericksburg and that the fares there have not changed since the City relinquished that responsibility. Ms. Phelps asked about the number of taxicab companies in Fredericksburg and Newport News relative to Alexandria, to which Ms. McGraw responded that they are not as prevalent but could provide the Board with an actual comparison of numbers at a later date. Mr. Kane asked about the timeline for collecting data if that was to be ultimate decision, to which Ms. McGraw responded that staff would likely need to collect data using MDS/a data aggregator for a year to more accurately inform decision making. Chair Lewis suggested that the Hack Office help staff with data collection by submitting data annually. Ms. McGraw stated that using MDS would require a new method of data collection. Ms. North mentioned that permit fees and the general budget would help to cover the cost of a new method of data collection for this. Mr. Kane asked how the trade dress ordinance could be loosened, to which Ms. McGraw responded that the ordinance would be stripped to only including the basic requirements to publicly show a taxicab is indeed a taxicab. Ms. Phelps asked if the taxicab company would determine the design of its cabs, which Ms. McGraw confirmed and added that one trade dress could not conflict with another company's. Ms. Tucker asked if a formal review would preclude the public from relaying taxi-related concerns to the Board, which Ms. McGraw confirmed, and added that review would be brought before the Board, followed by City Council, followed by the City Manager. All information is compiled into a report and published on the taxicab webpage. Ms. McGraw stated that the suggestion is to move to a triennial review and strike the review section from Code and move it to the Regulations section to make it easier to change (without City Council approval). Chair Lewis asked if the City Manager designee would be the Director of T&ES, which Ms. North confirmed. Mr. Kane asked how often the City has been involved with dispute resolution, to which Ms. North responded that it has not been because disputes have been resolved between the taxicab company and its employee(s) historically. Mr. Kane asked what other jurisdictions have done to clean up the insurance requirements for taxicabs, to which Ms. North responded that Arlington County has similar requirements and likely does not have motorist coverage requirements. Ms. McGraw stated that the City couldn't change the insurance requirements to help the taxicab companies. Mr. Kane asked what the process involves to establish a taxicab company in Alexandria, to which Ms. North responded that the applicant would need to apply for a permit with the City and would need to meet a large number of criteria and requirements to begin operating in the city. Ms. Phelps asked staff to explain how the solution involving using MDS with a fare maximum would work, to which Ms. McGraw responded that the City would use MDS data to better understand the length of rides and their origins and destinations to support fare changes. Mr. Kane asked how updated the presented fare comparison table is, to which Ms. McGraw responded that it is fully up to date. Ms. McGraw announced that Board recommendations would go before the City Council for consideration at their May 14, 2024, meeting.

PUBLIC TESTIMONY: Kenneth Bynum, representative of Union Taxi Company, testified in opposition to the City relinquishing responsibility over taxicab companies and wants the City to continue regulating taxicab fares by increasing the per-mile rate to

\$2.40 to match Arlington County, and eventually \$2.56 per mile if Washington, D.C.'s proposal passes. Mr. Bynum opposes the MDS solution, loosening trade dress regulations, decreasing the frequency of the annual review, and relinquishing dispute resolution responsibilities.

Muhydin Mohammed, President of Union Taxi Company, testified in opposition to the City relinquishing responsibility over taxicab companies and requested rate increase.

Fassil Berhe, Board Member of Union Taxi Company, testified in opposition to using MDS data to regulate rates and requested a rate increase.

Abdikarim Sharmarke testified in opposition to the City relinquishing responsibility over taxicab companies.

Daniel Woldegiorgis testified in opposition to the City relinquishing responsibility over taxicab companies.

Yohannes Abaye testified in opposition to the City relinquishing responsibility over taxicab companies.

Abdul Karim, owner of King Cab Company, testified in opposition to the City relinquishing responsibility over taxicab companies and requested increase in rates.

Jon Liss testified in opposition to the City relinquishing responsibility over taxicab companies.

Daniel Hadgu testified in opposition to the City relinquishing responsibility over taxicab companies.

Abdi Elias testified in opposition to the City relinquishing responsibility over taxicab companies and requested an increase in rates.

BOARD ACTIONS:

Ms. Phelps made a motion, seconded by Mr. Kane, to recommend City Council to make no changes to the insurance requirements outlined in Title 9, Chapter 12 – Taxicabs and Other Vehicles for Hire. The motion carried unanimously.

Ms. Ebbers made a motion, seconded by Ms. Tucker, to recommend City Council update City Code to amend Title 9, Chapter 12 – Taxicabs and Other Vehicles for Hire to remove the City from involvement in disputes of a private employer/company. The motion carried unanimously.

Ms. Phelps made a motion, seconded by Mr. Kane, to recommend City Council make no changes to the trade dress requirements outlined in Title 9, Chapter 12 – Taxicabs and Other Vehicles for Hire. The motion carried four to one, with Ms. Tucker opposed.

Mr. Kane made a motion, seconded by Ms. Phelps, to recommend City Council update City Code to amend Title 9, Chapter 12 – Taxicabs and Other Vehicles for Hire to increase the Taxicab Initial Charge to \$5.00 and the Per-Mile Charge to \$2.56, and to ask the City Council how staff should determine fare regulation using data. The motion carried three to two, with Ms. Tucker and Ms. Ebbers opposed.

Ms. Phelps made a motion, seconded by Ms. Ebbers, to recommend City Council update City Code to amend Title 9, Chapter 12 – Taxicabs and Other Vehicles for Hire to eliminate the City-mandated vehicle age limit requirement for all vehicle types. The motion carried four to one, with Ms. Tucker opposed.

Ms. Tucker made a motion, seconded by Ms. Ebbers, to recommend City Council make no changes to the Board’s and City Manager’s biennial review requirements outlined in Title 9, Chapter 12 – Taxicabs and Other Vehicles for Hire. The motion carried unanimously.

INFORMATION ITEMS

10. **STAFF UPDATES:** None.

11. **COMMISSIONER UPDATES:**

- Chair Lewis reminded the Board members that all Board-related emails should be saved for FOIA-related reasons, and that Board members cannot email outside of public Board meetings.
- Chair Lewis updated the Board that the proposal for intersections on Mount Vernon Avenue is still being studied.

ADJOURNMENT

Ms. Ebbers moved to adjourn the meeting, seconded by Ms. Tucker. The motion carried unanimously. The meeting adjourned at 10:34 PM.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: April 29, 2024

DOCKET ITEM: 4

ISSUE: Written Staff Updates & Public Hearing Follow-up

A. Smart City Award

Alexandria has been named a winner in IDC Government Insights' seventh annual Smart Cities North America Awards (SCNAA). Alexandria was recognized for its [Smart Intersections pilot](#), designed and executed in partnership with the Virginia Tech Transportation Institute. This pilot helps evaluate technologies for city-scale implementation and identifies near-miss interactions between road users and is installed at the intersection of Potomac Avenue and Glebe Road. The awards were designed to recognize the progress North American states and municipalities have made in executing Smart Cities projects, as well as provide a forum for sharing best practices to help accelerate Smart City development in the region. Winners will be honored at Smart Cities Connect being held May 8 in Raleigh, NC.

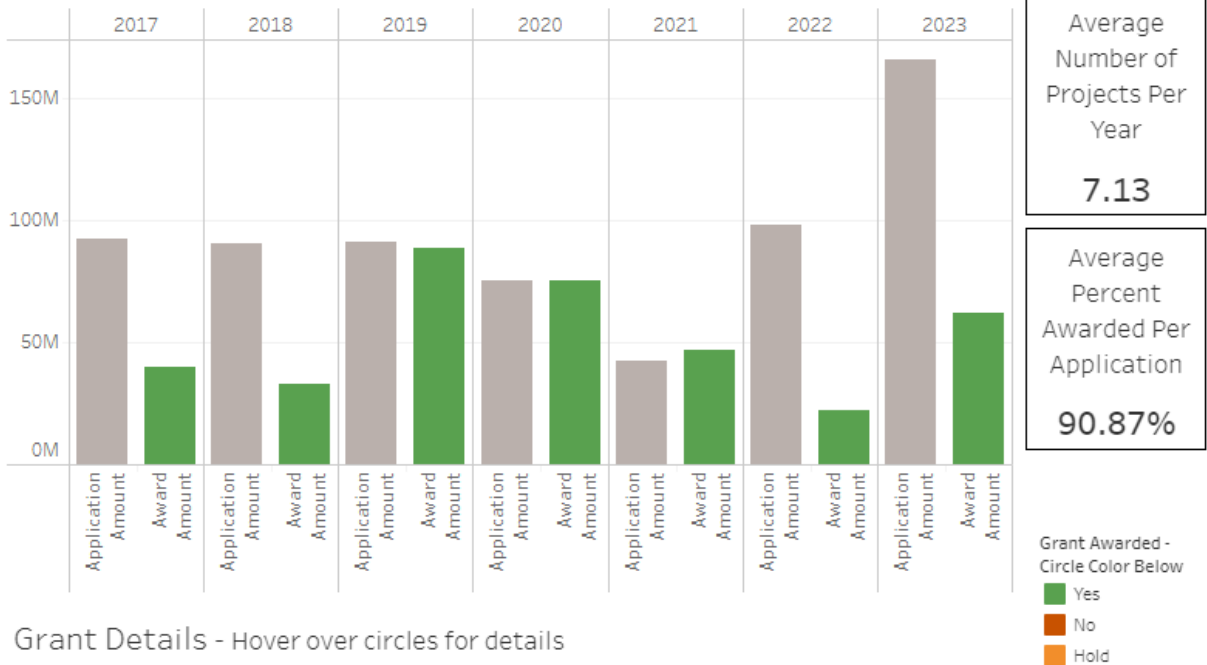
B. Transportation Grant Funding Database

In response to requests from Board members, staff developed a way to more easily and transparently share grant applications and award amounts with the public. The new [TRANSPORTATION GRANT DATABASE](#) is posted on the City's [Transportation Funding website](#) for public access. The Transportation team works diligently to apply for grant funding to offset the need for City dollars (general fund) to implement projects in the department's approved plans. This database provides information on types of grants and the amounts awarded (or not awarded) and allows the viewer to sort by topics of interest, funding type, CIP category, or the year the funding will be received. The viewer can easily view the average number of applications submitted each year and the average percentage of amount awarded per application. The team has worked diligently to track these efforts over the years, and staff are pleased that, with the help of our partners in the Office of Performance Analytics (OPA), staff are able to share this information with you in a format that makes it easier to understand the number of grants the City seeks and is awarded each year.

City of Alexandria - Transportation Grants

Application FY
 FY Funding Received
 CIP Section
 Source
 Category

Applied for and Awarded by Application Fiscal Year



Grant Details - Hover over circles for details

Grant	Project	FY Funding Received									
		2022	2023	2024	2025	2026	2027	2028	2029		
Charging & Fuelin..	EV Public Charging				●						
CMAQ/RSPT	GoAlex (TDM)				●						
CMAQ/RSTP	Alexandria Commuter Store			●				●			
	Alexandria Mobility Plan Up..								●		
	Backlick Run Trail		●	●						●	
	Bus Shelters		●								
	Capital Bikeshare		●	●		●					
	DASH Technology		●	●							
	Duke Street Transitway Ope..						●	●			
	Duke Transitway Operations									●	
	GoAlex (TDM)						●				

C. Pickup/Dropoff Loading Zones Administrative Approval - 540 John Carlyle Street

At the February 2024 meeting, the Traffic and Parking Board approved an administrative approval procedure for pickup and drop-off (PUDO) zone requests that meet a list of Board-approved criteria. On April 11, the Parking & Curbside Management team was notified that Homegrown Restaurant Group (Tequila & Taco; Sweet Fire Donna’s) and Carlyle Council were interested in converting one metered parking space in front of 540 John Carlyle Street into a PUDO zone. Staff reviewed the application and found that the zone meets the Board-approved criteria for administrative approval. City staff installed a public notice sign adjacent

to the parking space on April 15 which will remain in place for 14 calendar days, per the requirements of the procedure (Board’s friendly amendment to the unanimously approved motion for this new procedure). Providing this written update is also a requirement of this approved procedure.

This will be the first PUDO zone to be administratively approved and installed by City staff since the inception of the administrative procedure in February. Staff will evaluate the usefulness and effectiveness of the PUDO zone—along with all others—throughout the year. The zone’s utilization will be considered as part of the annual recertification process in January 2025.

D. Dockless Mobility 2024-2025 Permit Year Updates

In February, the City released an application for the next permit year of the Dockless Mobility program. The City received applications from two companies, Bird and Lime, to operate scooters and one company (Lime) to operate e-bikes.

In March, two dockless mobility companies were approved to deploy scooters and e-bikes in the City for the 2024/2025 permit year, Bird and Lime. The permit run from April 1, 2024, through March 31, 2025.

Since the dockless permit process has been in place for two years, the 2024 permit application was updated to rely exclusively on compliance and operational metrics to evaluate each application. Because both applicants were incumbent operators, they were evaluated on the following nine metrics from the permit requirements using Mobility Data Specification (MDS) data, monthly data reports, and the City’s Alex311 system.

- Alex311 Improper parking response time
- Equity Zone deployments
- Metro proximate deployments
- Vehicles parked for over 5 days outside of corrals
- Public engagement and events
- Monthly data report submissions
- Device Utilization rate
- Equity memberships and ridership
- Deployed non-operational vehicles

Both operators were approved to continue operating in the City and assigned a vehicle cap for the 2024 permit year as outlined in §9-16-4(b) of the City Code. Lime achieved the higher score, so they were awarded their full request of 600 scooters and 100 e-bikes. Bird was awarded 600 scooters, or 200 less than their initial request.

	Bird	Lime	Total
Scooters Requested	800	600	1400

E-bikes Requested	0	100	100
Scooters Permitted	600	600	1200
E-bikes Permitted	0	100	100

E. Warwick Village Roundabout Update

The City will begin implementing the neighborhood mini-roundabout the week of April 22. It’s estimated to take up to two weeks to install. Staff has coordinated with the community about the upcoming work and has created a [website](#) to share information about the project and implementation.

Staff will be monitoring the neighborhood mini-roundabout following implementation and will continue to coordinate with the community on its effectiveness and any possible modifications.

F. Parking Enforcement Contractor Update

The parking enforcement contractor pilot is an initiative within the Alexandria Police Department that began in December 2023 with the goals of promoting fair and safe parking practices, maximizing parking availability, and preventing parking violations that disrupt traffic flow or inconvenience to others.

This program is managed by the Alexandria Police Department’s Parking Enforcement Division and represents the City’s commitment to enforcement efforts and voluntary compliance with existing regulations. The City has received questions about the initiative and has released an FAQ about the program that can be found on the [parking enforcement pilot contractor program FAQ website](#).

G. Taxicab Code Update

At the March Traffic and Parking Board meeting, the Board weighed in on potential code changes to the taxicab regulations. The recommendations from the Traffic and Parking Board March meeting will be presented to City Council for their consideration at the May 14 City Council meeting.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: April 29, 2024

DOCKET ITEM: 5

ISSUE: Parking removal – Intersection of Wheeler Avenue and South Early Street

REQUESTED BY: Erin Winograd

LOCATION: Southeast corner of Wheeler Avenue at South Early Street

STAFF RECOMMENDATION: That the Board makes a recommendation to the Director of T&ES to remove two (2) parking spaces on Wheeler Avenue, near its intersection with South Early Street.

BACKGROUND: In September 2023, the President of the Wakefield-Tarleton Civic Association sent an email message to staff with a request to address safety issues along Wheeler Avenue by installing a crosswalk at the intersection with South Early Street (Attachment 1). Commercial and residential uses surround this intersection, with a bicycle shop, rug store, construction office, daycare center, and a townhome community nearby (Attachment 2). The on-street parking that lines the southeastern side of Wheeler Avenue is restricted overnight (9 p.m. - 6 a.m.), and is used by nearby business employees and daycare patrons during school pickup and drop off hours (Attachment 3).

DISCUSSION: The City is addressing the request from the community by recommending pedestrian safety and visibility improvements at the intersection of Wheeler Avenue and South Early Street.

This intersection lacks a safe and accessible pedestrian crossing at any approach. The existing stop sign on South Early Street does not currently have an accompanying stop bar (Attachment 4). On-street parking is permitted along the southeastern side of Wheeler Avenue, right up to the entrance of the Child and Family Network daycare center, and parked vehicles limit visibility (Attachment 5). Numerous families attempt to cross here daily to pick up children at the daycare center during morning and afternoon pick up and drop off hours. Existing conditions can be viewed in Attachment 6.

To provide a safer and more visible marked pedestrian crosswalk across Wheeler Avenue, staff recommends removing two parking spaces (40 feet) on the southeastern side of Wheeler Avenue (Attachment 7).

Proposed improvements to this intersection include the addition of marked pedestrian crossings at South Early Street and Wheeler Avenue, a stop bar on South Early Street, a painted curb extension, pedestrian warning signs, and a new ADA accessible curb ramp on Wheeler Avenue (Attachment 8).

OUTREACH: The City held a public comment period on pedestrian safety improvements from March 12, 2024 through April 1, 2024. Comments were submitted via email (Attachment 9). The City announced this comment opportunity in several ways:

- Staff posted notice signs at the intersection impacted by the proposed pedestrian safety improvements.
- Staff emailed the following stakeholder groups: Wakefield-Tarleton Civic Association and the Child and Family Network Center.
- Staff received three emails during the comment period. Of the feedback received, all endorsed the proposed changes and the Executive Director of the Child and Family Network Center provided a letter of support (Attachment 7).

The City received comments which expressed support for pedestrian safety improvements at the intersection of Wheeler Avenue and South Early Street, with some suggestions for additional improvements along the corridor, such as a pedestrian crossing near the Port City Brewery and bike lane upgrades on Wheeler Avenue.

Attachment 1: Request

Sent: Tuesday, September 26, 2023 10:06 AM

To: Daniel Scolese <daniel.scolese@alexandriava.gov>

Subject: [EXTERNAL]sidewalks and crosswalks on Wheeler Ave.

Hi, Dan. In September 2020, I asked, via Christine Mayeur, that the city address a serious safety issue on Wheeler Ave. Neither side of the street has a contiguous sidewalk from Duke St. to S. Gordon St., and the only crosswalk is at the intersection with Duke. I requested that the city either complete the sidewalk on one side of Wheeler (the easiest would be the east/south side) or install a crosswalk at S. Early, where sidewalk exists on both sides of Wheeler. I know that Jim Lewis of the Traffic & Parking Board also asked for these modifications, I believe in 2021 (but maybe 2022).

Ms. Mayeur said the city would initiate a study in FY23 or FY24. We now are in FY24 and, to my knowledge, nothing has occurred. What do I need to do to get this evaluation started?

Thanks much.

Sincerely,
Erin Winograd

Attachment 2: Aerial View



Attachment 3: Streetview



Attachment 4: Stop Bar

A makeshift stop bar has been added to this intersection by an unknown party.

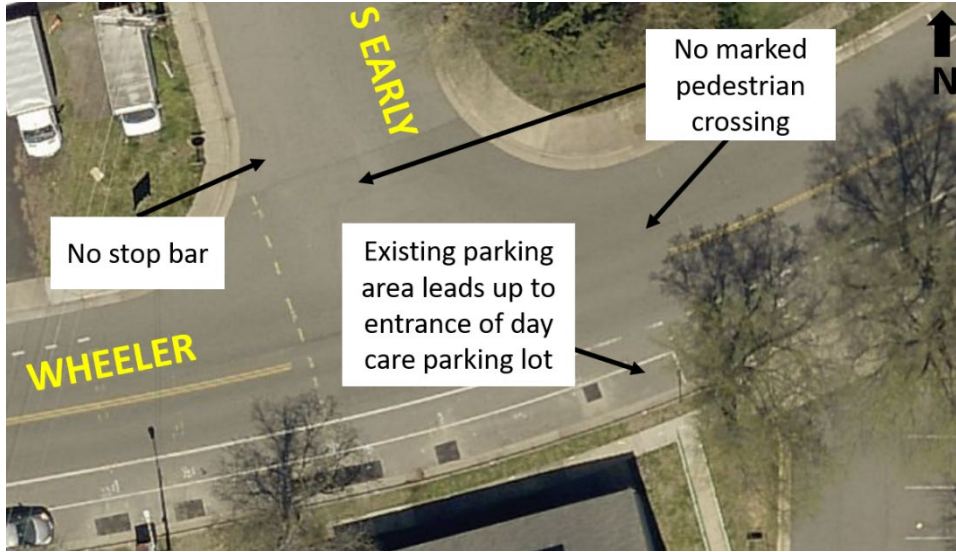


Attachment 5: Limited Visibility

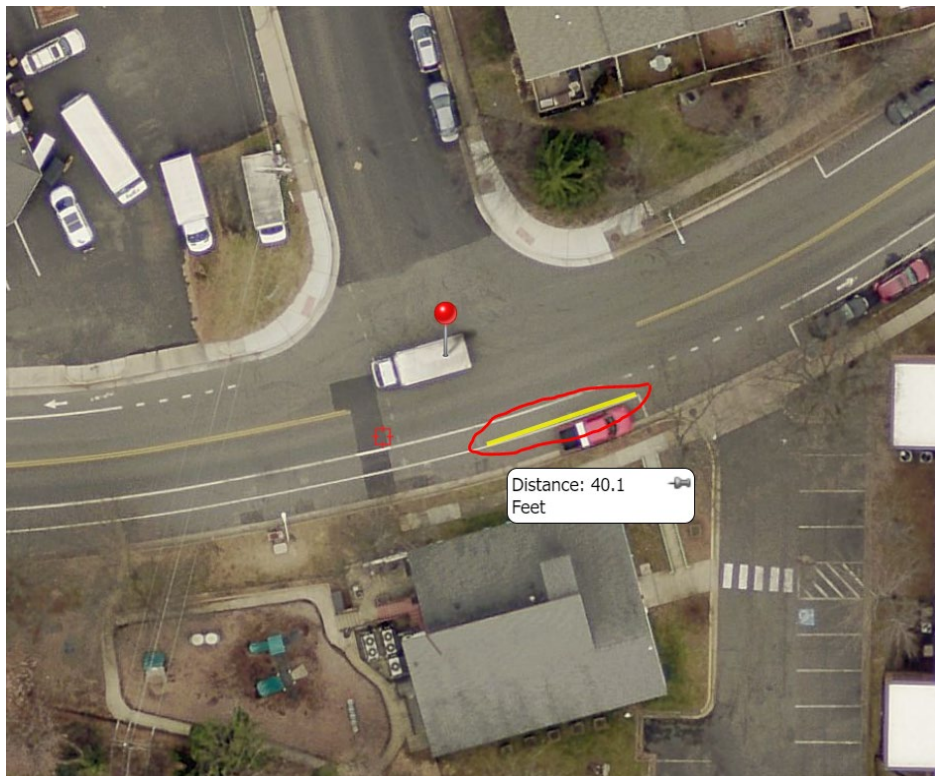
Parking currently blocks visibility entering/leaving the Child and Family Network Center driveway.



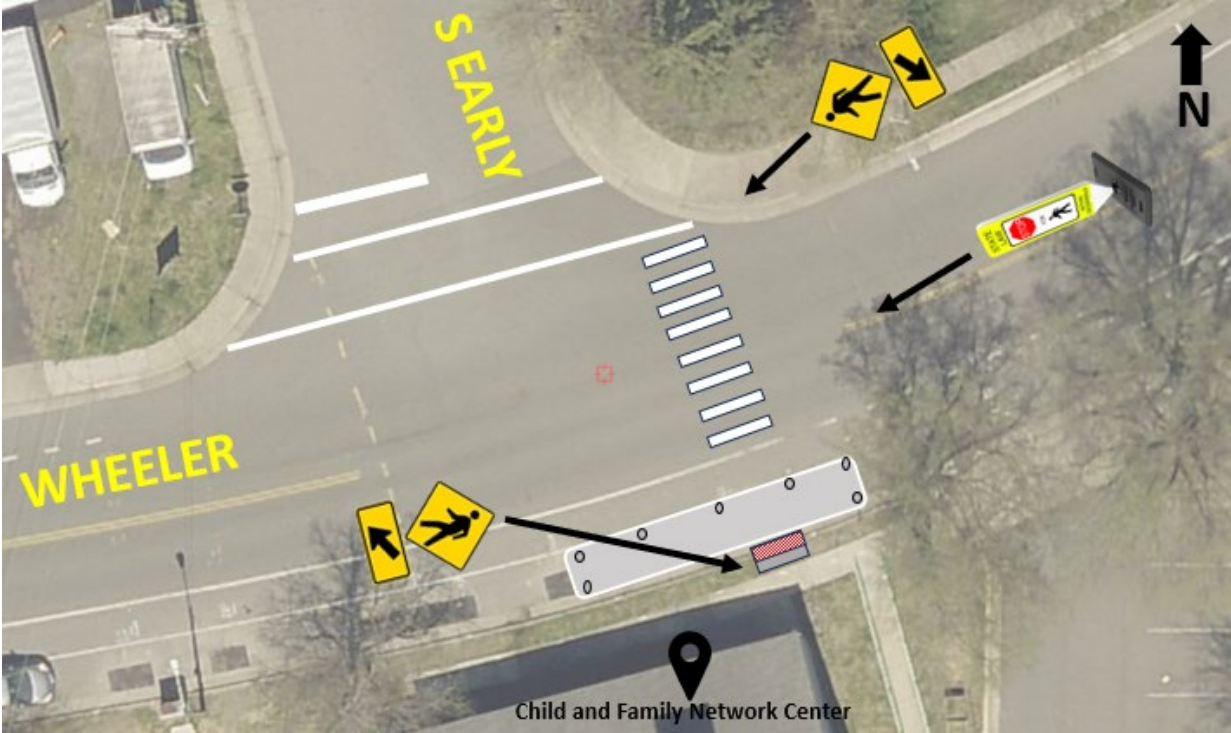
Attachment 6: Existing Conditions



Attachment 7: Proposed Parking Removal



Attachment 8: Proposed Improvements



Attachment 9: Public Comment

This attachment compiles comments received during the public comment period for the proposed pedestrian safety improvements restrictions at Wheeler Avenue and South Early Street. Three emails were received.

Date: Tuesday, March 16, 2024

To: silas.sullivan@alexandriava.gov

Subject: [EXTERNAL] Re: City of Alexandria Proposes Traffic Safety Improvements for Intersection of Wheeler Avenue and South Early Street

Thank you very much for moving this forward. It definitely will enhance safety for residents and the people who work at and patronize the many businesses along Wheeler.

Sincerely,
Erin

Date: Tuesday, March 16, 2024

To: silas.sullivan@alexandriava.gov

Subject: [EXTERNAL]Safety improvements on Wheeler

Hi Silas Sullivan,

Thank you for your work on improving safety in our neighborhood. I use Wheeler regularly for biking and walking my dog. The intersection of Early and Wheeler is in need of improvement. I fully support the proposed improvements including: a stop bar on South Early Street, a painted curb extension, pedestrian warning signs, and a new ADA accessible curb ramp. I also ask that the city look at extending the bike lanes along wheeler so that they are contiguous. A pedestrian crossing by Port City would also be a benefit for safety.

Best regards,

Asa Orrin-Brown

Date: Saturday, March 27, 2024

To: silas.sullivan@alexandriava.gov

Subject: [EXTERNAL] City of Alexandria Proposes Traffic Safety Improvements for Intersection of Wheeler Avenue and South Early Street

Hi Silas – Here are my comments on the proposed crosswalks outside of the Child and Family Network Centers:

My name is Barbara McLaughlin and I am the Executive Director of The Child and Family Network Centers, located at 3700 Wheeler Avenue. I write today to wholeheartedly express my support for this important project. Twice a day, families with children ages 3 and 4 come to our building at 3700 Wheeler Avenue to drop off and pick up their children at our two classrooms. Many families use this intersection and a crosswalk is necessary. Some of our families walk to our location and must cross the street in question twice a day. Other families park on Early Street and walk across to pick up and drop off their children. In short, at least 20-30 families use this intersection twice daily. Despite the posted 25mph speed limit, cars very often come down Wheeler Avenue at high rates of speed. There are many trucks that use this street to reach the warehouses beyond our location and several do not obey the speed limit. Last summer, a truck going at a high rate of speed crossed the double line, hit a parked car and damaged the exterior of our building. Thankfully, no children or parents were outside at the time and there was only property damage to contend with, but the results could have been tragic had it happened at a different time of day. I urge the approval of this crosswalk that is desperately needed to ensure the safety of our little ones and their parents. I am aware there will be a loss of parking spaces outside our location, but that is a small price to pay to promote safety.

Kindly,

Barbara

City of Alexandria, Virginia

Traffic and Parking Board

DATE: April 29, 2024

DOCKET ITEM: 6

ISSUE: Parking Removal - Intersection of John Carlyle Street and Emerson Avenue

REQUESTED BY: Carlyle Council

LOCATION: John Carlyle Street and Emerson Avenue

STAFF RECOMMENDATION: That the Board recommend the Carlyle Council and the Director of T&ES remove one parking space on John Carlyle Street.

BACKGROUND: The intersection of John Carlyle Street and Emerson Avenue is located in the Carlyle neighborhood in a mixed-use area with a parking garage directly opposing the Emerson Avenue side (Attachment 1). Crosswalks are provided on all approaches and metered parking is also permitted on the street. Roads within Carlyle are owned by Carlyle and maintained by the City of Alexandria.

DISCUSSION: In March 2023, staff received a request from outside the Carlyle Council for an all-way stop at the intersection of John Carlyle Street and Emerson Avenue. Staff reviewed the request per the local-and-local stop sign program. Notable observations are:

- There is an even split of traffic between the approaches with less than 1000 vehicles entering per day.
- The on-street parking spaces on the east side of John Carlyle Street block the view of drivers seeing a pedestrian utilizing the crosswalk
- The parking garage entrance does block the drivers view of the sidewalk and John Carlyle Street. In order to see John Carlyle Street and the sidewalk, drivers must enter the driveway apron, which at that point the garage side vehicle is visible to all approaches.
- The Emerson Avenue side is regularly blocked by parked vehicles that are dropping off/picking up services on the north side of John Carlyle Street or by a parked vehicle on the south side of the street.
- The intersection is heavily used by pedestrians.
- No reportable crashes have been reported within the last 5 years.

The intersection does meet the traffic volume criteria of administrative local-and-local stop sign eligibility program. However, a requirement from this program is neighborhood support. In

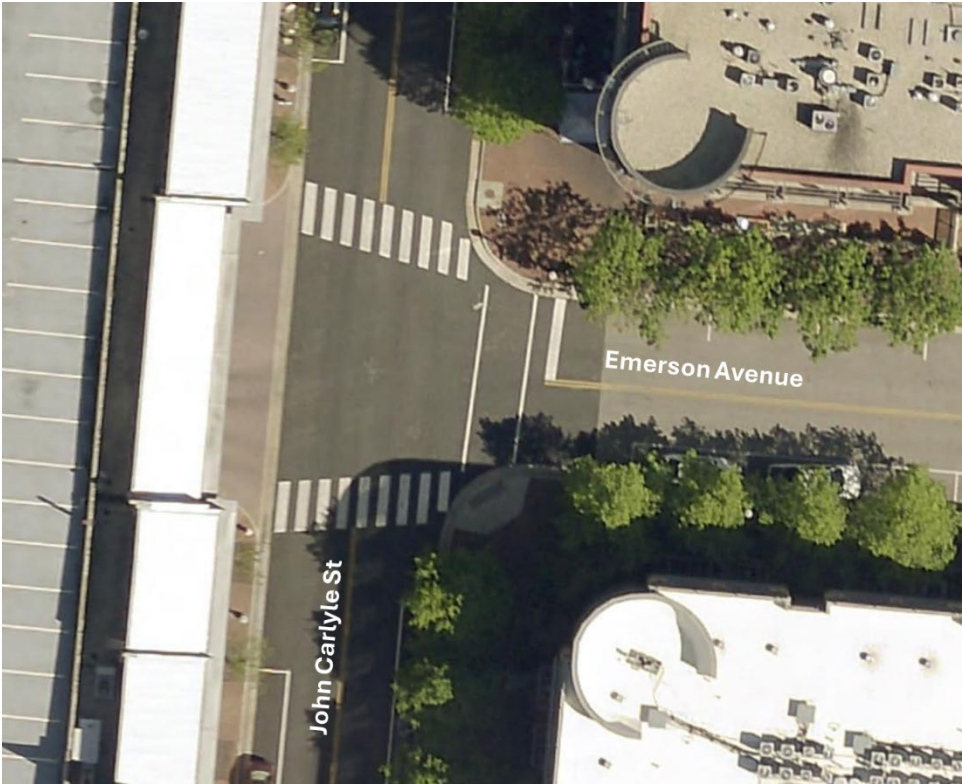
discussions with Carlyle Community Council, they preferred the City focus was on improving sight distance and driver awareness to pedestrians (Attachment 3) rather than install a stop sign at this time. This included:

- Installation of Pedestrian Paddle Signs on John Carlyle Street (Installed in September 2023).
- Replacing the existing northside parking space with a pick-up drop-off zone (Currently under review through the administrative process).
- Removal of one parking space in the southeast corner of the intersection to improve sight-distances.

Staff will continue to work with Carlyle Council to determine the effectiveness of the improvements at this intersection for pedestrian safety.

OUTREACH: Staff coordinated with the Carlyle Council to develop a solution that would address pedestrian safety and visibility. The Carlyle Council liaison coordinated with the Council and businesses on the process and recommendations. The City posted the paddle board signs, and at the time notified the Council liaison about the installation. As well, staff will notify the Carlyle Council about parking removal and changes as consistent with those programs.

Attachment 1: Location - Intersection of John Carlyle Street and Emerson Avenue



Attachment 3: On-Street Parking Modification Request Form

ON-STREET PARKING MODIFICATION REQUEST FORM



Please fill out the first page of this application and return to max.devilliers@alexandriava.gov or mail to Max Devilliers, Mobility Services, 421 King Street, Suite 235, Alexandria, VA 22314. Staff will contact the Project Champion to further refine proposed solution to address the issue that the applicant is trying to address.

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

City staff, in coordination with Carlyle Council, is requesting to remove one parking space and change another to a "loading zone" so that sight distance is improved at the intersection of John Carlyle Street and Emerson Ave.

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: John Carlyle Street and Emerson Ave - see attached
(Map or figure may be provided as an attachment)

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

Project Champion (Point of Contact) Information:

Name: Morgan Babcock

Address: 530 John Carlyle Street Alexandria, VA 22314

Email: mbabcock@carlylecouncil.com

Phone Number: 703-504-6450

Best Way to Contact:
Best Time of Day to Contact:

Email
 Morning

Phone
 Afternoon

City of Alexandria, Virginia

Traffic and Parking Board

DATE: April 29, 2024

DOCKET ITEM: 7

ISSUE: Consideration of Parking and Traffic Changes along Mount Vernon Avenue at the Intersections of Glebe Road, Russell Road and Executive Avenue.

REQUESTED BY: T&ES Staff

LOCATION: Mount Vernon Avenue, between Glebe Road and Four Mile Road

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES implement the following parking and traffic changes:

- Mount Vernon Avenue and Glebe Road: Option 2, Modified Roundabout
 - Replace the signalized intersection of Mount Vernon Avenue/Glebe Road with a roundabout.
 - Reduce the number of travel lanes to one lane in each direction at the roundabout.
 - Convert the McDonalds exit driveway and the northernmost driveway at 3501 Mount Vernon Avenue to a right-turn-only exit.
 - Close the southernmost driveway at 3501 Mount Vernon Avenue.
- Mount Vernon Avenue and Russell Road: Option 1, Large Curb Extension
 - Remove 12 parking spaces on the west side of Russell Road.
 - Convert the existing on-street parking (approximately 8 spaces) on the west side of Mount Vernon Avenue between Executive Avenue and Russell Road from overnight parking only to unrestricted parking.
 - Add 2 parking spaces on the west side of Russell Road between Mount Vernon Avenue and Glebe Road. Add 7 parking spaces to the east side of Russell Road between Mount Vernon Avenue and Glebe Road, which would be unrestricted from 6 p.m. to 7 a.m. daily, and for loading/unloading only at all other times.
 - Implement No Turn on Red restrictions for all applicable intersection approaches.
- Mount Vernon Avenue and Executive Avenue: Option 1, Curb Extensions
 - Remove 1 parking space on the west side of Executive Avenue.
 - Convert the southbound through-right lane on Mount Vernon Avenue approaching Executive Avenue to a right-turn-only lane.
 - Implement No Turn on Red restrictions for all applicable intersection approaches.
- Mount Vernon Avenue and Four Mile Road: Option 1, Curb Extensions
 - Implement No Turn on Red restrictions for all applicable intersection approaches.

BACKGROUND: Mount Vernon Avenue is a minor arterial roadway that provides north-south access between Arlington County, the Arlandria neighborhood, and Del Ray. Despite this interjurisdictional access serving longer-distance trips, Mount Vernon Avenue also largely functions as a main street, with a mix of small and medium-sized businesses, restaurants, civic buildings, and residential land uses that generate many trips on foot, by bike, and by bus. While Mount Vernon Avenue in Del Ray is largely designed to accommodate people walking and taking transit, the character of the corridor shifts further north in the Arlandria neighborhood to a more auto-centric design, with a wider street cross-section, limited crossing opportunities, and suboptimal transit amenities in some locations.

Since 2016, there have been 84 crashes on the corridor between the intersections with Four Mile Road and with Glebe Road, a distance of about half a mile. While some crashes occurred midblock, most crashes occurred at or within the functional area of the subject intersections. Notably, there have been seven reported pedestrian crashes in the project area, all of which resulted in some kind of injury, and three of which were fatal. Two of the fatal crashes occurred at the intersection of Mount Vernon Avenue and Glebe Road, and the other occurred on Executive Avenue, just west of the intersection with Mount Vernon Avenue. See Attachment 2 for more details.

In 2017, the City adopted the Vision Zero Action Plan to eliminate traffic fatalities and severe injuries. The City also employs a safe system approach when planning and engineering for traffic safety, which aligns with the U.S. Department of Transportation's National Roadway Safety Strategy and involves taking preventative action to minimize crashes.

In 2021, the City adopted the Arlandria-Chirilagua Small Area Plan, which called for the four subject intersections to be evaluated for major improvements for multimodal safety (Attachment 1). The City currently has funding from various sources, including a grant from the Virginia Department of Transportation (VDOT), to implement safety improvements along the corridor. The City launched the Mount Vernon Avenue North Complete Streets Project in early 2022.

DISCUSSION: In Spring 2022, staff reviewed community input gathered through past planning efforts in the area and developed a series of concept design options for the four intersections. The concept design options that were developed are summarized in attachment 3. Staff evaluated each alternative to assess how they performed against the project goals to improve pedestrian safety, reduce vehicle speeds, minimize conflicts between users, improve access to transit, and preserve parking. After considering each alternative's performance along with community feedback, staff has identified the following preferred conceptual design alternatives to move forward into the detailed design phase:

- Mount Vernon Avenue and Glebe Road: Option 2, Modified Roundabout
- Mount Vernon Avenue and Russell Road: Option 1, Large Curb Extension
- Mount Vernon Avenue and Executive Avenue: Option 1, Curb Extensions
- Mount Vernon Avenue and Four Mile Road: Option 1, Curb Extensions

Staff recommends that the Traffic & Parking Board endorse these preferred conceptual design alternatives and the following specific parking and traffic changes of each that fall under the Board's purview:

1. At Mount Vernon Avenue and Glebe Road:
 - a. Replace the signalized intersection of Mount Vernon Avenue/Glebe Road with a roundabout.
 - b. Reduce the number of travel lanes to one lane in each direction at the roundabout.
 - c. Convert the McDonalds exit driveway and the northernmost driveway at 3501 Mount Vernon Avenue to a right-turn-only exit.
 - d. Close the southernmost driveway a 3501 Mount Vernon Avenue.
2. At Mount Vernon Avenue and Russell Road:
 - a. Remove 12 parking spaces on the west side of Russell Road.
 - b. Convert the existing on-street parking (approximately 8 spaces) on the west side of Mount Vernon Avenue between Executive Avenue and Russell Road from overnight parking only to unrestricted parking.
 - c. Add 2 parking spaces on the west side of Russell Road between Mount Vernon Avenue and Glebe Road.
 - d. Add 7 parking spaces to the east side of Russell Road between Mount Vernon Avenue and Glebe Road, which would be unrestricted from 6 p.m. to 7 a.m. daily, and for loading/unloading only at all other times.
 - e. Implement No Turn on Red restrictions for all applicable intersection approaches.
3. At Mount Vernon Avenue and Executive Avenue:
 - a. Remove 1 parking space on the west side of Executive Avenue.
 - b. Convert the southbound through-right lane on Mount Vernon Avenue approaching Executive Avenue to a right-turn-only lane.
 - c. Implement No Turn on Red restrictions for all applicable intersection approaches.
4. At Mount Vernon Avenue and Four Mile Road:
 - a. Implement No Turn on Red restrictions for all applicable intersection approaches.

OUTREACH: Prior to the start of the project, the City engaged with the community on numerous occasions to document and identify transportation and quality of life concerns from residents, including:

- The Arlandria-Chirilagua Small Area Plan, 2019-2021
- The Alexandria Mobility Plan, 2019-2021
- The Alexandria Transit Vision Plan, 2018-2019
- Vision Zero Action Plan, 2017
- Transportation Master Plan: Pedestrian & Bicycle Chapter Update, 2016
- Alex311 and correspondence with concerned residents

This input was used to develop multiple conceptual design options. The City sought feedback on these design options in Spring 2022 via an online feedback form and an in-person public meeting. The project was advertised via eNews, posters in the project area, and direct emails to stakeholder groups, including Casa Chirilagua, ACPS, Hume Springs Civic Association, and others. The online feedback form received 169 responses. Most respondents supported the staff-recommended options for Russell Road and Executive Avenue. Option 2 also received the most

support among respondents for the Glebe Road intersection. A summary of community feedback is provided in Attachment 4.

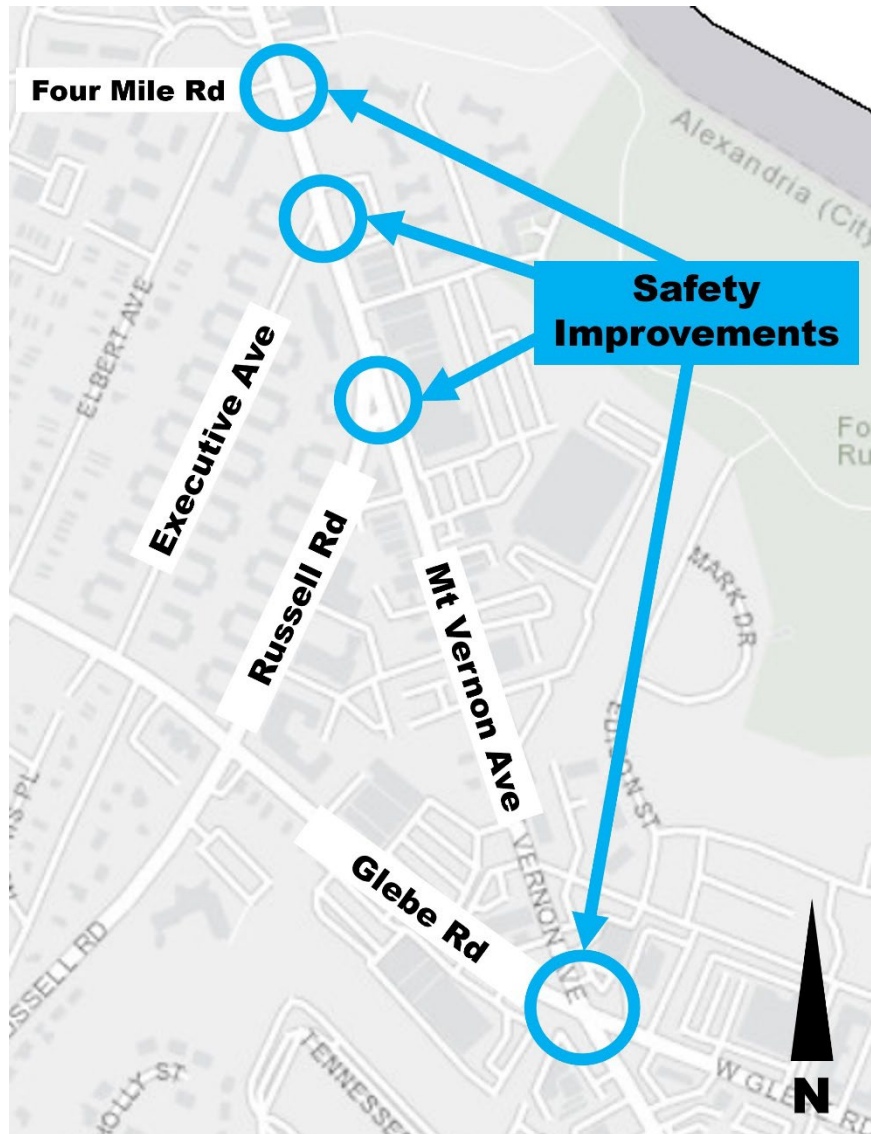
Staff also engaged directly with adjacent property owners who would be impacted by any potential changes, including Presidential Greens Condominiums, St. Rita's Catholic Church, Mr. Wash Car Wash, McDonalds, and more. Staff gathered feedback from property owners and adjusted the concept designs based on their input. Specifically:

- At Mount Vernon Avenue and Glebe Road, staff worked with adjacent property owners on refining the concept with relation to driveway access and turn restrictions.
- At Mount Vernon Avenue and Russell Road, staff worked with adjacent property owners to identify options for offsetting parking losses that would result from the installation of curb extensions.

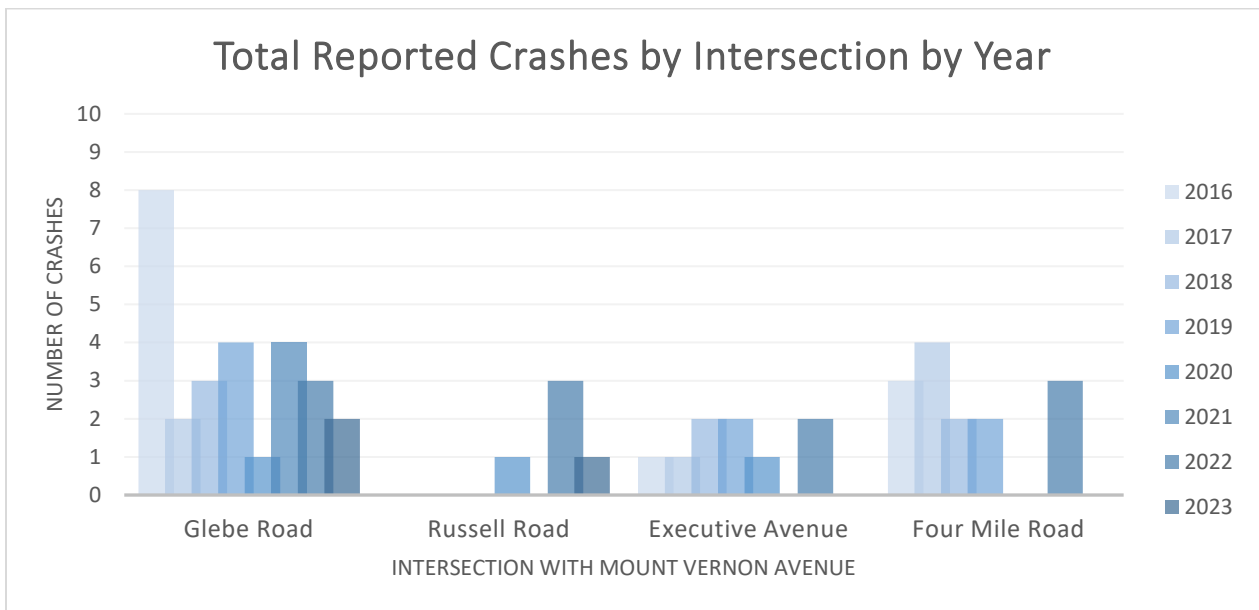
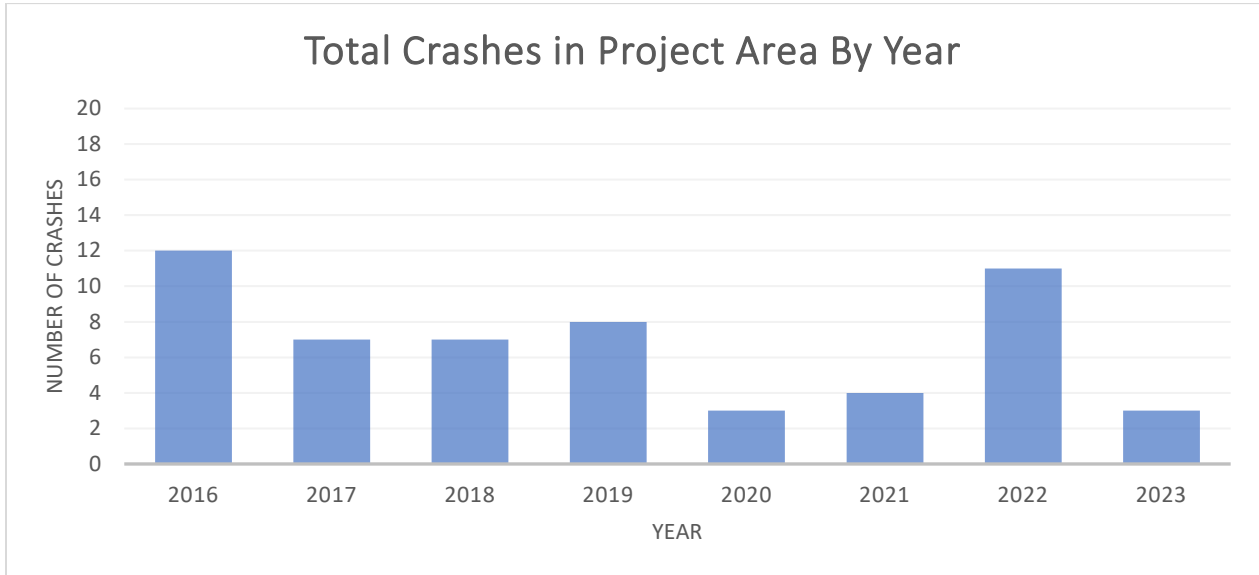
Staff coordinated closely with the Fire Department during the planning and conceptual design phase of the project, and Fire Department staff indicated no major concerns with the preferred alternatives. They provided comments that staff agreed could be addressed during detailed design.

Should these changes be approved, staff will develop design and construction schedules for the various intersections. As projects progress, updates and new information will be provided to the community and on the project website.

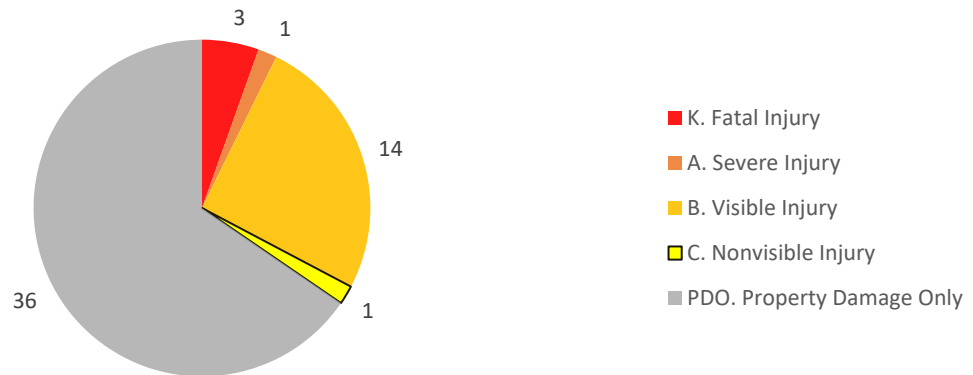
Attachment 1: Project Location



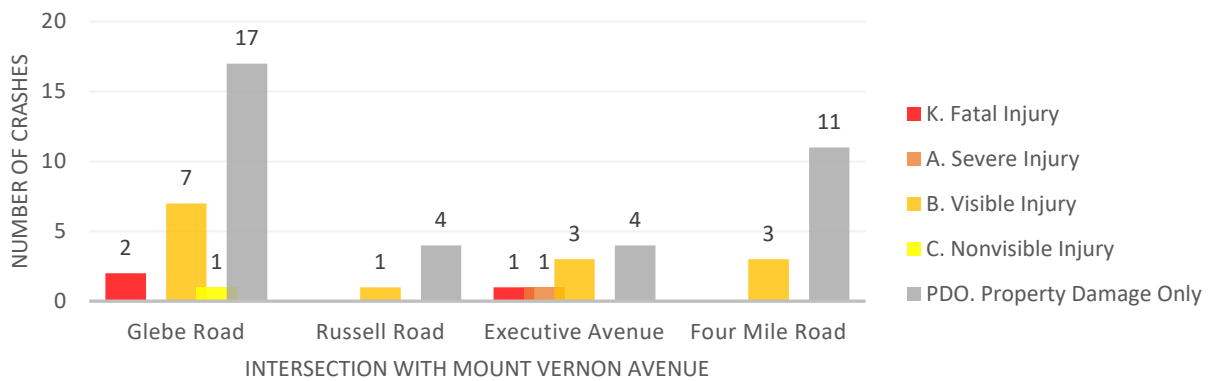
Attachment 2: Crash History



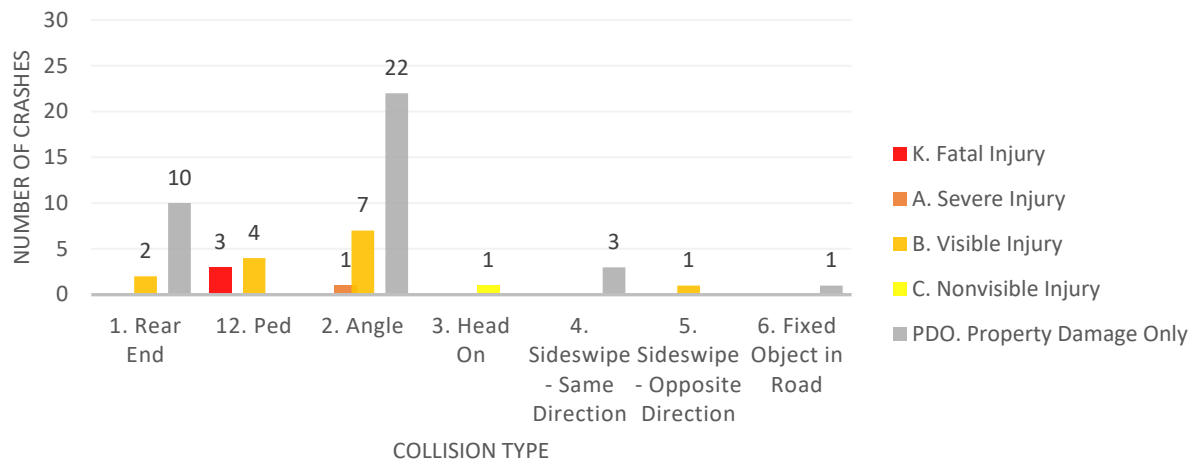
Total Crashes by Crash Severity



Crashes by Intersection by Severity



Crash Severity by Collision Type



Attachment 3: Initial Concept Designs & Alternatives Performance

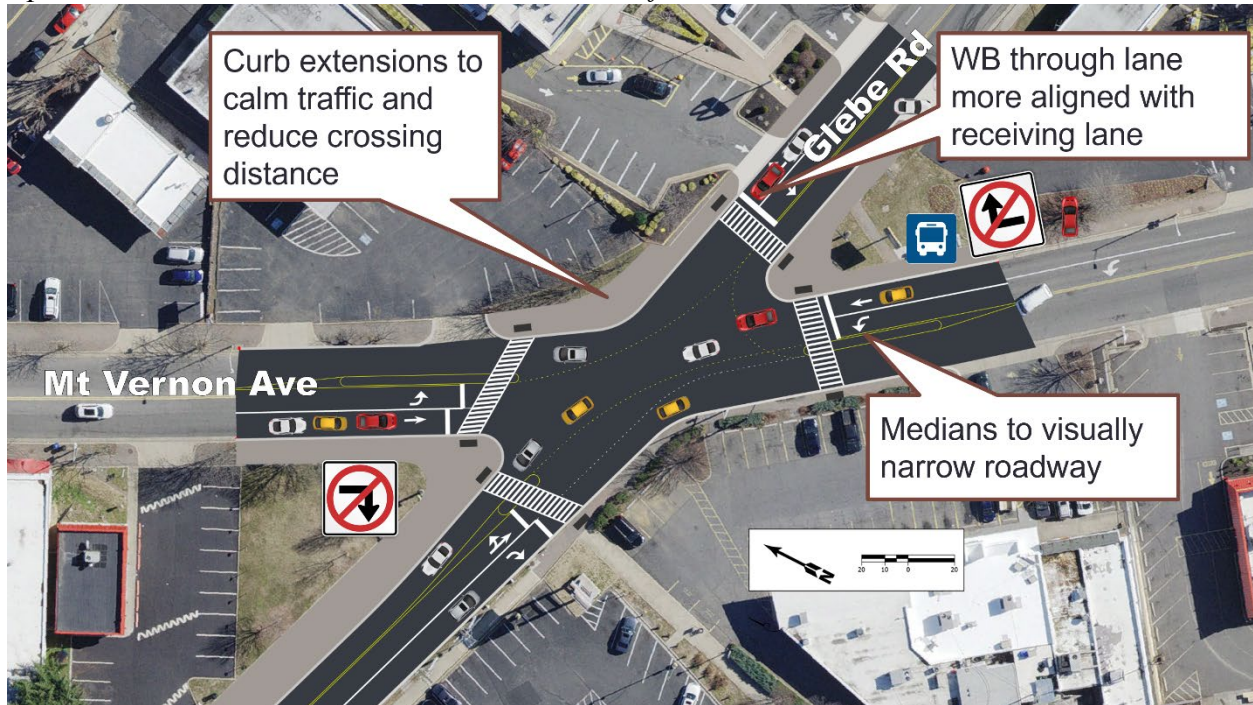
Mount Vernon Avenue & Glebe Road

Existing Conditions:



Mount Vernon Avenue and Glebe Road is a skewed intersection that features relatively long crossing distances with little refuge for people walking. There are multiple curb cuts in the functional area of the intersection, which leads to conflicts for both drivers and people walking. Wide curb radii encourage fast turns, and there have been two fatal pedestrian crashes at this intersection involving turning vehicles. Other common crashes involve collisions related to driveway access and rear-ends.

Option 1: Curb Extensions with Turn Restrictions from Mount Vernon Avenue



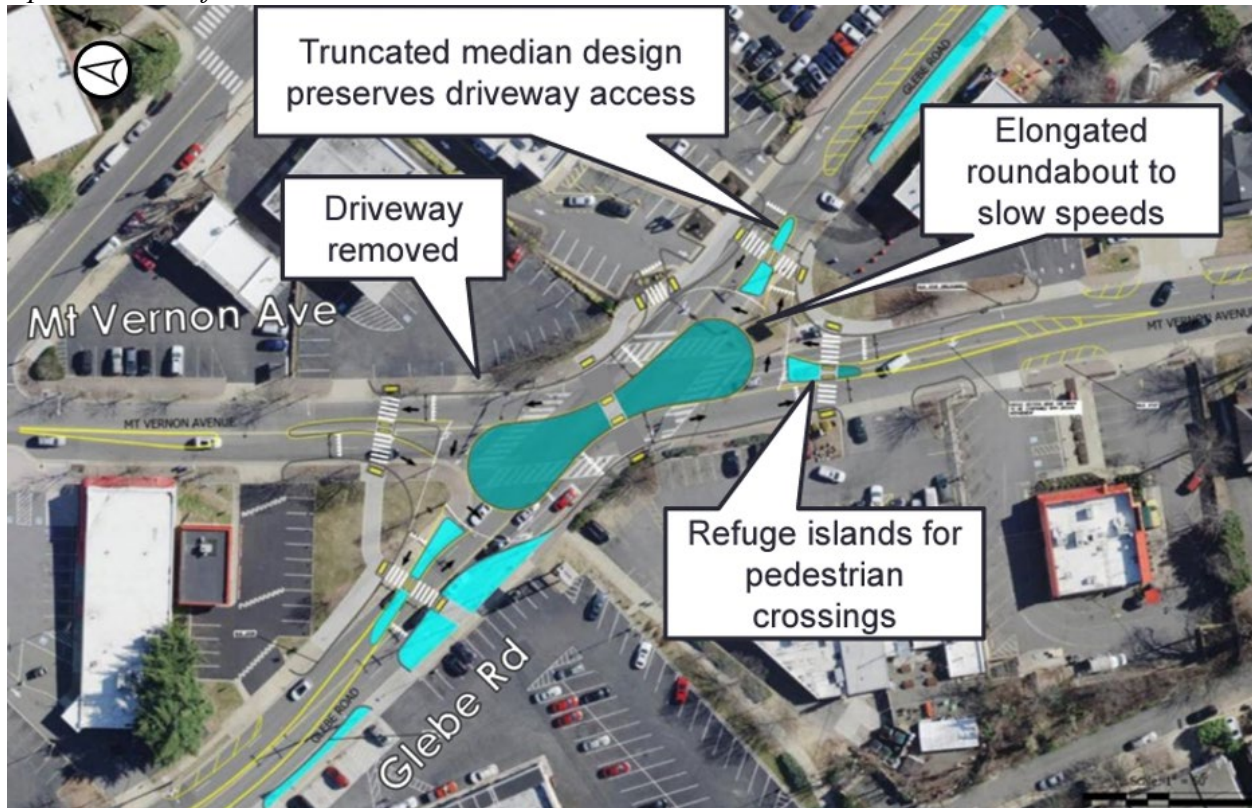
Design Option 1 features curb extensions to reduce the size of the intersection. Medians refuges can be introduced due to the excessive width of some the existing travel lanes. This option would require turn restrictions from Mount Vernon Avenue onto Glebe Road, as the turning movements are not feasible with this layout. Signal timing improvements would be included with this option.

Project Goal	Effectiveness (Scale of 1-3)	How Is This Goal Met?
Improve Pedestrian Safety	1.5	Curb extensions and median refuges shorten crossing distance for pedestrians.
Reduce Vehicle Speeds	1	Curb extensions and median refuges narrow the roadway, which can calm traffic.
Minimize Risk of Crashes	1	Curb extensions and medians calm turns, which can reduce conflicts with pedestrians. With right turns from Mount Vernon Avenue being eliminated, this would also eliminate a potential conflict with people walking.
Improve Access to Transit	1	Improvements to pedestrian safety make it easier and safer to access bus stops.
Preserve Parking	N/A	There is no parking present at this intersection.

This design would result in some traffic being diverted to upstream intersections on Mount Vernon Avenue due to the right-turn restrictions. Some slight increases in delay are expected

during the AM and PM peak hour (overall, 7-8 seconds in both AM and PM). However, the intersection is forecasted to operate acceptably.

Option 2: Modified Roundabout



Option 2 would remove the existing traffic signals and replace them with a modified single-lane roundabout with no turn lanes. One driveway on the northeast corner would be closed, and some driveways would operate under right-in/right-out conditions. Median refuges would be installed on all legs of the intersection.

Project Goal	Effectiveness (Scale of 1-3)	How Is This Goal Met?
Improve Pedestrian Safety	3	This design significantly reduces pedestrian crossing distance and creates two-stage crossings on all legs of the intersection.
Reduce Vehicle Speeds	3	This design would have a significant traffic calming effect, requiring drivers to proceed more slowly through the intersection.
Minimize Risk of Crashes	2.5	Both fatal pedestrian crashes at this intersection involved drivers making high-speed turns. By installing a roundabout, which has a major traffic calming benefit, drivers are forced to drive more slowly, minimizing risk.

		to people walking. As a result of the geometry, injury related crashes are expected to be decreased by up to 70% according to FHWA when converting a signalized intersection to a roundabout. Multiple crashes have also occurred as a result of drivers attempting to turn left out of the McDonald's exit driveway. By restricting this driveway to right-out only movements, similar crashes in the future can be avoided.
Improve Access to Transit	2	Improvements to pedestrian safety make it easier and safer to access bus stops.
Preserve Parking	N/A	There is no parking present at this intersection.

This design reconfigures the intersection to a single-lane elongated roundabout (or peanut) with no turn lanes. The roundabout would operate overall better than the existing intersection, with on average up to 20 seconds per vehicle in savings. Eastbound delays will remain relatively similar to today albeit higher volumes. However, queues are expected to be slightly longer but rolling (i.e. not stop-and-go). No upstream blockage is expected.

Option 3: Two "T" Intersections



Option 3 would separate the existing skewed intersection into two distinct signalized intersections. Median refuges may be installed on Mount Vernon Avenue. Right turns on red would be restricted (an existing condition).

Project Goal	Effectiveness (Scale of 1-3)	How Is This Goal Met?
Improve Pedestrian Safety	2	This design significantly reduces pedestrian crossing distance and creates more crossing opportunities.
Reduce Vehicle Speeds	2.5	This design would create tighter curb radii and reduce vehicle turning speeds.
Minimize Risk of Crashes	2	Both fatal pedestrian crashes at this intersection involved drivers making high-speed turns. This option would reduce vehicle turning speeds and minimize risk to pedestrians. This option would also align two existing driveways and have an access management benefit, which can improve safety.
Improve Access to Transit	2	Improvements to pedestrian safety make it easier and safer to access bus stops.
Preserve Parking	N/A	There is no parking present at this intersection.

This intersection design splits the intersection into two and can improve traffic delay by splitting up signal phases. The configuration does reduce overall delay by up to 20 to 30 seconds. Although queueing is anticipated to be less than the existing intersection configuration, the queue between the intersection pair may backup into the upstream intersection. This is a result of a higher volume between Glebe Road reconnecting through the intersections.

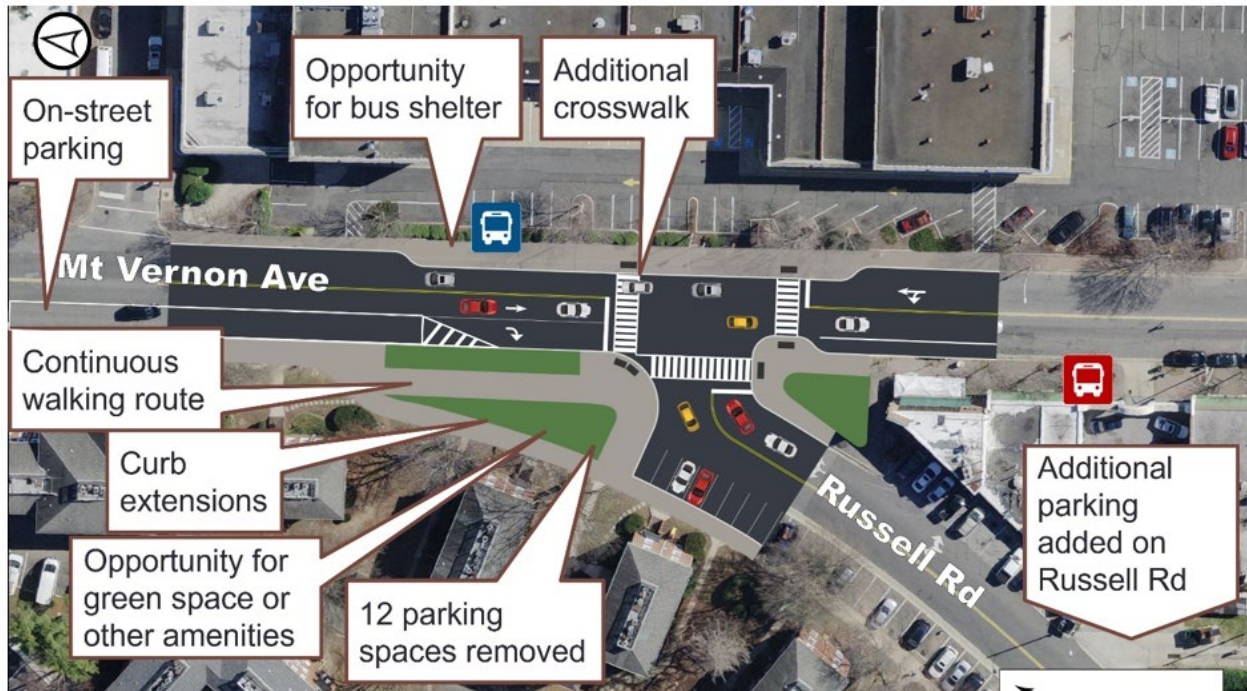
Mount Vernon Avenue & Russell Road

Existing Conditions:



The intersection of Mount Vernon Avenue and Russell Road is a skewed intersection that features a slip lane adjacent to pull-in perpendicular parking. The current design enables high-speed turns that create risk for people crossing Russell Rd and for drivers backing out of parking spaces. There is no marked crosswalk on the north side of the intersection, and people walking must make three separate crossings to travel between the northwest side of the intersection to the east side. Right turns on red are permitted, which can create conflicts between turning drivers, pedestrians, and through traffic. North of the intersection, parking is permitted in the southbound curb lane on Mount Vernon Avenue between 7PM and 7AM.

Option 1: Large Curb Extension



Design Option 1 introduces curb extensions to realign the intersection into a more traditional “T” shape and close the southbound slip lane. A crosswalk is added to the north side of the intersection. The southbound curbside lane is converted from overnight parking to all-day on-street parking, with a dedicated right-turn lane at the intersection. Right turns on red would be prohibited. This option would remove 12 parking spaces on Russell Road at the intersection. Additional spaces could be added elsewhere on Mount Vernon Avenue and Russell Road, as shown below:



Project Goal	Effectiveness (Scale of 1-3)	How Is This Goal Met?
Improve Pedestrian Safety	2.5	Curb extensions improve visibility of pedestrians, shorten crossing distance, and reduce turning speeds. Additional crosswalk provides safe crossing.
Reduce Vehicle Speeds	2.5	Curb extensions reduce turning speeds.
Minimize Risk of Crashes	2	Realignment of the intersection requires more deliberate maneuvers by drivers, and reduces pedestrian exposure to moving traffic. Adding a signalized crosswalk also provides a safe crossing opportunity and reduces the number of times people have to cross the street. Removing the slip lane reduces potential conflicts with parked cars.
Improve Access to Transit	2	Improving pedestrian safety makes it easier and safer to access bus stops. Bus bulbs increase bus efficiency.
Preserve Parking	1.5	Curb extension requires the removal of 12 parking spaces. While not a 1:1 exchange in terms of number and type, these parking losses can largely be offset by adjusting parking restrictions elsewhere.

Based on an analysis of this option, the intersection is expected to perform acceptably during weekday AM and PM peak hours.

Option 2: Modified Curb Extension



This option is similar to Option 1, which realigns the intersection. However, this option features a modified curb extension to preserve 4 additional parking spaces currently used by Presidential Greens residents (reduction of 8 parking spaces, instead of 12).

Project Goal	Effectiveness (Scale of 1-3)	How Is This Goal Met?
Improve Pedestrian Safety	2.5	Curb extensions improve visibility of pedestrians, shorten crossing distance, and reduce turning speeds. Additional crosswalk provides safe crossing.
Reduce Vehicle Speeds	2.5	Curb extensions reduce turning speeds.
Minimize Risk of Crashes	1	Realignment of the intersection requires more deliberate maneuvers by drivers, and reduces pedestrian exposure to moving traffic. Adding a signalized crosswalk also provides a safe crossing opportunity and reduces the number of times people have to cross the street. Removing the slip lane reduces potential conflicts with parked cars. However, introducing a driveway entrance so close to the intersection increases risk of conflict at that location.

Improve Access to Transit	2	Improving pedestrian safety makes it easier and safer to access bus stops. Bus bulbs increase bus efficiency.
Preserve Parking	1	Curb extension requires the removal of 8 parking spaces. While not a 1:1 exchange in terms of number and type, these parking losses can be offset by adjusting parking restrictions elsewhere.

Based on an analysis of this option, the intersection is expected to perform acceptably during weekday AM and PM peak hours.

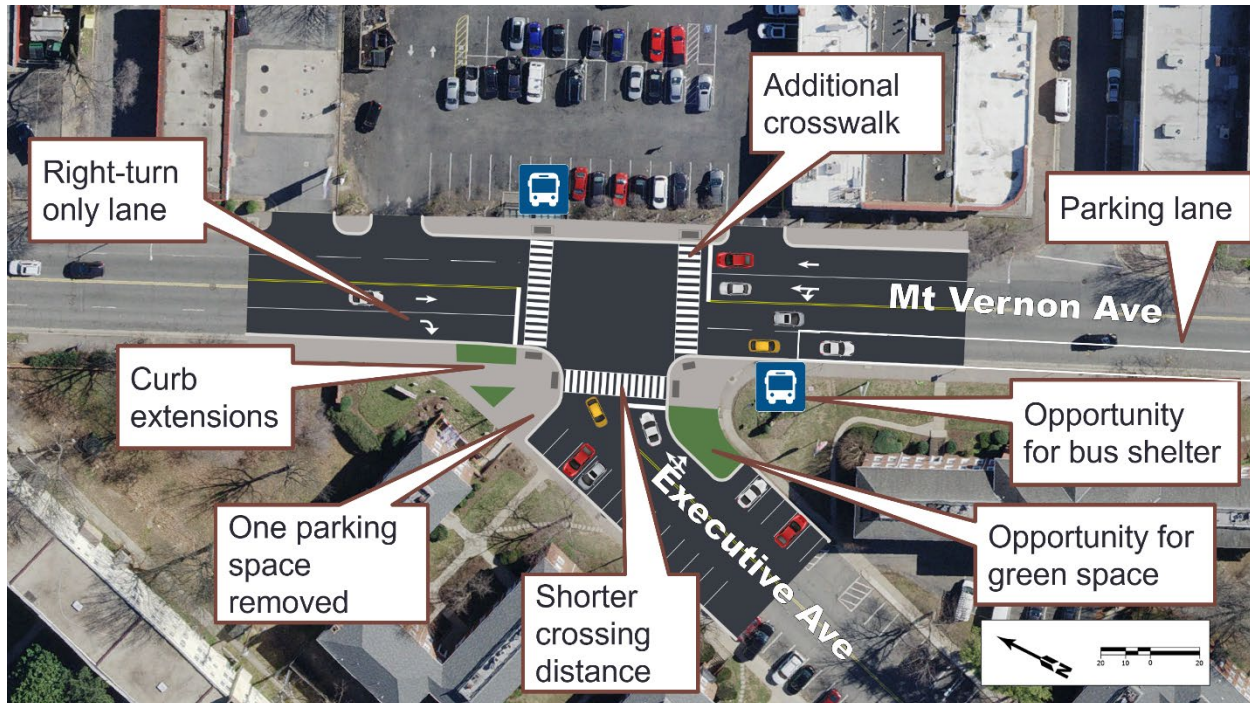
Mount Vernon Avenue & Executive Avenue

Existing Conditions:



Mount Vernon Avenue & Executive Avenue is a skewed intersection, which enables southbound right turns to occur at relatively high speeds. This can lead to conflicts with people crossing the street or people entering or exiting parking spaces. Crossing distances are long due to the intersection geometry, and there is no marked crosswalk on the south side of the intersection. There is a bus stop with a shelter on the east side of the intersection. South of Executive Avenue, there is an overnight only parking lane on the west side of the street, which means southbound drivers merge into one lane when parked cars are present, though no transition area is provided. Right turns on red are permitted, which create conflicts between turning drivers and pedestrians, and turning drivers and through traffic.

Option 1: Curb Extensions



In this concept, curb extensions are proposed to reduce the skewed angle of the intersection and realign it into a more traditional “T” intersection design. North of the intersection, the southbound curbside lane would become a right-turn only lane, and south of the intersection, the overnight parking lane would become all-day on-street parking. A new crosswalk is added on the south side. Right turns on red would also be prohibited. This option would also require the removal of one parking space.

Project Goal	Effectiveness (Scale of 1-3)	How Is This Goal Met?
Improve Pedestrian Safety	2.5	Curb extensions improve visibility of pedestrians, shorten crossing distance, and reduce turning speeds. Additional crosswalk provides safe crossing.
Reduce Vehicle Speeds	2	Curb extensions reduce turning speeds.
Minimize Risk of Crashes	2	High turning speeds may have been a factor in a fatal pedestrian crash that occurred at this intersection. Realignment of the intersection requires more deliberate maneuvers by drivers, and reduces pedestrian exposure to moving traffic. Adding a signalized crosswalk also provides a safe crossing opportunity. Converting the southbound through-right lane into a right-turn only lane also reduces the risk of rear-end and sideswipe collisions as

		drivers would no longer be forced to merge upon encountering parked cars.
Improve Access to Transit	2.3	Improving pedestrian safety makes it easier and safer to access bus stops. The additional space reclaimed at the intersection also allows for the addition of a bus shelter on the southbound side.
Preserve Parking	1	Minimal impacts to on-street parking (removal of 1 space). <i>Note: the addition of spaces on Mount Vernon Avenue is factored into evaluation of intersection with Russell Road.</i>

Based on an analysis of the proposed condition, the intersection is expected to perform acceptably during weekday AM and PM peak hours.

Mount Vernon Avenue & Four Mile Road

Existing Conditions:



In the existing conditions, wide lanes on Four Mile Road create long crossing distances and unpredictable driver behavior. While Four Mile Road is a one-lane approach to the intersection, it is often treated by drivers as two lanes, which can reduce visibility and create risk for pedestrians. Drivers turning onto Four Mile Road can do so at relatively high speeds due to the width of the intersection. Right turns on red are also permitted, which can lead to risky driving maneuvers, particularly during busy periods, and lead to conflicts with people walking in the crosswalk.

Option 1: Curb Extensions



This option includes installing curb extensions on Four Mile Road, adjusting signal timing to reduce pedestrian wait times, and implementing No Turn on Red restrictions.

Project Goal	Effectiveness (Scale of 1-3)	How Is This Goal Met?
Improve Pedestrian Safety	2	Curb extensions improve visibility of pedestrians, shorten crossing distance, and reduce turning speeds.
Reduce Vehicle Speeds	2	Curb extensions reduce turning speeds.
Minimize Risk of Crashes	2	Curb extensions reduce potential for crashes involving pedestrians crossing Four Mile Road, which has occurred in the past at this location. No Turn on Red restrictions also reduce the risk of crashes between through traffic and turning traffic, and between turning traffic and pedestrians.
Improve Access to Transit	2	Improving pedestrian safety and reducing pedestrian wait times makes it easier and safer to access bus stops.
Preserve Parking	N/A	No parking is impacted.

Based on an analysis of the proposed condition, the intersection is expected to perform acceptably during weekday AM and PM peak hours.

Attachment 4: Community Feedback

Letters from Stakeholders



January 3, 2024

Traffic & Parking Board Members
City of Alexandria, Virginia
301 King Street, suite 2300
Alexandria, VA 22314

Attn: Chairman James Lewis

Subject: Alexandria Families for Safe Streets support of the Mount Vernon North Project

On behalf of the Board of Directors of the Alexandria Families for Safe Streets (AFSS) organization we want to express our support for the recommended preferred alternatives as set forth by T&ES staff regarding the Mount Vernon Avenue North Complete Street Project. We agree that all four street design changes at the intersections of Mount Vernon and (1) Four Mile Road, (2) Executive Avenue, (3) Russell Road and (4) W. Glebe Road should be approved. In our opinion, the most dangerous intersection is Mount Vernon and W. Glebe. We applaud the recommended modified figure eight roundabout at the subject intersection but hope that the proposed design changes can be implemented expeditiously.

According to the TRED's data published by the DMV, pedestrian crashes from 2016 to mid-2023 along Mount Vernon North from W. Glebe Rd to the Four Mile Run City's line, recorded 17 Killed and Serious Injuries (KSI) incidents with two pedestrians killed at Mount Vernon and W. Glebe Road.

A recent study published by the Health Department of Fairfax County highlighted how underserved communities in the Northern Virginia jurisdiction of Fairfax suffer a disproportionate number of pedestrian KSIs, particularly among people of color. To see the study click: [Recognizing Pedestrian Safety as a Public Health Concern](#). Arlandria is an underserved community in our city and the proposed recommended street intersection design changes will make the Mount Vernon North corridor safer for all pedestrians and multimodal street users.

Please consider approving T&ES's four recommended street design changes on Mount Vernon Avenue North. Thank you.

Sincerely,

Mike Doyle
Founding Member
On behalf of the Board of Directors of
Alexandria Families for Safe Streets

Alexandria Families for Safe Streets
1800 Diagonal Road, Suite 600
Alexandria, VA 22314
Phone: +1 (703) 946-8401
e-mail: miket@novafss.org
novasafestreeets.org

Dear Traffic and Parking Board,

Thank you for the opportunity to share a few comments about the proposed changes to the intersection at Russell Road and Mount Vernon Avenue. I am very appreciative to Alex Carroll for reaching out early on this project and working with me and my staff to identify potential challenges and ways forward. Alex was very good to work with through the entire process, and, while I would prefer no changes at all due to my already dire parking situation, I write to say that I appreciate the willingness to maintain a loading zone in front of the Church and school during the day. Because I operate a K-8 School and a Preschool, safety for our children is paramount, so regular parking in the area in front of the Church and schools is not desirable. Further, that area is often needed for delivery drivers to both the Church and School and the apartments across the street. On the weekend, we need that space for drop off and pick up of some elderly parishioners and for wedding parties for the nearly 30 weddings that we have annually, as well as the quinceañeras. The only items I would ask you to consider are the following: Is it possible that some of the space in front of the Church could be designated as Church parking during the day? This would help us immensely, while preserving safety considerations and a loading zone for deliveries. Secondly, the curb extension which extends into Mount Vernon Avenue as you turn right from Russell Road seems like it could present a problem for larger trucks needing to turn right. Has that been considered? It's already tight because of the angle, and this seems like it would make it impossible, and I think there is enough truck traffic there to warrant the question. Thank you for your work to ensure that Alexandria's roads are safe!

Fr. Christopher Christensen
Pastor, St. Rita

From: Milton A. Scott <MSCOTT@udr.com>
Sent: Wednesday, September 6, 2023 4:16 PM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Cc: Louis Kovalsky <LKovalsky@udr.com>; Douglas Fee <dfee@udr.com>; Christopher Ziemann <christopher.ziemann@alexandriava.gov>; Tyler Wiest <twiest@udr.com>; Scott Hobbs <SHobbs@udr.com>
Subject: RE: [EXTERNAL]Mount Vernon Avenue Safety Project

Alex,

The Labor Day holiday was fun. I hope yours was as well. We discussed. With Option 1, which the City prefers, we lose four additional parking spaces. If the City adds additional parking along Mount Vernon in front of our building and on the east side of Russell, and we can convert some of the grassy islands to parking, we are agreeable to Option 1, which does have a better traffic flow. For the modifications to the intersection of Mount Vernon and Executive, we would like to add signage visible from Mount Vernon in the new median. Please let me know what the next steps are or if you want to have another call to discuss. Thanks.

Buddy

Milton Scott

Vice President



UDR and its affiliated Companies

1745 Shea Center Drive, Suite 200
Highlands Ranch, CO 80129
T: 720.348.7705

M: 804.241.3275

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www.udr.com

WELLS + ASSOCIATES



September 27, 2022

Alex Carroll
Complete Streets Program Manager
Department of Transportation & Environmental Services
City of Alexandria
301 King Street
Room 3600
Alexandria, Virginia 22314

1400 Spring Hill Road,
Suite 610,
Tysons, VA 22102
703-917-6630
WellsandAssociates.com

RE: 3501-3507 Mount Vernon Avenue & 121 West Glebe Road Access Review
Alexandria, Virginia

Dear Ms. Carroll,

This letter summarizes a review of the vehicular access serving the properties located at 3501-3507 Mount Vernon Avenue and 121 West Glebe Road (also served as 118 West Reed Avenue) in the City of Alexandria, Virginia. Specifically, it identifies potential impacts to the properties as a result of the proposed changes to the Mount Vernon Avenue/West Glebe Road intersection envisioned in the Mount Vernon Avenue North Complete Streets Project and summarizes discussions between the property owners and tenants of 3501-3507 Mount Vernon Avenue and 121 West Glebe Road and City staff.

The Arlandria-Chirilagua Small Area Plan, adopted by the City of Alexandria in January 2022, identified the intersection of Mount Vernon Avenue and West Glebe Road for "major improvements for multimodal safety." This intersection was also noted in its 2021 Vision Zero assessment of 10-year crash trends as a high-priority crash location with a record of high bicycle and pedestrian injuries while this segment of Mount Vernon Avenue was also identified as a High Injury Segment as a part of the same effort. As a result, the City has developed three (3) conceptual realignments for the intersection to improve pedestrian safety.

The three options range from generally maintaining the existing alignment with the addition of curb extensions with Option 1, the implementation of an elongated roundabout with Option 2, and the separation of West Glebe Road's intersection with Mount Vernon Avenue into two offset intersections with Option 3. Wells + Associates understands that Option 1 has been noted by the City to be "least impactful" to adjoining properties however, a review of all three scenarios was conducted as outlined below.

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Since these realignments could impact access to the properties at 3501-3507 Mount Vernon Avenue and 121 West Glebe Road, Wells + Associates conducted a review of the properties' access under existing and proposed conditions as summarized in this letter to better understand the access challenges that may result from the concepts.

Existing Conditions

The existing Mount Vernon Avenue/West Glebe Road intersection provides critical connectivity between the Arlandria and Arlington Hills neighborhoods to the north and west and the Del Ray and Potomac Yards neighborhoods to the south and east. The subject properties at 3501-3507 Mount Vernon Avenue and 121 West Glebe Road are occupied by a vacant retail building an automotive repair shop, and a McDonalds restaurant, respectively. The intersection itself maintains an "X" orientation with Mount Vernon Avenue aligned from north-northwest to south-southeast and West Glebe Road from west-northwest to east-southeast as shown on Figure 1. The following summarizes the access that the intersection provides to the subject properties:

- Existing access to the properties is provided via seven full-access curb cuts as follows:
 - Two curb cuts along West Glebe Road serving 121 West Glebe Road (McDonalds),
 - Three curb cuts along Mount Vernon Avenue serving 3501-3507 Mount Vernon Avenue (automotive repair shop and vacant retail building), and
 - Two curb cuts along West Reed Avenue serving 121 West Glebe Road (McDonalds) and 3507 Mount Vernon Avenue (automotive repair shop).
- The Mount Vernon Avenue/West Glebe Road intersection is operated as follows:
 - Signalized
 - Full access with no turn restrictions
 - Marked crosswalks on all approaches with curb ramps and pedestrian countdown heads
- Bicycle access:
 - A nine-dock Capital Bikeshare station is located adjacent to the properties along the south curb of West Reed Avenue.
 - While no bicycle lanes or paths are immediately adjacent to the properties, West Glebe Road is signed and marked as a bicycle route.
- Transit access:
 - One stop immediately adjacent to 3507 Mount Vernon Avenue on eastbound West Reed Avenue serving DASH route 33.
 - Other nearby stops (within 100 feet of the properties) include:

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- Northbound Mount Vernon Avenue south of West Glebe Road serving DASH route 33 and Metrobus routes 10A and 10B.
- Northbound Mount Vernon Avenue north of West Reed Avenue serving Metrobus routes 10A and 10B.
- Southbound Mount Vernon Avenue north of West Reed Avenue serving Metrobus routes 10A and 10B.
- Westbound West Reed Avenue east of Mount Vernon Avenue serving DASH route 33.

Option 1

As shown on Figure 2, Option 1 maintains much of the existing alignment of the intersection with the primary addition being curb extensions and signal timing modifications to provide significantly safer pedestrian crossings at the intersection. Although access to the subject properties is not anticipated to be significantly modified, City staff have indicated that outbound left turns from the McDonalds at 121 West Glebe Road would be restricted due to existing safety concerns.

It should be noted that right turns from northbound and southbound Mount Vernon Avenue onto West Glebe Road would likely be prohibited with the implementation of the curb extensions, significantly impacting access to the adjacent properties. The prohibition of these movements would require vehicles traveling to the McDonalds at 121 West Glebe Road from northbound Mount Vernon Avenue to access the property via its West Reed Avenue curb cut rather than via eastbound West Glebe Road. Likewise, vehicles leaving auto repair shop and vacant retail building at 3501-3507 Mount Vernon Avenue or the West Reed Avenue curb cut for the McDonalds at 121 West Glebe Road would not be able to access westbound West Glebe Road via southbound Mount Vernon Avenue.

These turn restrictions could be alleviated by stop or yield control slip right turn lanes from Mount Vernon Avenue onto West Glebe Road however, it is recognized that this alternative could potentially introduce additional pedestrian/vehicle conflicts due to the right turning vehicles.

Option 2

As shown on Figure 3, Option 2 introduces an elongated roundabout in place of the existing intersection. The incorporation of the roundabout would improve safety at the intersection by slowing vehicle speeds while adding pedestrian refuges and improving sidewalk connectivity.

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Discussions with City staff noted that access from West Glebe Road to the McDonalds at 121 West Glebe Road could be preserved with both curb cuts allowing for outbound right turns and the easternmost curb cut allowing inbound left and right turns. However, access to the vacant retail building at 3501 Mount Vernon Avenue would operate under right-in/right-out conditions given its proximity to the roundabout. The southernmost curb cut serving the automotive repair shop at 3507 Mount Vernon Avenue would remain but would also operate similar to the easternmost McDonalds curb cut, allowing inbound right and left turns and outbound right turns.

While Option 2 does not preserve full direct access to the subject properties as in existing conditions, drivers approaching and leaving these properties will be able to approach or leave in any direction by traversing the roundabout.

Option 3

As shown on Figure 4, Option 3 would separate the two West Glebe Road approaches to Mount Vernon Avenue into two separate, offset intersections. This option would preserve full movements of vehicles through the intersection(s), but would shorten crossing distances for pedestrians as opposed to existing conditions and slow vehicles proceeding along West Glebe Road.

Access to the McDonalds at 121 West Glebe Road and automotive repair shop at 3507 Mount Vernon Avenue would be preserved as in existing conditions however, access to the vacant retail building at 3501 Mount Vernon Avenue would require relocation. Discussions with City staff noted that the access to the vacant retail building at 3501 Mount Vernon Avenue could be located opposite West Glebe Road in the realigned intersection.

While impacts to access for the subject properties would be limited, City staff indicated that the outbound left turns from the McDonalds at 121 West Glebe Road would be restricted due to existing safety concerns, similar to Option 1.

Summary

While the three options proposed for the Mount Vernon Avenue/West Glebe Road intersection all achieve the City's goal of increased pedestrian safety, Option 2 appears to provide optimal future access to and from the subject properties. Options 1 and 3 would preserve access to the subject properties, but would create limitations particularly for the McDonalds at 121 West Glebe Road with reduced access to and from West Glebe Road and Mount Vernon Avenue, respectively.

WELLS + ASSOCIATES

Please contact Wells + Associates with any questions or comments on this document.

Sincerely,



Jim Watson, AICP PTP
Senior Associate

C:\Project\8001-8000\8010-8001 Mt. Vernon Ave\Documents\Mount Vernon Avenue Access Review 08.27.22.docx

The Lynhaven Civic Association

Lynhaven Civic Association
304 East Glebe Road
Alexandria, VA 22305

March 4, 2024

Alexandria Traffic and Parking Board
Alexandria Carroll, Complete Streets Program Manager
Department of Transportation & Environmental Services
301 King Street, Room 3600
Alexandria, VA 22314

Dear Chair Lewis and Board Members:

The Lynhaven Civic Association is writing to support the recommendation to reconstruct the intersection of East Glebe Road, Ashby St and Montrose Ave as a traffic circle, subject to the City obtaining the needed property or right-of-way from the Auburn Village Condo Association and continued use of the flashing beacons on the East Glebe pedestrian crossings.

LCA supports reversing the direction of travel on Ashby Street as a way to improve the safety of the East Glebe/Montrose/Ashby intersection. We also recognize that the residents along Ashby Street and in Auburn Village are more directly affected and that their opinions should be given great weight.

This five-legged intersection has been a safety concern for years. Past actions to improve pedestrian, cyclist, and driver safety, including the street pedestrian islands and blinking pedestrian beacons, have helped. However, the intersection continues to be a place of conflict between users; with regular close calls between cars entering and crossing East Glebe Road, poor sight lines for drivers and pedestrians, and other. Coordinating improvements with the storm sewer construction provides a good opportunity to address the ongoing issues while saving money through joint construction.

We also think providing traffic circles at both this intersection and at West Glebe Road and Mt. Vernon Ave will act together to help with traffic calming and increase comfort of drivers with the traffic circles.

We are looking forward to hearing about the Board's action on this project. Please let us know if you have questions.

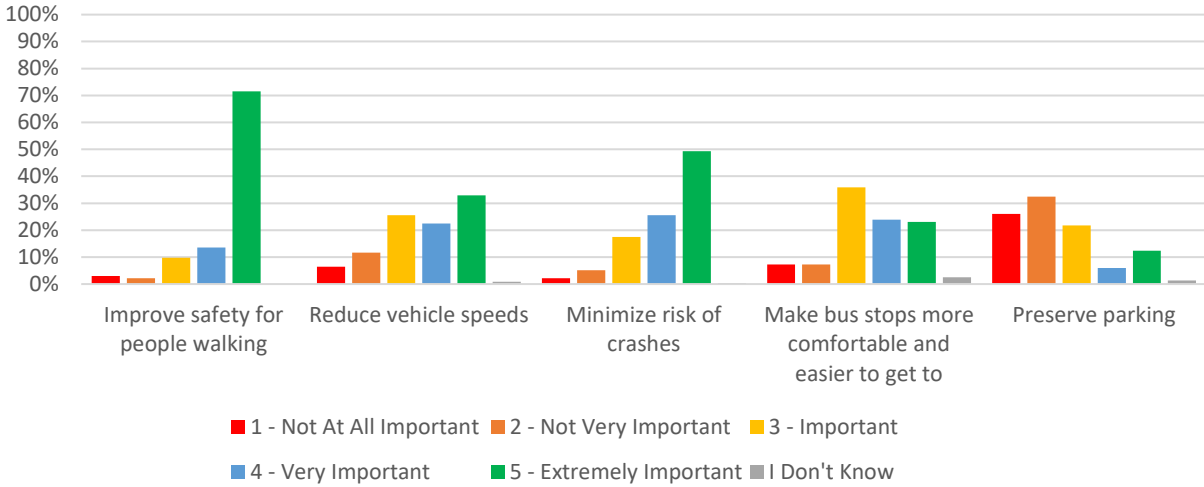
Sincerely,

Stephen Walz

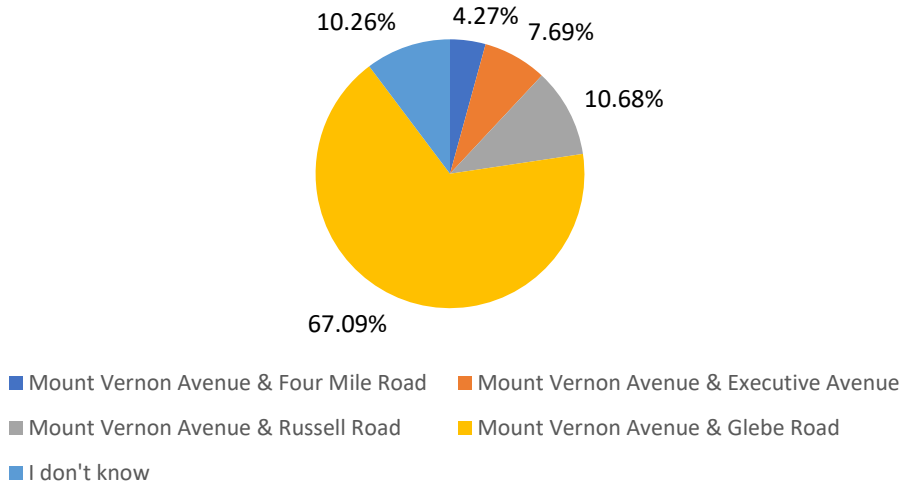
Stephen Walz
President, Lynhaven Civic Association

Community Feedback Summary

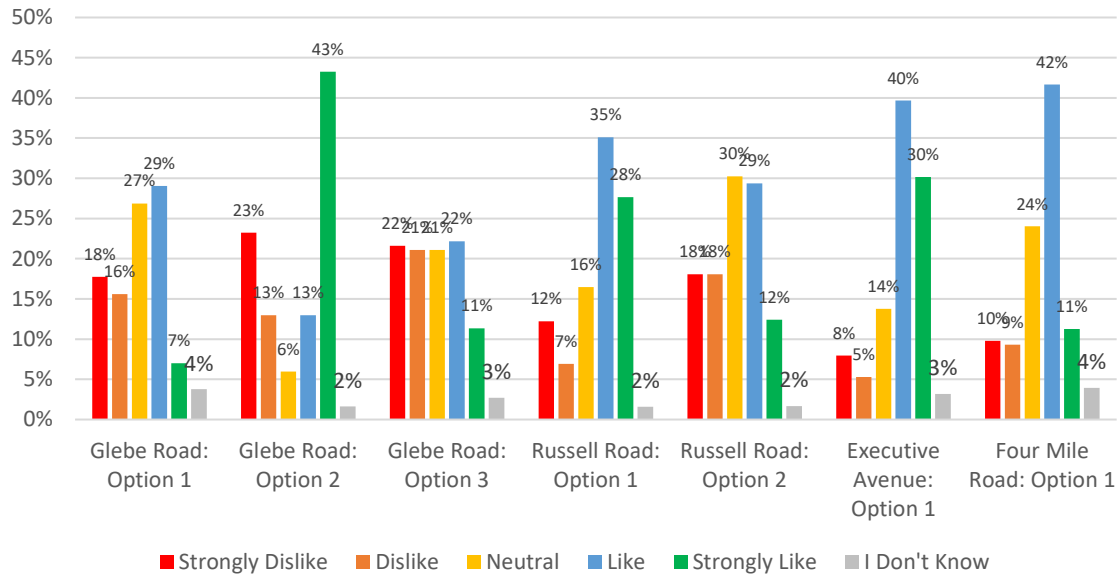
On a scale of 1 (not at all important) to 5 (extremely important), please tell us how important each goal is to you.



Which intersection do you think is most in need of improvements?



Resident Responses to Design Options



City of Alexandria, Virginia

Traffic and Parking Board

DATE: April 29, 2024

DOCKET ITEM: 8

ISSUE: Consideration of Parking and Traffic Changes at Glebe Road/Montrose Avenue/Ashby Street Intersection and Conversion of Ashby Street to One-Way Westbound

REQUESTED BY: T&ES Staff

LOCATION: Ashby Street, between Commonwealth Avenue and Glebe Road, and the Intersection of Glebe Road/Montrose Avenue/Ashby Street

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES:

- Convert Ashby Street from one-way eastbound to one-way westbound
- Remove 4 parking spaces at the intersection of Glebe Road/Montrose Avenue/Ashby Street
- Remove stop signs and install a roundabout at the intersection of Glebe Road/Montrose Avenue/Ashby Street

BACKGROUND: In 2017, the City adopted the Vision Zero Action Plan to eliminate traffic fatalities and severe injuries. The City also employs a safe system approach when planning and engineering for traffic safety, which aligns with the U.S. Department of Transportation's National Roadway Safety Strategy and involves taking preventative action to minimize crashes.

The project area consists of Glebe Road, Montrose Avenue, and Ashby Street, a five-legged intersection (Attachment 1). Glebe Road is classified as a minor arterial roadway, while Montrose Avenue and Ashby Street are classified as local streets. Ashby Street is a one-way street eastbound. The intersection is bordered by residential land uses, but also provides access to businesses, schools, parks, and transit on the Richmond Highway corridor and in the Del Ray, Potomac Yard, Lynhaven, and Auburn Village neighborhoods. This results in moderate volumes of traffic traveling through residential areas.

Over the years, staff has heard concerns from residents that the intersection is challenging to navigate while walking, biking, or driving due to the complexity of the intersection, vehicle speeds on Glebe Road, and poor sight distance. Between 2018 and 2022, there were nine crashes at this intersection, nearly all of which were angle crashes (a high-risk crash type). Three of the nine crashes resulted in injury (Attachment 2). The City has implemented short-term improvements over the past few years, including speed radar signs and rectangular rapid flashing

beacons, though safety concerns persist. Staff also worked with the adjacent neighborhood on the City's first neighborhood slow zone, and concerns about the intersection were raised through that effort.

DISCUSSION: In 2023, the City initiated an intersection improvement project to be completed in conjunction with the Commonwealth-Ashby-Glebe Flood Mitigation Project, which involves major excavation in the area. Based on past community comments and a review of existing conditions, the City developed two conceptual design options, plus a third a-la-carte option (Attachment 3):

Design Option 1: Curb Extensions

Summary: This option would install curb extensions at the intersection and require a two-stage stop from Ashby Street, with Ashby Street traffic first yielding to traffic on the south leg of Montrose Avenue before proceeding to the intersection with Glebe Road.

Benefits: This option would improve sight distance for most of the intersection, create shorter crossing distances for pedestrians, increase the amount of space for sidewalks and bus stops, provide moderate traffic calming, allow for a continuous eastbound bicycle lane through the intersection, and present opportunities for green space.

Considerations: This option would remove the existing two-stage crossing on Glebe Road, which many people find helpful for crossing the street. This option also removes 1 parking space on Ashby Street and 2 spaces on Montrose Avenue.

Design Option 2: Roundabout

Summary: This option would replace the partial stop-controlled intersection with a roundabout.

Benefits: This option would significantly improve sight distance at the intersection, result in fewer potential points of conflict, reduce the risk of high-risk angle crashes, create shorter crossing distances for people walking, create additional space for the sidewalk and bus stops, and would provide substantial traffic calming benefits. Traffic operations would also be expected to be similar or better compared to the existing conditions, with the intersection operating well under capacity.

Considerations: In this option, the bike lanes would not be continuous through the intersection. Two parking spaces would be removed on both Ashby Street and Montrose Avenue. This option also requires the purchase of privately-owned land from Auburn Village Condominiums.

A-La-Carte Option: Reversing Ashby Street

Summary: This option would reverse the direction of Ashby Street from one-way eastbound to one-way westbound. This option could be paired with Option 1, Option 2, or implemented on its own.

Benefits: Part of what makes the Glebe/Montrose/Ashby intersection difficult to navigate is its unconventional, five-legged layout, with traffic approaching from many directions. Reversing the direction of Ashby Street would eliminate 1 of the 5 existing approaches and reduce confusion over who has the right-of-way. This would balance the number of approaches on either end of Ashby Street (i.e. the intersection with Commonwealth Avenue would have four approaches, and the intersection with Glebe Road and Montrose Avenue would have four approaches). This could also have the result of calming vehicle speeds on Ashby Street, as drivers would be driving uphill heading westbound instead of downhill heading eastbound.

Considerations: This option would change the way that people are accustomed to getting to and from their homes.

Staff evaluated the three alternatives to identify the best options for improving safety in the project area. Based on the expected performance of each alternative as well as community feedback, staff recommend reversing the direction of Ashby Street and converting the intersection to a roundabout.

OUTREACH: The concept designs were developed largely based on past community input received through neighborhood meetings and Alex311. After developing the concept design options, flyers were mailed to residents of Ashby Street, posted along the project area, and shared with the Auburn Village Condo Association, Lynhaven Citizens Association, and Del Ray Civic Association to distribute amongst their members. The City held an online community comment period from December 4-22, with a virtual community meeting on December 14.

The online feedback form received 120 responses (Attachment 4). Based on the feedback received, 89% of respondents were supportive or neutral about the roundabout option, and 75% indicated were supportive or neutral about reversing the direction of Ashby Street.

The City received letters of support from both the Auburn Village Condo Association and the Lynhaven Civic Association, which are provided in Attachment 4.

The Alexandria Fire Department identified no major concerns with the project.

Attachment 1: Project Location

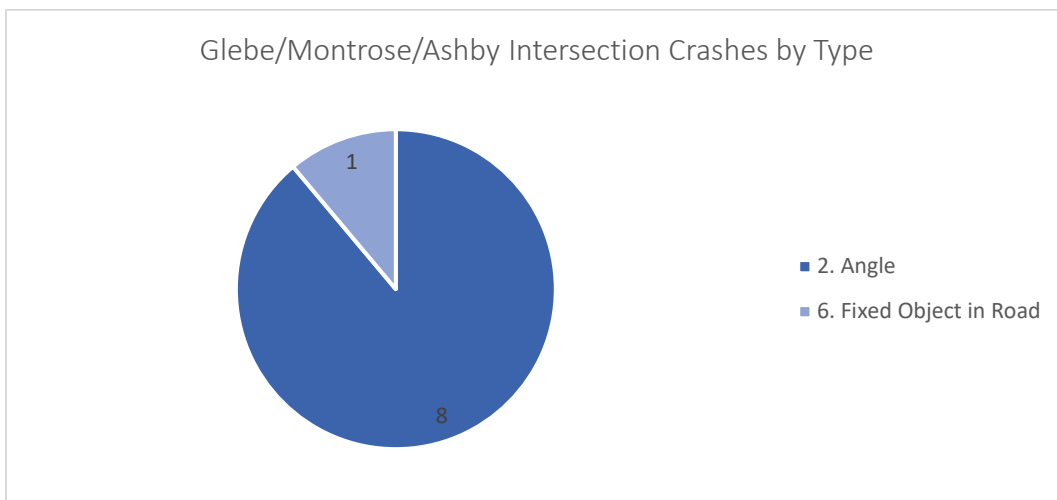
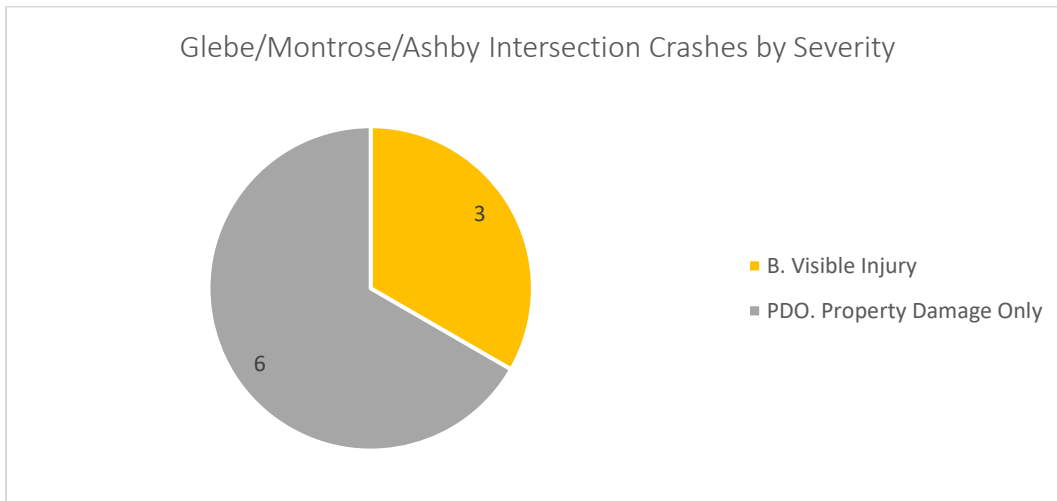
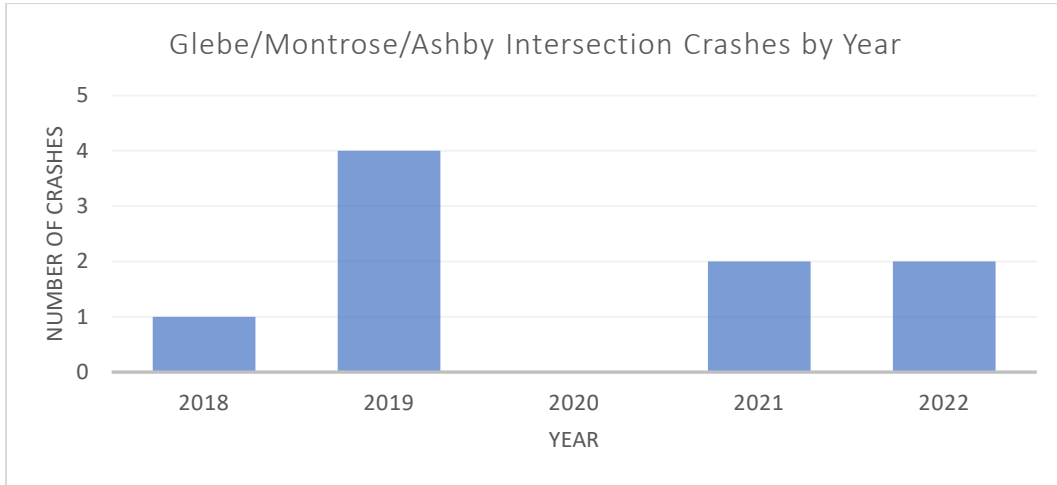


Aerial view of project area



Street view of intersection, looking north from Montrose Avenue

Attachment 2: Crash History

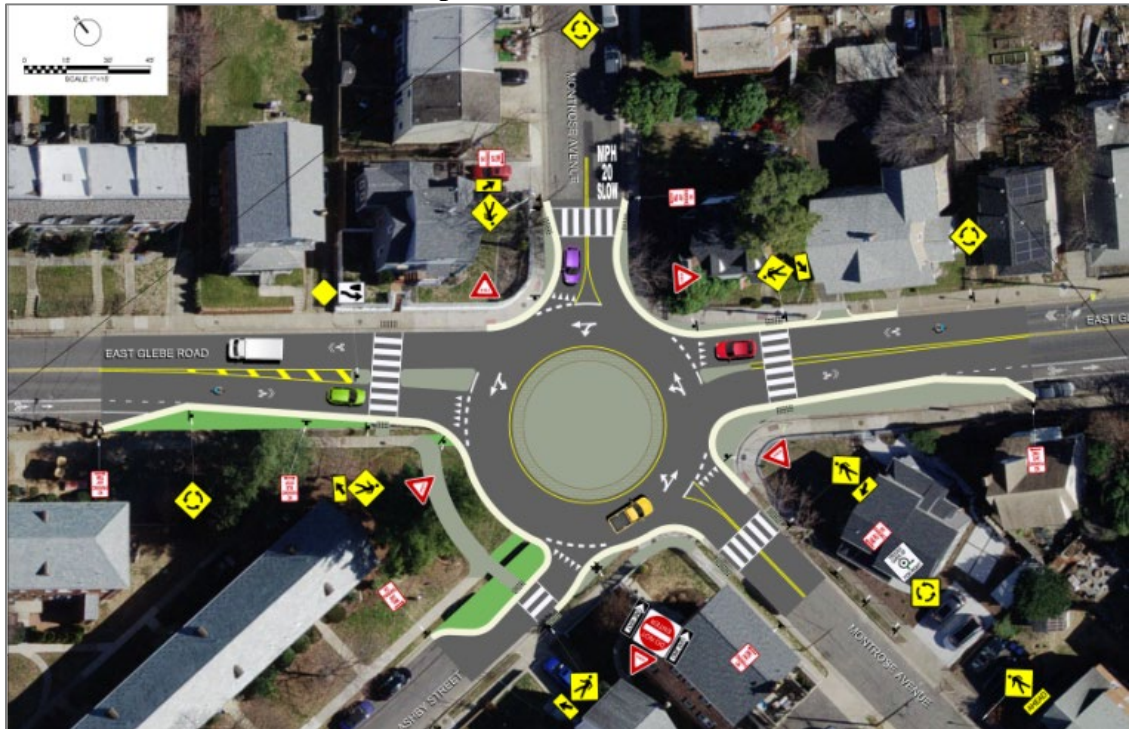


Attachment 3: Concept Design Options & Alternatives Performance

Option 1: Curb Extensions



Option 2: Roundabout



A-La-Carte Option: Reverse Ashby Street



Option 1 vs. Option 2 Performance

Performance Metric	Existing (No Build)	Option 1 Curb Extensions	Option 2 Roundabout
Number of Approaches with Insufficient Sight Distance	3 of 5 approaches	1.5 of 5 approaches	1 of 5 approaches
Number of Vehicular Conflict Points	56	38	9
Average Pedestrian Crossing Distance	30'	23'	22'
Continuous Bicycle Lane	No	Yes	No
Potential for 2 ADA Bus Stops (Westbound and Eastbound)	No	Yes	Yes
Parking Impacts	0 spaces	3 spaces: <ul style="list-style-type: none"> Ashby St (1) Montrose Ave (2) 	4 spaces: <ul style="list-style-type: none"> Ashby St (2) Montrose Ave (2)

Attachment 4: Community Feedback

Stakeholder Letters

From: Jess Snyder <jsnyder.auburnvillage@gmail.com>
Sent: Wednesday, January 17, 2024 11:58 AM
To: Tony Bates <tbates@auburnvillagecondo.com>
Cc: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: Re: Glebe-Montrose-Ashby Intersection Project

Hi Alex,

Closing the loop on this. Last night the board approved the following motion:

To support the City's recommendation to a) reverse Ashby Street and b) improve the Glebe/Montrose/Ashby intersection by constructing a roundabout and c) to discuss with the City any land acquisition that may be required to complete this project.

Assuming this moves forward at tomorrow's Traffic and Parking meeting, we would very much be interested in having you come to one of our board meetings to present on this project and answer our community's questions. Our meetings are generally held on the third Tuesday of the month at 7pm via Webex -- so the next opportunity would be February 20.

Best wishes,

Jess

The Lynhaven Civic Association

Lynhaven Civic Association
304 East Glebe Road
Alexandria, VA 22305

March 4, 2024

Alexandria Traffic and Parking Board
Alexandria Carroll, Complete Streets Program Manager
Department of Transportation & Environmental Services
301 King Street, Room 3600
Alexandria, VA 22314

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We are looking forward to hearing about the Board's action on this project. Please let us know if you have questions.

Sincerely,

Stephen Walz

Stephen Walz
President, Lynhaven Civic Association

Alexandria, Va.

*

Established 1948

Feedback Form Summary

