

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY SEPTEMBER 26, 2016 7:30 P.M.
301 KING STREET, 2nd FLOOR
COUNCIL CHAMBERS**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the July 25, 2016 Traffic and Parking Board meeting minutes.
3. **PUBLIC COMMENT**

PUBLIC HEARING:

4. **ISSUE:** Consideration of a request to remove 20 feet of parking on the south side at 425 E. Monroe Ave.
5. **ISSUE:** Consideration of a request to remove two parking spaces in order to locate Capital Bikeshare station on Monroe Avenue at Commonwealth Avenue, convert two 15 minute parking spaces to two hour parking on Commonwealth Avenue at Monroe Avenue, and add a parking space on Commonwealth Avenue at Nelson Avenue.
6. **ISSUE:** Consideration of a request to remove four parking spaces to install sidewalks along Commonwealth Ave between East Alexandria Avenue and East Luray Avenue.
7. **ISSUE:** Consideration of a request to allow two hour parking on both sides of Hooff's Run Drive
8. **ISSUE:** Consideration of a request for a disability parking space at 211 North Howard Street.
9. **ISSUE:** Consideration of a request to post All-Way Stop signs at the intersection of Jamieson Avenue and Englehardt Lane.
10. **ISSUE:** Consideration of a request to remove one parking space to install an ADA compliant crosswalk and curb ramp across Kennedy Street at Ancell St.
11. **ISSUE:** Consideration of a request to initiate a pilot program to create a pay by phone parking requirement as an option for residential parking restrictions.

STAFF REPORTS AND UPDATES:

Old Town North Parking Study

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY JULY 25, 2016, 7:30 P.M.
301 KING STREET, 2nd FLOOR
ROOM 2000**

M I N U T E S

BOARD MEMBERS PRESENT: Chairman Jay Johnson, Kevin Beekman, Ann Tucker and Casey Kane.

BOARD MEMBERS ABSENT: Vice Chair William Schuyler, James Lewis, Randy Cole.

STAFF MEMBERS PRESENT: Ravi Raut, Civil Engineer IV, and Cuong Nguyen, Civil Engineer I.

1. Announcement of deferrals and withdrawals: None.
2. Approval of the June 27, 2016, Traffic and Parking Board meeting minutes: Ms. Tucker made a motion, seconded by Mr. Kane to approve the minutes of the June 27, 2016 Traffic and Parking Board meeting with the following revision:

In Docket Item 11 change the motion listed in the minutes from:
“To approve staff’s recommendation and request that staff evaluate the project and if the project fails to meet the staff defined expectations in the project proposal presented to the Board, take remedial actions to correct.”

To:
“To Approve Staff’s recommendation and request that staff apply appropriate measures to evaluate the project to determine if there were unexpected changes to either public safety or traffic pattern or congestion changes resulting in the project’s failing to meet staff’s defined expectations as presented to the Board. If these changes occur, the City will consider all actions to correct the changes they did not anticipate”

The motion carried unanimously.

3. **PUBLIC COMMENTS:** No one from the public spoke about this item.

PUBLIC HEARING:

4. **ISSUE:** Consideration of a request to remove 15 feet of parking at 501 Slater's Lane east of the main entrance to Marina Towers.

DISCUSSION: Mr. Raut presented the item to the Board.

PUBLIC TESTIMONY: Mr. Ike Mutln from the public spoke in favor of this request.

BOARD ACTION: Ms. Tucker made a motion, seconded by Mr. Beekman to approve the request to remove one parking space at 501 Slater's Lane east of the main entrance to Marina Towers. The motion carried unanimously.

5. **ISSUE:** Consideration of a request to change the 20-minute parking restriction to 2-hour parking restrictions at the north side of the 200 block of Canal Center Plaza at the intersection with First Street.

DISCUSSION: Mr. Raut presented the item to the Board.

PUBLIC TESTIMONY: Mr. Raymond George from the public spoke about this item.

BOARD ACTION: Ms. Tucker made a motion, seconded by Mr. Beekman to approve the request of a request to change the 20-minute parking restriction to 2-hour parking restrictions at the north side of the 200 block of Canal Center Plaza at the intersection with First Street. The motion carried unanimously.

6. **ISSUE:** Consideration of a request to remove one parking space at each of the four corners of the intersection of Taylor Avenue and Virginia Avenue.

DISCUSSION: Mr. Raut presented the item to the Board.

PUBLIC TESTIMONY: Mr. Bart Farrell, Ms. Carol Kalinoski from the public spoke in favor of this item. Mr. Andrew Findlay, Mr. Richard Novak from the public opposed the request.

BOARD ACTION: Ms. Tucker made a motion, seconded by Mr. Beekman to approve the request to remove one parking space at each of the four corners of the intersection of Taylor Avenue and Virginia Avenue. The motion carried unanimously.

MEMORANDUM

DATE: SEPTEMBER 26, 2016
TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD
FROM: T&ES STAFF
SUBJECT: DOCKET ITEM # 4

ISSUE: Consideration of a request to remove 20 feet of parking on the south side at 425 East Monroe Ave.

APPLICANT: Dana Lawhorne

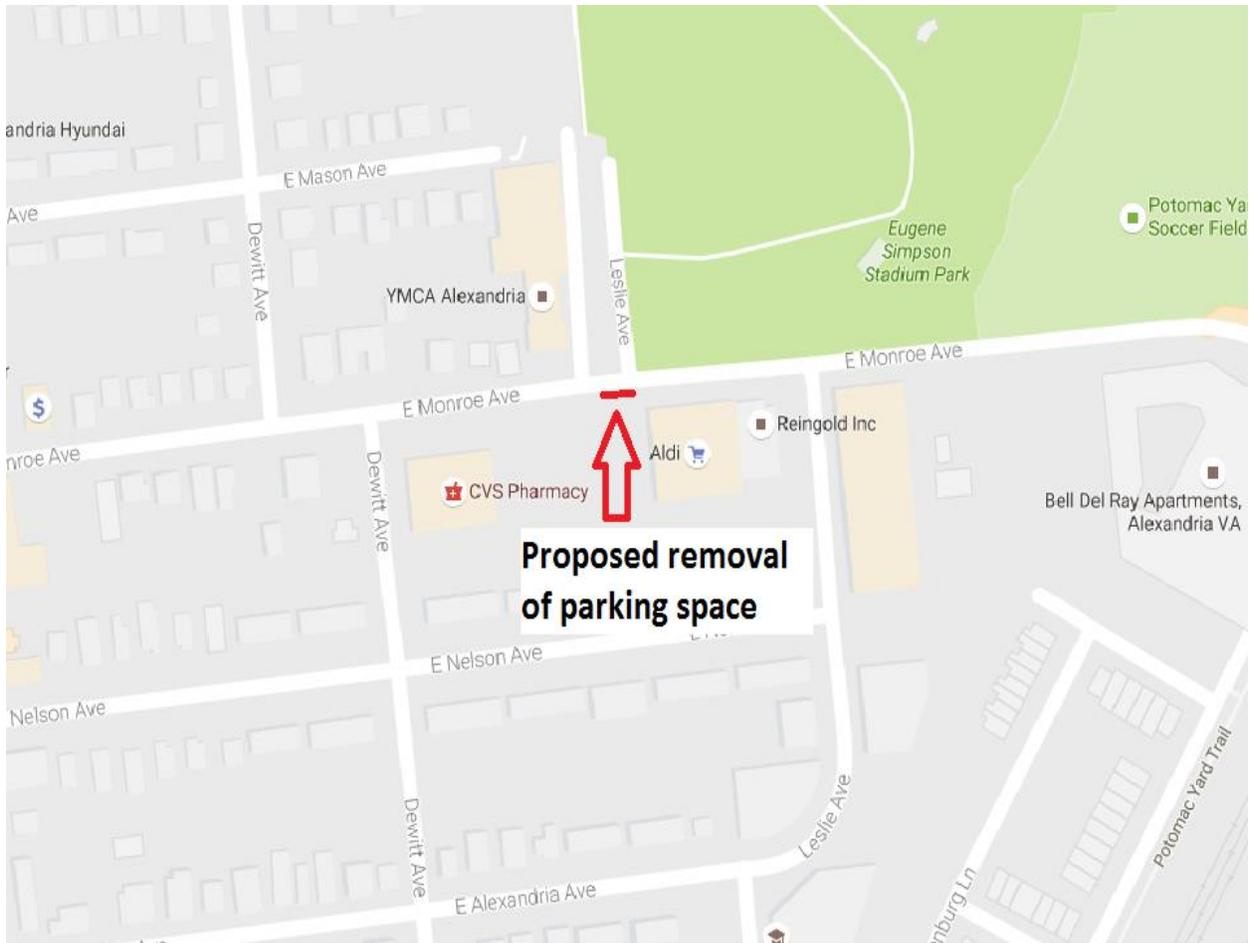
LOCATION: 425 E. Monroe Ave.

STAFF RECOMMENDATION: The Board recommend to the Director of T&ES to remove 20 feet of parking, one space, at 425 E. Monroe Avenue, west of the entrance to the Aldi grocery store.

DISCUSSION:

The Aldi grocery store is located at 425 E. Monroe Ave. The 400 block of East Monroe Avenue has an average daily traffic volume of over 2,000 vehicles per day, and serves as a connection between the Del Ray neighborhood and Route 1. In a field assessment at 425 E. Monroe Avenue, staff found the sight distance to the west to be inadequate. This situation is further compounded by the presence of the YMCA driveway and pedestrian crosswalks in close proximity to the Aldi driveway. Since the Aldi store is relatively new and street improvements were recently constructed in 2015, it is premature to determine any crash patterns. To enhance safety, staff recommends removing one parking space to improve sight distance. Attachment 1 includes a map of the proposed parking removal, Attachment 2 includes the applicant's request, and Attachment 3 shows photos of the parking removal location.

Attachment 1



Attachment 2

From: Dana Lawhorne
Sent: Wednesday, August 31, 2016 2:50 PM
To: Jose Morales
Subject: Aldi on E. Monroe

Hi Jose,

Sorry to bother you. Can you help with this. As you attempt to turn left onto Monroe Avenue from the Aldi parking lot, you cannot see traffic traveling east on Monroe Avenue. The redesign allows cars to park right up the driveway. It's hazardous. The first two pictures were taken from my car so it's an accurate depiction of what a driver sees. I think you might be on vacation so don't rush. Thank-you.

Dana

Attachment 3



View to the west of the entrance



View to the east of the entrance

MEMORANDUM

DATE: SEPTEMBER 26, 2016

TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD

FROM: T&ES STAFF

SUBJECT: DOCKET ITEM # 5

ISSUE: Consideration of a request to remove two parking spaces in order to locate a Capital Bikeshare station on Monroe Avenue at Commonwealth Avenue, conversion of two 15 minute parking spaces to two hour parking on Commonwealth Avenue at Monroe Avenue, and add a parking space on Commonwealth Avenue at Nelson Avenue.

APPLICANT: T&ES Staff

LOCATION: Commonwealth Ave & E Monroe Ave

STAFF RECOMMENDATION: That the Board recommend to the Director of T&ES to remove two parking spaces on the south side of Monroe Ave east of Commonwealth Ave, convert two 15 minute parking spaces to two hour parking on Commonwealth Avenue at Monroe Avenue, and the add a parking space on Commonwealth Avenue at Nelson Avenue in the future.

DISCUSSION:

On June 8, 2016, a Capital Bikeshare station was installed just north of Monroe Ave along Commonwealth Ave (Attachment 1). A right-of-way conflict with the adjacent property led to the removal of this station on August 8, 2016. T&ES Staff have been working to find a new location at this intersection because the station bridges a gap in the network (between the stations at Commonwealth Ave/Oak St and Mount Vernon Ave/E Nelson Ave), and serves several apartment buildings, and a retail center.

Staff was unable to find a suitable location with sufficient depth for the station on the sidewalk, necessitating the placement of the station on the road. The most fitting location identified by staff would be to place the station on the south side of Monroe Ave east of Commonwealth Ave (Attachment 2). The curb extension next to the proposed station location offers protection from vehicle traffic for users, and the location is close to the retail center including the new restaurant, Live Oak.

While this proposed location for the station would remove two parking spaces, staff has identified measures to reduce the impact of the parking loss. When a sidewalk is constructed on the East side of Commonwealth Ave, from E Nelson Ave to E Glendale Ave, scheduled for fall 2016, a bus stop will be relocated to the south side of E Nelson Ave to create an ADA compliant bus stop. The relocation will allow a new parking space to be added (Attachment 3).

Additionally, two spaces directly in front of the retail center are proposed to be converted from 15 minute parking into two hour parking (Attachment 4).

PUBLIC OUTREACH:

Staff provided information to the Del Ray Citizens Association regarding these changes. Staff also met with the owners of Live Oak to receive feedback. The owners support the Bikeshare station near their restaurant but also understand the demand for parking. The conversion of the 15 minute to two hour parking in front of the restaurant was a solution discussed with the ownership. The three other businesses along Commonwealth were contacted regarding these changes. The ownership of the market did not support the two-hour parking change but two of the other businesses did support the change. Additionally, staff is working with the businesses to provide better wayfinding for the parking lot located to the rear of the shopping center that is for customer use.

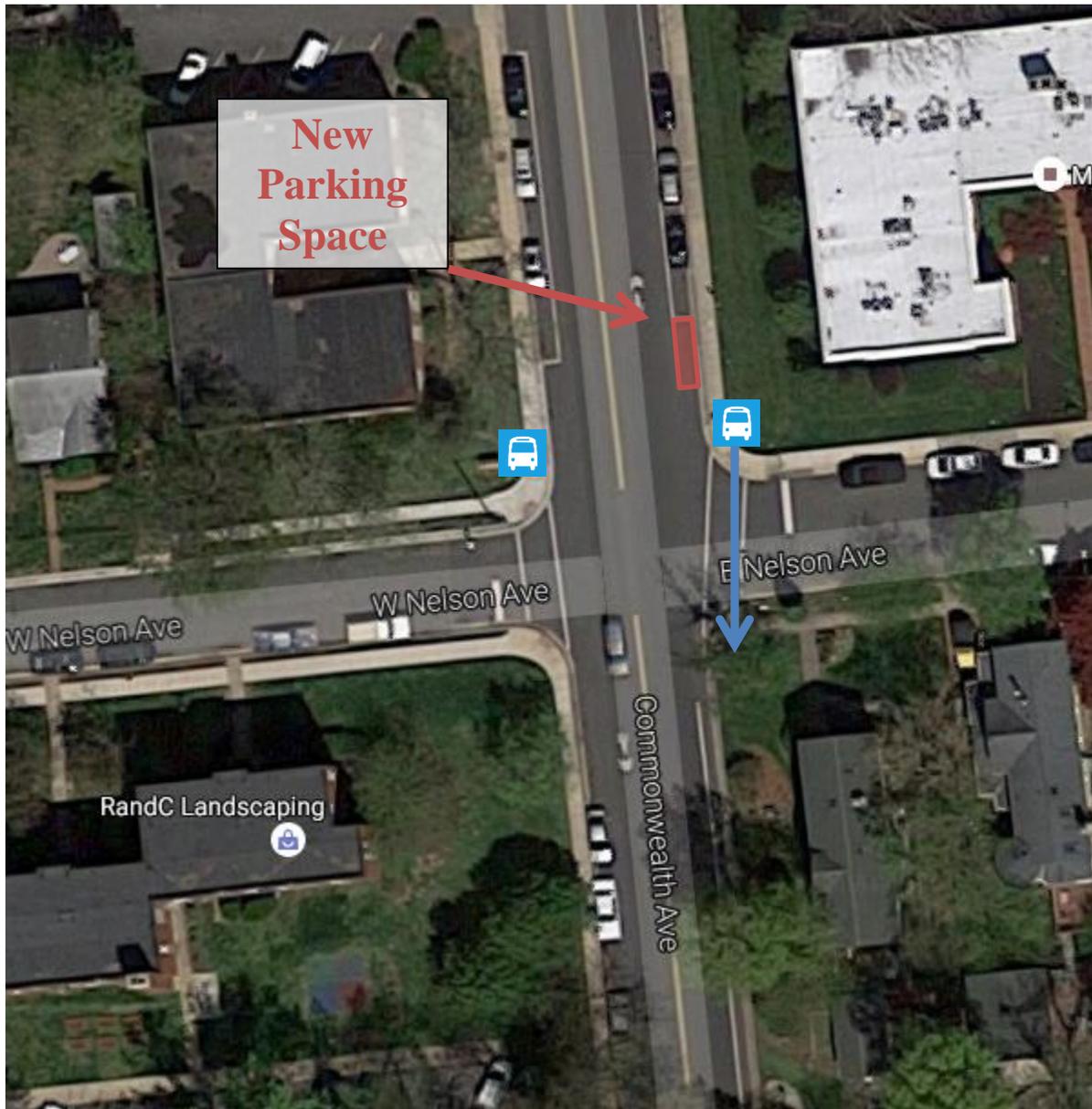
Staff also had discussion with the residential buildings south of Monroe. Both are supportive of having Bikeshare in the area as a benefit to their tenants, but noted that parking in the area is of high demand. The conversion of the 15 minute spaces as well as the new space at Nelson Avenue will help to offset the removal of the two spaces on Monroe. Support for the placement of a bikeshare station in this area is shown in Attachment 5.

Attachment 1



Attachment 2







Attachment 5

from: **Evan Davies**

Sent: **Aug. 10, 2016 at 8:51 AM**

Subject: **Bike Station at Monroe Ave. and Commonwealth Ave. in Alexandria, VA**

Hi Hillary,

First, thank you for replying to my initial inquiry. This was my first time submitting a question about Capital Bikeshare, so I sincerely appreciate the response and [it's](#) great to know that user comments and questions are monitored.

It's unfortunate about the decision to remove the station. The station was a great addition to the neighborhood and its location convenient due to the high number of residents nearby and being on bike-friendly Commonwealth Avenue. I'm relatively new to Capital Bikeshare (member since early June), but I've already logged 50 trips to not only commute to work, but also to go to the library, get groceries, and connect to other parts of the city. A majority of those trips could have been made with a car, but were completed with Capital Bikeshare instead. I fully support bringing a station back to the neighborhood because if more people can utilize the service, it could have a positive impact on reducing the number of car trips in the neighborhood by giving residents an alternative to driving.

Thanks again for the response and for the opportunity to provide input!

Hi,

I'm writing in support of maintaining a Bikeshare at the corner of (or as near as possible to) E. Monroe and Commonwealth Ave in the Del Ray neighborhood. I recently moved from the Old Town area to Del Ray and was thrilled to have a station so close by. Please maintain a station there!

Thank you.

Mercedes Scopetta
11 E. Bellafonte Ave
Alexandria, VA 22301
305-213-3030

Elizabeth A. Farren
eafarren@gmail.com | 214-663-8990

To whom it may concern:

I would like to recommend the return of a Capital Bikeshare station to the intersection of W. Monroe Avenue and Commonwealth Ave. in Alexandria, VA. The station was previously there was the only station on Commonwealth Ave. between the Bikeshare station at Commonwealth Avenue and Oak Street (Potomac West) and a station at 3101 - 3115 Mount Vernon Avenue, Alexandria 22305; a distance of 1.4 miles. The W. Monroe Ave and Commonwealth Ave. station was outside four separate business and three apartment complexes. The second closest Capital Bikeshare station is located on Mt. Vernon Avenue and Nelson Ave (address: 1504B Mt. Vernon Avenue, Alexandria 22301). I most frequently use these stations in the early morning hours, and find that the Mt. Vernon Avenue and Nelson Avenue station only has one to two empty docks when I arrive. When the W. Monroe and Commonwealth Ave. station was available, there was no potential shortage of docking stations, but instead easy access and drop off for bicycles.

Thank you for your time and consideration,

Elizabeth Farren

MEMORANDUM

DATE: SEPTEMBER 26, 2016
TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD
FROM: T&ES STAFF
SUBJECT: DOCKET ITEM #6

ISSUE: Consideration of a request to remove four parking spaces to install sidewalks along Commonwealth Avenue between East Alexandria Avenue and East Luray Avenue.

APPLICANT: T&ES Staff

LOCATION: Commonwealth Avenue between East Alexandria Avenue and East Luray Avenue.

STAFF RECOMMENDATION: That the Board recommends to the Director of T&ES removing four parking spaces in order install a sidewalk on the east side of Commonwealth Ave.

DISCUSSION:

The sidewalk network on Commonwealth Avenue between East Glendale Avenue and East Nelson Avenue is incomplete. On the east side of Commonwealth Avenue, sidewalks are only present directly in front of Grace Brethren Church between East Luray Avenue and East Nelson Avenue (Attachment 1).

Constructing the sidewalk at this location was identified as a top priority sidewalk project in the Bicycle and Pedestrian Master Plan and is within the Commonwealth and Braddock Pedestrian Case Study Area. The missing sidewalk was also requested during the town hall meeting in the fall of 2015, following a pedestrian fatality which occurred at the intersection of Braddock Road and Commonwealth Avenue at 100 feet south of this location.

The removal of parking is necessary in order to avoid cost prohibitive measures such as the construction of retaining walls. Additionally, the right of way to construct the sidewalk without removing parking is limited and would require removal of substantial landscaping and reconstruction of stairs installed by the adjacent property owners. The existing condition is illustrated in Attachments 2 and 3. Removing these parking spaces would allow for a continuous sidewalk network which would connect E Braddock Rd and E Monroe Ave on both sides of the street.

When the sidewalk is constructed, the bus stop currently located at Nelson Avenue will be relocated in order to provide an ADA compliant sidewalk and add an additional parking space

north of Nelson Avenue. Additionally, this sidewalk is scheduled to be a pilot project for the use of permeable pavement materials.

Public outreach was conducted in September 2015 immediately following the pedestrian fatality. In September 2016 staff reached out to the Del Ray Citizens Association to let them know about the project and receive comments. Additionally, staff reached out to the residents of the adjacent properties. A flyer was provided with project information and contact information for questions or concerns. The concerns expressed by the residents were regarding the desire to maintain the landscaping. The residents did not express concern regarding the loss of parking.

Attachment 1



[Red = Existing Sidewalk, Yellow = Proposed Sidewalk, Blue = Parking Removal]



Attachment 2



Attachment 3



City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 26, 2016
TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD
FROM: T&ES STAFF
SUBJECT: DOCKET ITEM #7

ISSUE: Consideration of a request to allow two hour parking on both sides of Hooff's Run Drive

APPLICANT: City of Alexandria

LOCATION: Hooff's Run Drive (east and west sides)

STAFF RECOMMENDATION: That the Board recommend to the Director of T&ES to post two hour parking, Monday through Saturday, 8:00 AM to 9:00 PM, signage on both sides of Hooff's Run Drive.

DISCUSSION: The first phase of a large development planned for the property south of the Eisenhower Avenue traffic circle has been completed, which includes a new multi-purpose ballfield for the City. The ultimate development, which will include residential and office buildings, will provide parking for this field in a shared parking garage north of the field, but in the interim the City would still like to program and use the field. There are approximately 35 metered on-street spaces available near the field and the City is working with an adjacent property owner to obtain permission to use spaces in the existing surface lot. However, the City is looking for additional parking options in the area to accommodate the anticipated parking demand once the field is in use.

Hooff's Run Drive currently operates as a wide two lane street (one lane in each direction) from Eisenhower Avenue to Limerick Street. It was originally a four lane road up until the late 1990s/early 2000, when it changed to two lanes. However, no changes were made to the street section so the street is wider than most typical two lane streets. Parking is currently prohibited on both sides of the street.

Allowing on-street parking on both sides of the street is a reasonable solution that accommodates the additional parking needed for the field, while also furthering complete streets objectives to reduce wide roads and slow travel speeds. To discourage long term parking and ensure the spaces are available for the field users, Staff recommends posting two hour parking restrictions

from 8AM-9PM Monday through Saturday. Attachment 1 identifies the proposed locations where parking could be allowed. This would add approximately 20 spaces along the east side of and approximately 10 spaces along the west side. Staff does not recommend making any changes to the parking signage on the west side of the street near Eisenhower Avenue that reserves spaces for police vehicles. Staff has notified the surrounding property owners and Sherriff's Office of this request and no objections to adding parking in this location have been received.

Attachment 1

Proposed location for two hour parking



MEMORANDUM

DATE: SEPTEMBER 26, 2016
TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD
FROM: T&ES STAFF
SUBJECT: DOCKET ITEM #8

ISSUE: Consideration of a request for a disability parking space at 211 North Howard Street.

APPLICANT: Connie Turnage

LOCATION: 211 North Howard Street

STAFF RECOMMENDATION: The Board recommend to the Director of T&ES installing one disability parking space at 211 North Howard Street.

DISCUSSION: Ms. Connie Turnage resides at 211 North Howard Street, Apartment 301. Ms. Turnage is disabled, drives, is in the process of purchasing a car, and is requesting this space. Along this section of North Howard Street, parking spaces are painted very narrow, approximately 8.5 feet wide, making vehicle ingress and egress difficult for disabled persons. This location was selected because the left edge of the space abuts the trash dumpster area providing extra space along the driver's side the car for ingress and egress. The location is shown in Attachments 1 and 2.

The administrative procedure for requesting disabled parking spaces in section 5-8-117 of the City code does not apply to multifamily dwellings so this issue must be brought before the Traffic and Parking Board as with commercial requests. There are no other handicapped parking spaces on either side for the street in this block of North Howard Street. The applicant's request is provided in Attachment 3.

Attachment 1





From: Connie Turnage [mailto:connieturnage@msn.com]
Sent: Monday, July 11, 2016 11:16 AM
To: Tarrence Moorer
Subject: Instructions for Disability Parking Request

Hello Mr. Moorer,

You and I spoke by telephone last week, wherein, I was asking for guidance on obtaining a handicap parking sign at my apartment complex.

Attached is a copy of the Instructions for Disability Parking Request that I obtained from the website for The City of Alexandria.

If you will recall, I asked to send this document to you because it does discuss the "City Code".

Before I proceed with completing the Parking Request, I have a major concern with respect to Section 5 (see page 4 of 7), and that is why I called your office to ask if a City employee could come out to my apartment and see where and, *more importantly, why* the disability parking sign, if approved, should be placed where I am asking for it to be placed. [It would be so much more easier and feasible to have a City employee come out and see the parking area and discuss this directly].

Also, please note on page 1 of 7, disability parking is processed for residents who reside in "rental garden apartments where on-street parking is accessible". I reside in a garden apartment. We had discussed that on the phone; and I wanted to clarify that point.

In addition, as North Howard Street is a *city owned street*, and not owned by the apartment complex's management company, nor leasing office, I do not see the necessity of interjection from either the management company or leasing office.

Thank you for being cordial and helpful by telephone; and I look forward to your continued help.

Sincerely,

Connie Turnage

From: Connie Turnage [<mailto:ConnieTurnage@msn.com>]
Sent: Monday, July 11, 2016 1:52 PM
To: Tarrence Moorer
Subject: RE: Instructions for Disability Parking Request

Thank you sir.

The exact address of where the requested space is outside of apartment building 211 North Howard Street. A parking space that is directly next to the trash dumpster.

As I explained on telephone last week, *there was* a handicap parking sign in that space, up until last year, when a disabled resident of 211 North Howard Street told me that she had the parking sign moved, around the corner from 211 N. Howard St, onto Raleigh Avenue & N. Howard St.

Which in my opinion, is not convenient nor conducive for individual(s) who have a disability with lower limbs (i.e., difficulty walking; difficulty walking long distances; bad knees; bad feet, etc.).

My current address is 212 North Howard Street, Apt. 301.

While the parking space would be across the parking lot from my address, access to this particular parking space would be *easy and convenient* - for anyone with a disability that would occupy it.

The below narrative will be lengthy, so please bear with me, and I will explain exactly why the handicap parking needs to be placed at the requested space (discussed above).

The parking spaces on North Howard Street have painted lines. Painted lines that are *extremely tight* for any type of car or truck to fit inside the parking lines *without* hitting the vehicle parked next to it, AND, allowing the occupants of a vehicle to exit their vehicle's driver's side door without having to *twist and turn sideways* to walk between vehicles.

With that said, the parking space outside of 211 N. Howard, near the trash dumpster, allows a disabled driver to exit their vehicle, with the driver's door facing the trash dumpster, not another vehicle's door. Therefore, no tight fit!

As an over age 50+ driver, I have experienced the "younger" (and, physically thinner) residents of this apartment complex be *extremely rude and obnoxious* in parking their vehicles directly up on (for lack of better words) the door of the vehicle next to theirs, which has caused me, an older person, to have to CRAWL over the passenger seat of vehicle in order to get in driver's chair! This is not good for older residents and even more so, not for me, now that I have developed a lifelong disability.

Also, just this morning, I witnessed a fellow resident in my building, an older man (50+ age) having to maneuver with a crutch and a cane! (That's new!) Which leads me to believe he, also, has developed a disability, and could very well be in the process of applying for a disabled parking placard.

That gentleman is, physically, a much larger person, than myself, so I cannot even begin to phantom the thought of him and his disability, having to CRAWL over the passenger seat of his vehicle to get in his driver's chair!

Having the disabled parking space any where else on N. Howard Street, other than what is being requested above, will most definitely defeat the purpose for the disabled person(s) who will occupy this space - being able to enter and exit a vehicle, without *added* pain, strain and discomfort. Not to mention the humility of not being afforded the opportunity to enter and exit a vehicle, however *gracefully*, with a disability, while onlookers stare.

Therefore, it is my hope that the "City" will see the *reasoning* of this request and be compassionate and thoughtful, as we move through the process, in helping the disabled/handicap residents and visitors of this parking space, to have some benefit of comfort and convenience - - to be assured we can park without apprehension.

As a person with a disability, life is already tough, now we just want the "quality of life" to have some semblance of *ease*, and normalcy (albeit limited).

Thank you for listening.

Sincerely,

Connie Turnage

MEMORANDUM

DATE: SEPTEMBER 26, 2016

TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD

FROM: T&ES STAFF

SUBJECT: DOCKET ITEM #9

ISSUE: Consideration of a request to post All-Way Stop signs at the intersection of Jamieson Avenue and Englehardt Lane.

APPLICANT: Janet Gregor, Carlyle Community Council

LOCATION: The intersection of Jamieson Avenue and Englehardt Lane

STAFF RECOMMENDATION: The Board recommend to the Director of T&ES to post All-Way Stop signs at the intersection of Jamieson Avenue and Englehardt Lane.

DISCUSSION: Ms. Janet Gregor of the Carlyle Community Council is making this request on behalf of the Council, as shown in Attachment 1. The intersection of Jamieson Avenue and Englehardt Lane is a three-way junction or "T" intersection with the stem of the intersection, Englehardt Lane, being the only approach that is controlled by stop signs. By way of history, this intersection used to have all-way stop signs over 10 years ago. The signs were installed to compensate for a visual obstruction created by a guard booth for the Federal Courthouse that was situated along the centerline of Jamieson Avenue just west of the intersection. When the guard booth was removed, so were the extra stop signs.

Staff studied this intersection to determine if the warrants contained in the Manual on Uniform Traffic Control Devices (MUTCD) were met. Over the last five years there were no crashes identified at this intersection. Traffic volumes were also collected and revealed that there is not enough traffic to warrant all way stop control based on the MUTCD warrants. However, staff is recommending installation of stop signs for two reasons. First, there are no controlled pedestrian crossings on Jamieson Avenue between Dulany Street and Mill Road, approximately a quarter of a mile. Second, traffic on Jamieson Avenue waiting for the light at Dulany Street often blocks this intersection and an all-way stop sign would help to keep the intersection clear.

Attachment 1

From: Janet Gregor [mailto:jgregor@carlylecouncil.com]
Sent: Tuesday, August 02, 2016 4:34 PM
To: Bob Garbacz
Cc: 'Carol.Goodart@am.jll.com'
Subject: RE: request for new stop sign in Carlyle

Hi Bob, The Carlyle Community Council (CCC) Board of Directors is seeking City approval to install a new stop sign on Jamieson Avenue (2100 block) at the intersection with Englehardt Lane.

Recommendation for 3-way stop at Jamieson Ave and Englehardt Lane

CCC supports a 3-way stop at Jamieson Avenue and Englehardt Lane to improve pedestrian safety and facilitate vehicle egress and ingress for cars that park in commercial and residential parking garages with entrances along Englehardt Lane.

Background

Traffic congestion and pedestrian crossings along Jamieson Avenue from The Westin up to the traffic light at Dulany Street have been an ongoing problem particularly during the morning and evening rush hour. The problem is due to a number of factors, including:

1. Vehicle traffic along Jamieson Ave from cars getting off or entering 495 via Mill Road;
2. Office parking garages exit onto Jamieson Ave from several buildings including 2051 Jamieson, 2000, 1940 and 1900 Duke St and 333 John Carlyle St., and their tenants include The Motley Fool, Oblon and Grant Thornton;
3. Carlyle Towers residential parking garage is accessed from Englehardt Lane;
4. Pedestrian traffic at Jamieson and Dulany intersection going to/from King St. Metro Station; and,
5. Pedestrian traffic coming to/from The Westin, Carlyle Towers Condominiums, Federal Courthouse and office buildings.

There used to be a stop sign on Jamieson at that location and we are asking it to be re-installed.

Please let us know the process for seeking approval.

Janet R. Gregor, Council Manager/TMP Coordinator

Carlyle Council
2050 Ballenger Avenue, Ste. 200
Alexandria, VA 22314
571.551.6048



MEMORANDUM

DATE: SEPTEMBER 26, 2016
TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD
FROM: T&ES & RCPA STAFF
SUBJECT: DOCKET ITEM #10

ISSUE: Consideration of a request to remove one parking space to install an ADA compliant crosswalk and curb ramp across Kennedy Street at Ancell Street.

APPLICANT: T&ES & RCPA Staff

LOCATION: Intersection of Kennedy Street and Ancell Street

STAFF RECOMMENDATION: The Board recommend to the Director of T&ES removing one parking space on the west curb of Kennedy Street at Ancell Street.

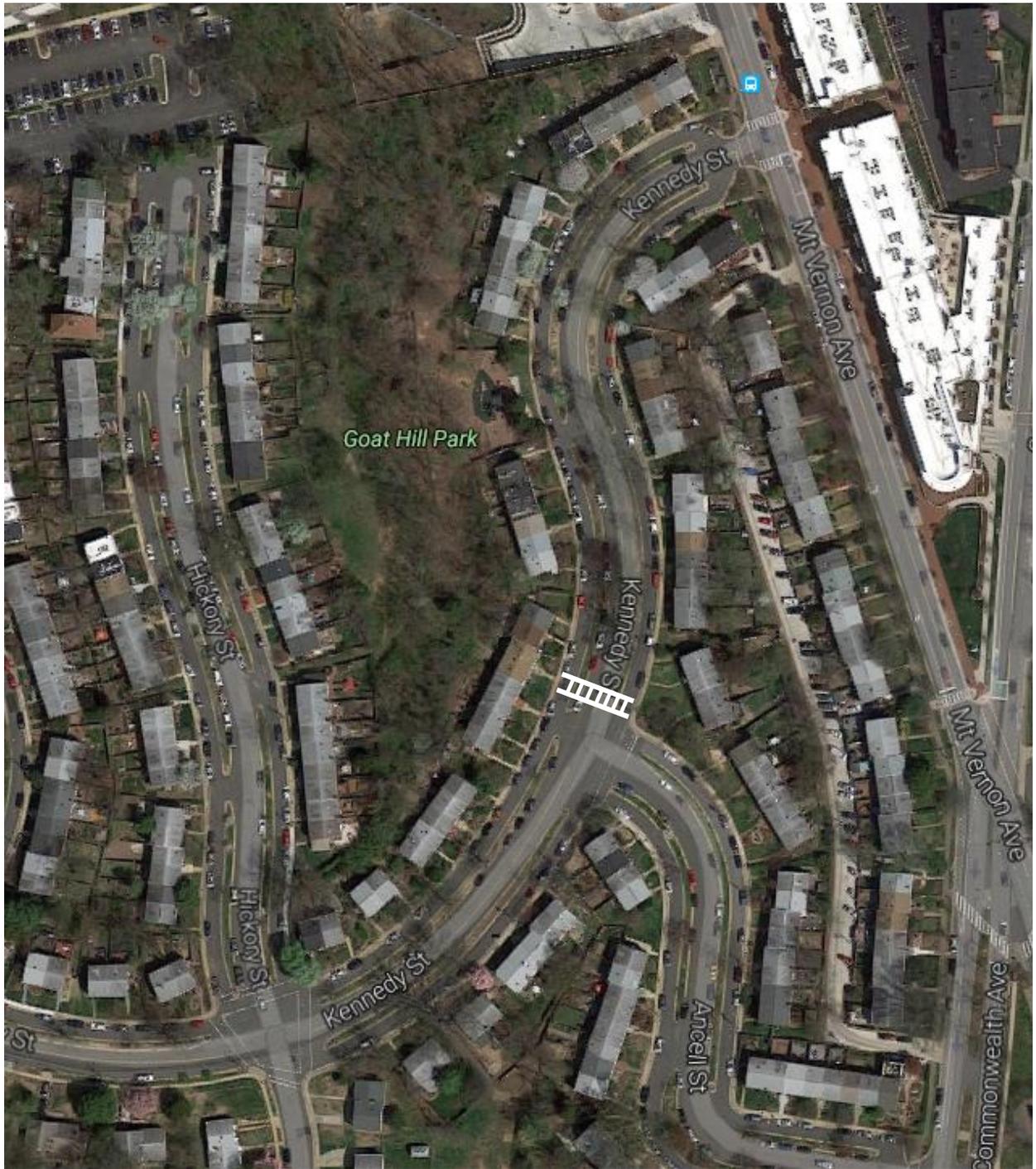
DISCUSSION: A connection from Ancell Street across Kennedy Street is called for in the Goat Hill Park Plan, which went through a community engagement process in the fall of 2014 to identify needs for the park. Residents requested better access from Kennedy Street to the nearby playground and the park to reduce jay walking. The plan, which includes the recommendation for a crosswalk at this location, was endorsed by the Park and Recreation Commission in November 2015.

The area is also within the Mount Vernon Avenue/Arlandria Pedestrian Case Study Area of the Bicycle and Pedestrian Master Plan. A crosswalk at Ancell Street would help to significantly improve connectivity between the north and south sides of Kennedy Street and to Goat Hill Park (Attachment 1). The closest crosswalks to Ancell Street are at Hickory Street and Mount Vernon Avenue, a distance of 0.2 miles between crosswalks. Additionally, the City has received requests from residents to provide pedestrian improvements and traffic calming at this intersection.

In order to meet current ADA compliant regulations, a crosswalk unobstructed by parking with a curb ramp is required. Ten feet of parking would need to be removed in order to accommodate the new crosswalk (Attachment 2).

Staff reached out to the Warwick Village Citizens Association and the residents at 55 Kennedy St and 57 Kennedy St who would live directly in front of the proposed parking removal. The Warwick Village Citizens Association President supports this proposal so long as only five feet

are removed on each side and other residents still have space to park. Edward Exline who resides at 55 Kennedy Street has children and said he would support the loss of parking in order to improve pedestrian safety.



Attachment 2



City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 26, 2016

TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD

FROM: T&ES STAFF

SUBJECT: DOCKET ITEM #11

ISSUE: Consideration of a request to initiate a pilot program to create a pay by phone parking requirement as an option for residential parking restrictions.

APPLICANT: City of Alexandria

LOCATION: Proposed Pilot Program Area - East of Washington Street between Princess Street and Wolfe Street

STAFF RECOMMENDATION: The Board recommend to the City Council approving the change to the City Code to create the proposed pilot program.

DISCUSSION: One of the parking management goals of the 2015 Old Town Area Parking Study (OTAPS) Work Group was to “Preserve parking on residential blocks for residents and guests.” One of the recommended tools to support this goal was to implement a pilot program for a pay by phone parking requirement for residential blocks. The City currently has a pay by phone application called Pango for use at the metered locations throughout the City. By expanding this requirement to residential blocks, non-residents would be required to pay to park on these blocks rather than park for free for the signed time, usually two or three hours. Residents of the parking district and their guests would be exempt from the parking fee.

The Work Group felt strongly that this tool should be resident initiated similar to the existing process for adding or amending restrictions on residential blocks, rather than a staff designated program and as a result, staff has developed the framework for the pilot program as a residential initiated process.

While it is being proposed as a pilot program, this program will require a change to the City Code. After a recommendation by the Traffic and Parking Board, this amendment will be reviewed by the City Council. Below is a summary of the pilot program. Attachment 1 provides the proposed language for the City Code.

Goal:

To preserve on-street parking for residents by encouraging non-residents to park in metered spaces or garages by eliminating “free” two or three hour parking on residential blocks.

Pilot Program Details:

Program Area and Eligible Blocks – For this pilot program, staff proposes starting with the area east of Washington Street between Princess Street and Wolfe Street (Attachment 2).

This restriction will be considered on a block basis, meaning both sides of a given street (e.g., the east and west side of the 200 block of N. Royal Street). Within this area, blocks must meet the following requirements to be eligible for enacting this tool:

- The block must be adjacent to an existing metered block or residential pay by phone block. A block not adjacent to a metered block or an existing residential pay by phone block may be considered with a request for an eligible proposed pay by phone block at the same time. For example, the 300 block of N. Royal Street would not be eligible at this time since it is not adjacent to a meter block or residential pay by phone block. However, it could be considered if it was reviewed at the same time as the 200 block of N. Royal Street.
- The parking conditions on the block must be observed at 75% occupancy during a survey by City staff. The survey will be conducted after receipt of a petition by the residents of the block.

Implementation – Pursuant to the recommendations of the OTAPS Work Group and similar to the existing process for adding or amending residential parking restrictions, implementation of this tool will be initiated by residents. Staff will require a petition be submitted to City staff to initiate the request. At least 50% of the residents of the block (both sides of the street) must sign the petition stating they wish to enact a pay by phone requirement on their block. After verifying the petition is valid and the block meets the eligibility criteria above, the request will be reviewed by the Traffic and Parking Board as a public hearing item.

Applicability – The parking fee would only apply to vehicles without a valid permit for the parking district (District 1 for the streets south of King Street and District 2 for the streets north of King Street). Guests of the residents that display a valid guest or visitor permit for that district would not be required to pay the fee either.

Hours of Restriction – The hours the parking fee would be required would be consistent with the current hours and days posted for the block, such as 8am to 11pm, Monday-Saturday. Since the current hours of restriction for metered blocks is 8am to 9pm, Monday – Saturday, the parking fee would be required longer on the residential blocks. Ideally, this will help direct non-residents off the residential blocks during the later hours in the evening.

Parking Fee – The fee to park on these blocks would be the same as the rate to park on a metered block, i.e. \$1.75 per hour.

Signage – The proposed signage would be consistent with the current meter signage (Attachment 3) with “District X permit exempt” language at the bottom. This would provide some consistency among the signage for blocks that require some form of payment to park. A small sign would be installed below with the Pango zone number and payment options.

Program Considerations:

Measuring Effectiveness of this program – As a pilot program, staff needs to have a clear review process for evaluating whether this is a useful parking management tool that should become a permanent option in the Code. To do this, staff proposes conducting existing conditions surveys of the block that is proposed for the pay by phone parking requirement and adjacent blocks in each direction to determine baseline conditions. The surveys would include a number of different times and days of the week to get as complete a picture as possible. After implementation of the pay by phone requirement, staff would resurvey the blocks to determine whether this changed the parking conditions on this block and the surrounding blocks. Ideally, several surveys would be conducted over the course of the pilot program to get several data points.

Consistent with the goal of the program, staff would consider this an effective tool if the results showed a minimum of 1-2 parking spaces were now available to residents on the pay by phone blocks. Impacts to adjacent blocks would also need to be considered to ensure the parking issue did not just move to another block. Staff would also ask for feedback from the residents of both the pay by phone block and adjacent blocks to determine if they felt this tool improved or worsened the parking conditions on their block.

Guest Permits – By adding a pay by phone requirement, anyone without a district parking permit would be required to pay to park. Similar to existing restrictions for guest permits, guests of residents of the block would need to have a guest pass to park. The difference being a permit would be needed for any period of time during the restrictions rather than for visits longer than two hours.

While this may be somewhat inconvenient, there are a number of ways the issue can be addressed. First, residents could continue to print free guest passes at home which would allow for 24 hours of parking. As part of the pilot program, staff could work with each of the residents to set up their online account to facilitate easy printing of passes when needed. Second, free guest passes could continue to be obtained at City Hall. Also available at City Hall are self-validating passes that could be purchased in advance and activated as needed. Third, staff could work with the current pay by phone provider to add a feature to the app that would allow residents to approve the parking for their guests through the app.

Payment Options – For those people who choose to pay to park on these blocks, the easiest way to pay will be using a smartphone with the Pango app. For people who do not have a smartphone or do not want to download the app, the payment can be made by calling a toll free number and registering the parking session (after the person has created a Pango account). A third payment option would be to pay for parking at a meter on a nearby block and display the receipt on the dashboard.

Communication – Since this program will be initiated by interested residents within the study area, staff will need to do outreach to residents of potential blocks to make them aware of the program and encourage participation. Some residents have already indicated interest in the program and staff will continue working with them to help them through the next steps to implement.

In addition to outreach needed to get participation in the program, outreach will be needed to notify non-resident parkers of changes to blocks that will have the new restrictions. Since this introduces a new type of parking restriction, clear signage and information will be needed to ensure parkers understand the restrictions on each block. Staff will work with the City's communication team to distribute information through internet and email.

Pilot Program Expiration – Since this is a pilot program for evaluation of whether this should become a permanent tool, an expiration date of March 1, 2019 has been included in the City Code amendment. This will give staff two years after Council approval to work with interested residents and evaluate changes to the parking conditions on those blocks. Staff will review the status of the program in October 2018 to determine if steps need to be taken to make this program permanent or allow it to expire.

Attachment 1

Draft Ordinance Creating the Residential Pay By Phone Parking Fee Program

(new section to be added to Article F – Permit Parking District)

Sec. 5-8-84 –Pay By Phone Parking Fee within a Residential Permit Parking District.

(a) Purpose: On residential blocks adjacent to metered areas, which are often occupied by vehicles belonging to non-residents of the district, a pay by phone parking fee may be implemented that requires non-residents of the district to pay to park on the block during the posted times. The provisions of this Section shall expire on March 1, 2019.

(b) Parking restrictions: Residential blocks with a pay by phone parking fee shall prohibit parking in designated areas by motor vehicles which do not display a valid parking permit for that district or have not submitted appropriate payment through either the pay by phone application referenced on the posted signage or a City parking meter.

(1) The hourly parking fee shall be consistent with the cost of a meter as established in Section 5-8-93.

(2) The hours during which a parking fee is applicable shall be consistent with the existing posted hours of restriction. Changes to the posted hours shall be reviewed by the traffic and parking board pursuant to section 5-8-72(b).

(c) Establishment: A pay by phone parking fee may be added to certain designated residential permit parking district blocks in accordance with the following criteria and procedures:

(1) The area subject to parking fee must be on a block with existing metered spaces, adjacent to an existing metered block, or adjacent to a block where a residential pay by phone parking fee has also been approved.

(2) The block must be located within the Special Parking District Area.

(3) The area subject to parking fee must already be posted with residential parking restrictions.

(4) The request to add a pay by phone parking fee must be initiated by the residents of the block through a petition signed by more than 50 percent of the residents of the block and submitted to the city manager.

(5) Upon receipt of a petition for a block meeting the criteria established above, the city manager shall direct staff to conduct a survey of the parking conditions on the block. The survey shall be taken during the hours of the existing residential parking restrictions. If staff observes that 75% or more of the available parking spaces on the block are

occupied, the city manager shall forward the request to the traffic and parking board for its review and recommendation at a public hearing.

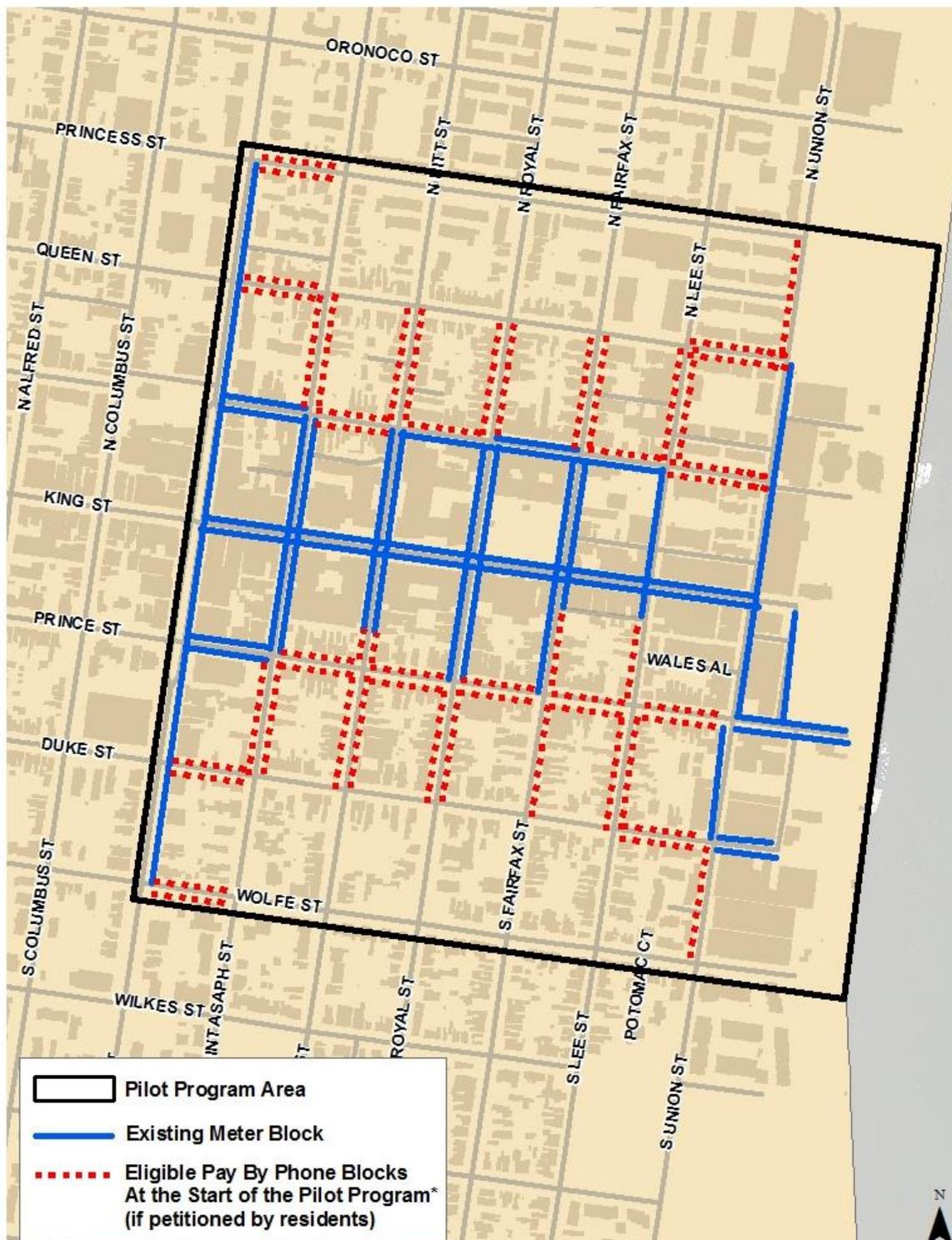
(6) If less than 75% of the available spaces are occupied, additional surveys may be made at other times of the day. If the surveys do not so demonstrate, the petition shall be deemed denied and no further action will be taken.

(7) Following the board's recommendation, the manager shall decide the petition and cause his decision to be implemented; provided that in the event the manager decides not to adopt the recommendation of the board or, whether or not in accord with the recommendation of the board, decides to deny the petition, he shall forward the petition, along with the board's recommendation and the reasons for his decision to city council which shall make the final decision on the petition.

Secs. 5-8-85 through 5-8-90 - reserved.

Attachment 2

Proposed Pilot Program Area*



*Eligible blocks may expand beyond red dashed areas within pilot program area during pilot program time period provided that the adjacent block has meter or pay by phone restrictions.

Attachment 3

Existing Signage for On-Street Paid Parking Areas

