

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY APRIL 28, 2014, 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 March 24, 2014, Traffic and Parking Board meeting minutes.
3. **STAFF REPORTS AND UPDATES**
4. **ELECTIONS AND APPOINTMENTS**
 1. Election and nomination of Vice Chair
 2. Appointment to Transportation Commission
 3. Appointment to Bike Master Plan Taskforce

PUBLIC HEARING:

5. **ISSUE:** Consideration to:
 1. Add “No Parking, 12 Noon to 3:30 P.M., School Days” restrictions in front of 301 and 303 North West Street: and,
 2. Remove the “No Parking, 12 Noon to 3:30 P.M., School Days” restriction in front of 229 through 235 North West Street.
6. **ISSUE:** Consideration of a request to remove a “No Parking, Loading Zone, 9A.M – 5 P.M., except Sunday” restriction in front of 1120 N Fairfax Street, and replace it with a “2 Hour Parking, 9A.M. – 5P.M., except Sundays,” restriction.
7. **ISSUE:** Consideration of a request to convert a grandfathered certificate of public convenience and necessity (Certificate) into a permanent Certificate.
8. **ISSUE:** That the Board receive an update on the Complete Streets Program and provide a recommendation to City Council to reenact the Complete Streets Policy
9. **ISSUE:** Consideration of a request to create code section 10-3-17 in the City’s Code of Ordinances providing enforcement provisions for dedicated transit-ways.

NEXT TRAFFIC & PARKING BOARD PUBLIC HEARING MAY 19, 2014

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY MARCH 24, 2014, 7:30 P.M.
301 KING STREET, 2nd FLOOR
COUNCIL CHAMBERS**

MINUTES

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

BOARD MEMBERS ABSENT: None were absent.

STAFF MEMBERS PRESENT: Bob Garbacz, Division Chief, Traffic, Ravi Raut, Traffic Studies Engineer, Faye Dastgheib, Principal Parking Planner, Chris Dowling, Traffic Engineer I.

1. Announcement of deferrals and withdrawals: There were no deferrals or withdrawals.
2. Approval of the February 24, 2014, Traffic and Parking Board meeting minutes: Mr. Schuyler made a motion, seconded by Mrs. White, to approve the minutes from the February 24, 2014, Traffic and Parking Board meeting. The motion carried unanimously.
3. **STAFF REPORTS AND UPDATES:** Bob Garbacz updated the Board on the King Street Bike Lanes. He stated the City Council heard the matter at their last public hearing. The director presented his design and associated findings. Mr. Schuyler presented the Board's position. Afterward, there were approximately 70 speakers on the issue. After considerable discussion, the Council upheld Mr. Baier's design, added several pedestrian features, most notably a stop sign or signal at King and Upland, and will receive a project review of the operations of the intersection 18 months from the completion of the installation of the project features. The project review will come before the Traffic and Parking Board prior to going to Council.

PUBLIC HEARING:

4. **ISSUE:** Consideration of a request to install a "No Parking Here to Corner" sign along the east side of Elbert Avenue 45 feet before the intersection with Four Mile Road.

PUBLIC TESTIMONY: No one from the public spoke on this issue.

DISCUSSION: Bob Garbacz presented the item to the Board. There was no further discussion on this item.

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

5. **ISSUE:** Consideration of a request to remove approximately six parking spaces along a curved section of Seay Street near the Longview Apartments in order to provide safe access for emergency vehicles.

PUBLIC TESTIMONY: No one from the public spoke on this issue.

DISCUSSION: Bob Garbacz presented the item to the Board. The Board discussed removing parking on both sides of the curve instead of removing parking only on the north side of the curve along Seay Street.

BOARD ACTION: Mr. Schuyler made a motion, seconded by Mrs. Jones, to approve Staff's recommendation but to come back to the Board in 6 months to determine if additional parking needs to be removed along the curve in order to provide safe access on Seay Street. The vote carried unanimously.

6. **ISSUE:** Consideration of a request to change the hours of School Bus Loading and Unloading signs in front of Matthew Maury Elementary School from 8:00-8:45 A.M., and 2:15-3:00 P.M., to 7:00-8:00 A.M., and 2:00-4:30 P.M.

PUBLIC TESTIMONY: No one from the public spoke on this issue.

DISCUSSION: Bob Garbacz presented the item to the Board. There was no further discussion on this issue.

BOARD ACTION: Mr. Schuyler made a motion, seconded by Mr. Posey, to approve Staff's recommendation and to investigate whether or not City Staff can change the time restrictions for school bus loading and unloading only signs to be consistent with school hours should the school's hours be changed. The vote carried unanimously.

7. **ISSUE:** Consideration of a request to recommend to City Council to install "No Through Trucks" signs on North Early Street between Braddock Road and Menokin Drive.

PUBLIC TESTIMONY: Nancy Jennings, Bill Zeledon, and Carolyn Wallace spoke in favor of the request.

DISCUSSION: Bob Garbacz presented the item to the Board. There was no further discussion on the issue.

BOARD ACTION: Mr. Lewis made a motion, seconded by Mr. Cota, to approve Staff's recommendation. The vote carried unanimously.

8. **ISSUE:** Consideration of a request to install "2 Hour Parking 8 AM to 5 PM Monday through Saturday" signs on the west side of the 800 block of N. Henry Street between Madison Street and Montgomery Street.

PUBLIC TESTIMONY: No one from the public spoke on this issue.

DISCUSSION: Bob Garbacz and Faye Dastgheib presented this item to the Board. There was no discussion on this issue.

BOARD ACTION: Mr. Schuyler made a motion, seconded by Mr. Cota, to approve Staff's recommendation. The motion carried unanimously.

9. **ISSUE:** Consideration of a request to reduce parking restriction hours from 3 hours to 2 hours and extend parking restriction times from 5 P.M. until 11 P.M. on the 800 block of Wolf Street, the 300 block of S Alfred St, and the 300 block of S Columbus Street.

PUBLIC TESTIMONY: William Krumpelman II, Jacob Gallun, Pamela Zitron, and Robert Creason spoke in favor of the request.

DISCUSSION: Faye Dastgheib presented the item to the board. The Board encouraged Staff to engage with the Alfred Street Baptist Church to encourage their members to take advantage of ASBC's alternative parking.

BOARD ACTION: Mr. Schuyler made a motion, seconded by Mr. Posey, to approve Staff's recommendation and to request that staff engage the Alfred Street Baptist Church concerning the parking of their members on the local streets. The voted carried unanimously.

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
APRIL 28, 2014**

DOCKET ITEM: 5

ISSUE: Consideration to:

1. Add “No Parking, 12 Noon to 3:30 P.M., School Days” restrictions in front of 301 and 303 North West Street: and,
2. Remove the “No Parking, 12 Noon to 3:30 P.M., School Days” restriction in front of 229 through 235 North West Street.

APPLICANT: Jessica Hill

LOCATION: 229 through 303 North West Street

STAFF RECOMMENDATION:

That the Board recommends to the Director of TES to:

1. Add “No Parking, 12 Noon to 3:30 P.M., School Days” restrictions in front of 301 and 303 North West Street: and,
2. Remove the “No Parking, 12 Noon to 3:30 P.M., School Days” restriction in front of 229 through 235 North West Street.

DISCUSSION:

Jefferson Houston Elementary School previously used a bus alley entrance from North West Street to enter and exit the school. This alley can be seen in Figure 5c. The school buses were in need of a wide turning radius to access this bus alley, so the City installed a no parking restriction from 12 Noon to 3:30 P.M for school days in front of 229 North West Street to 235 N West Street. The location of the restriction can be seen in Figure 5b. With the new design of Jefferson Houston Elementary School, the bus entrance and exit has been permanently relocated across from 301 and 303 North West Street. The existing parking restriction is no longer needed to accommodate for the turning radius of the school buses into the bus alley. City Staff contacted Jefferson Houston Elementary to confirm this. However, when the school is complete, a similar parking restriction will be needed in front of 301 and 303 North West Street to accommodate buses exiting the new school facility. Staff is asking that the Board approve removing parking at this address for this reason.

Parking is allowed on the east side of N West Street. There is a 3 Hour, 8A.M. – 5P.M., Monday – Friday, except District 5 Permits, and a No Parking, 9A.M. – 11A.M., Monday, restriction on this block. These two restrictions would remain should the No Parking, 12 Noon – 3:30P.M. restriction be removed.

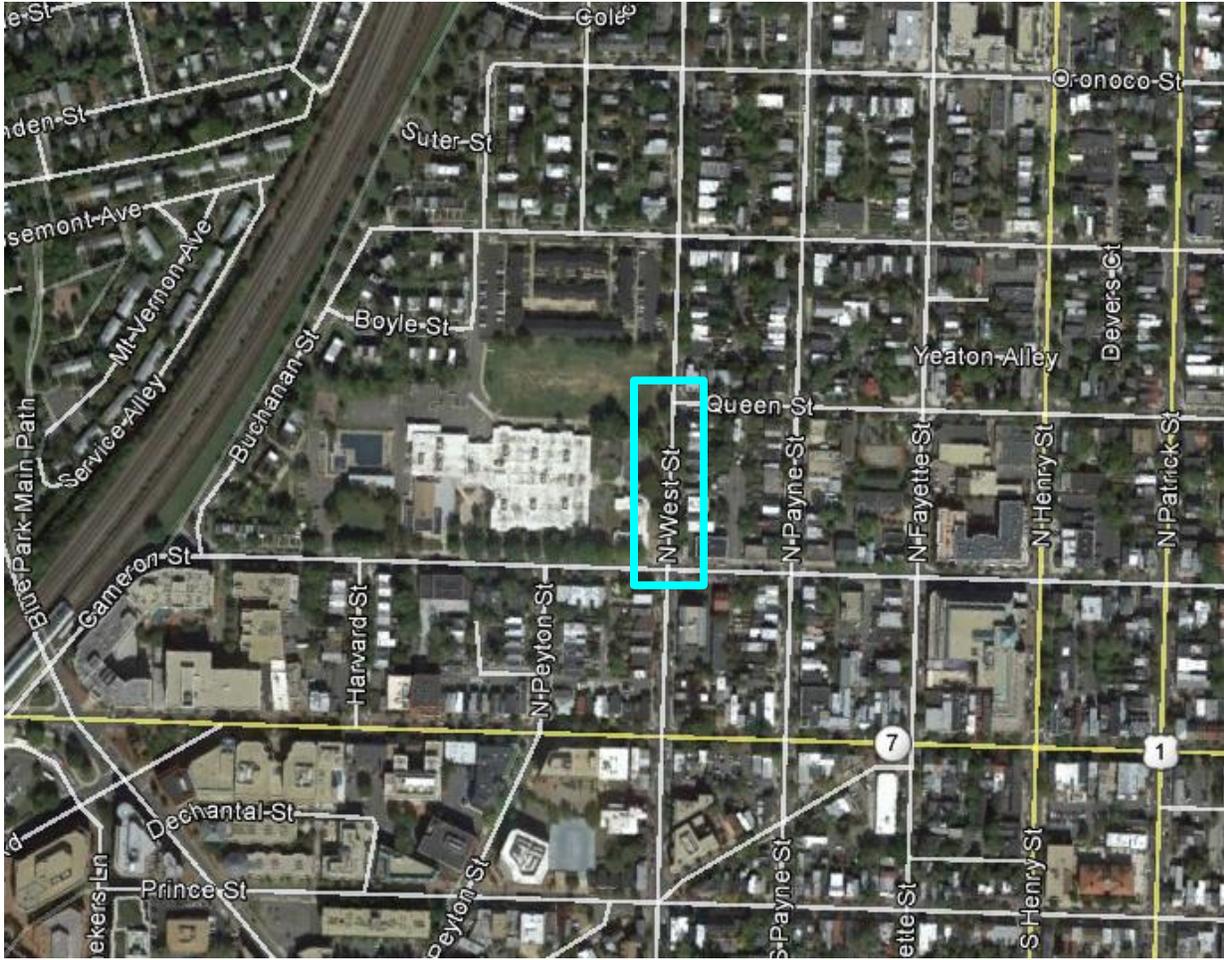


Figure 5a. Location of the 200 block of N. West Street.



Figure 5b. Location of restriction and current signage at requested location



Figure 5c. Previous bus alley used by Jefferson Houston

February 27, 2014

To The Alexandria Parking and Traffic Board,

I am petitioning the board to have a 'no parking during school hours' sign removed from the 200 block of N West St. The sign was necessary when buses were entering into the driveway at Jefferson-Houston Elementary School at the entrance to the school on the SW corner of N West and Queen Street. The buses were in need of a wide turn to get into the driveway safely and therefore needed the extra road space to maneuver. Now that construction is underway for the new Jefferson-Houston School, the driveway has relocated and will permanently be relocated. Because of the new school layout, the parking sign has now become irrelevant. As everyone knows parking is limited here in Old Town. The space this sign takes up would benefit our block greatly. There is not double sided parking on our street plus none of us have an off street parking option. This would free up parking from 229 N West to 235 N West, which is 4 houses but 2-2.5 car lengths. We appreciate the consideration and we look forward to further explaining our issue in person at the next Traffic and Parking Board meeting.

Sincerely,

Jessica Hill - 233 N West St
DeShuna Spencer - 229 N West St
Aaron Lipps - 235 N West St

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
APRIL 28, 2014**

DOCKET ITEM: 6

ISSUE: Consideration of a request to remove a “No Parking, Loading Zone, 9A.M – 5 P.M., except Sunday” restriction in front of 1120 N Fairfax Street, and replace it with a “2 Hour Parking, 9A.M. – 5P.M., except Sundays” restriction.

APPLICANT: Ruth Ryder, The Potomack Company Auctions & Appraisals

LOCATION: 1120 N Fairfax Street

STAFF RECOMMENDATION:

That the Board recommend to the Director of TES to remove the “No Parking, Loading Zone, 9A.M. – 5P.M., except Sunday” restriction in front of 1120 N Fairfax Street and replace it with a “2 Hour Parking, 9A.M. – 5P.M., except Sundays” restriction.

DISCUSSION:

The Potomack Company, located at 1120 N Fairfax Street is requesting to remove a “No Parking, Loading Zone, 9A.M. – 5P.M.” restriction in front of their building. The loading zone was requested by the previous business that occupied the space, but it is no longer needed. Parking is prohibited on the east side of North Fairfax Street, so every available parking space is important for customers and employees. The loading zone restriction is approximately 42 feet and includes a space in front of a garage door at 1120 N Fairfax Street. This garage door is not used for loading or unloading, but rather houses the Potomack Company’s office spaces.

The current restriction on the 1100 block of N. Fairfax Street is 2 Hour, 9A.M. – 5P.M., Monday through Saturday. The Loading Zone will be replaced to be consistent with this restriction. There is a residential apartment building under construction to the north and ACG, Advanced Construction Group, to the south of the Potomack Company. Staff reached out ACG who supports replacing the loading zone with parking spaces.

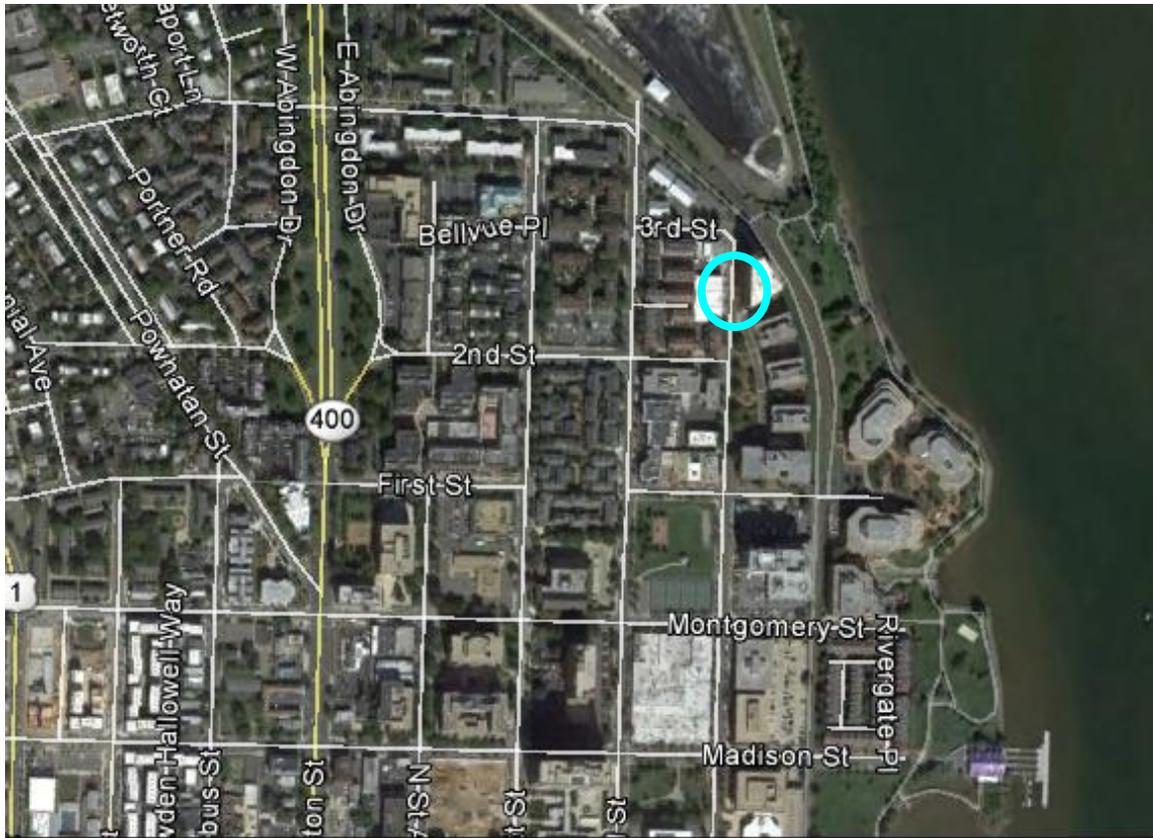


Figure 7a. Location of the Loading Zone at 1120 N. Fairfax Street



Figure 7b. Shows a ground view picture of the Loading Zone

To Traffic and Parking Board

This is a request by The Potomack Company Auctions & Appraisals, located at 1120 North Fairfax Street, to remove the unnecessary "No Parking - Loading Zones" signage in front of our building.

The "No Parking - Loading Zones" signage extends approximately 42 feet. It is located on the west side of North Fairfax Street in front of our building and eliminates what would be two parking spaces. (Please note the restriction includes the curb cut for a garage door that is NOT used for loading, behind which are our staff offices.)

Parking is prohibited AT ALL TIMES on the east side of North Fairfax Street, so every space is important for customers visiting our establishment or other office buildings nearby.

I will be happy to answer any questions or provide more information if necessary. Thanks loads!
Come visit us!

Ruth Ryder
The Potomack Company
1120 North Fairfax Street
Alexandria, VA 22314
703-684-4550

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
APRIL 28, 2014**

DOCKET ITEM: 7

ISSUE: Consideration of a request to convert a grandfathered certificate of public convenience and necessity (Certificate) into a permanent Certificate.

APPLICANT: VIP Cab Company

LOCATION: 85 South Bragg St

STAFF RECOMMENDATION:

That the Board convert Mr. Kung's grandfathered Certificate to a permanent certificate and give VIP Cab 60 days from Mr. Kung's retirement to fill this Certificate.

DISCUSSION:

Mr. Kung is a Grandfather Certificate holder, VIP 1620, who has been serving the City of Alexandria for over 30 years and is planning on retiring. VIP is requesting that the grandfathered Certificate be made a permanent certificate to help VIP Cab better serve their demand for service.

The Alexandria City Council approved giving the Traffic and Parking Board authority to convert grandfathered Certificates into permanent certificates at their March 15, 2014 Public Hearing. The grandfathered Certificate holder's parent taxi company must come before the Traffic and Parking Board to request that the Certificate become permanent. The text of the approved ordinance is as follows:

Sec. 9-12-35 Grandfathered certificates.

A certificate which was issued to an individual owner or driver prior to February 15, 1983, and remains in force and effect, including by renewal, on and after July 1, 2005, shall be subject to the following provisions:

- (a) the original holder of such an individual certificate may change affiliation at any time and for any reason, subject to compliance with the provisions of this section.
- (b) the provisions of [section 9-12-32](#) shall not be applicable to renewals of grandfathered certificates held by an individual owner or driver.
- (c) grandfathered certificates may only be transferred in the manner set forth in the following section (d).
- (d) Upon the holder's departure from the industry, the company with whom the grandfathered certificate is at that time affiliated may request that the grandfathered certificate be converted to a standard authorization, which, if granted, shall be in addition to the number of authorizations then affiliated with the company. The Traffic and Parking Board shall consider any such request at a public hearing and will make the final determination regarding such request. The City Manager shall promulgate regulations for processing such requests and scheduling them for hearing. In the event such a request is granted, then the grandfathered certificate holder may transfer the vehicle permit in the same manner and subject to the same regulatory requirements as those vehicle permits for vehicles with

standard authorizations.



Dear Traffic and Parking Board:

April 1, 2014

Alexandria VIP and Mr. Kung, operator of VIP 1620 certificate would greatly appreciate your consideration in converting said grand-fathered certificate to a permanent ADA certificate.

Amending this certificate will greatly benefit Alexandria City's disabled residents by expanding Alexandria VIP's current and limited ADA service. VIP has been committed to this cause for a few years, however, all past requests for additional ADA Certificates have been unsuccessful so far and this conversion would not add any new certificates.

Additionally, Mr. Kung is a Grandfather Certificate holder and has been serving the City Of Alexandria for over 30 years. This conversion would also benefit him as he approaches retirement age by providing some financial relief through shared use of the cab and/or rental income.

Thank you very much for your time

Sincerely,

A handwritten signature in black ink that reads "Zari Karimian". The signature is written in a cursive style with a long horizontal stroke at the end.

Zari Karimian



Alexandria Commission on Persons with Disabilities

Chuck Benagh, Chair
703.746.3148

Office of Human Rights
421 King Street, Suite 400
Alexandria, Virginia 22314

Virginia Relay 711
703.838.4976 Fax

April 18, 2014

Thomas "Jay" Johnson, Jr.
Chair, Traffic and Parking Board
2900 Business Center Drive
Alexandria, Virginia 22314

Dear Mr. Johnson:

The Alexandria Commission on Persons with Disabilities (ACPD) voted unanimously at its meeting in April to strongly endorse the petition by VIP Taxicab to convert a grandfathered permit to a permanent one to be used to provide an additional wheelchair vehicle to their fleet.

The experience of ACPD members is that VIP is unique among licensed Alexandria taxicab companies in providing consistent adherence to City Code requirements regarding provision of wheelchair vehicles on request.

The second wheelchair vehicle will enable VIP to continue this exemplary service to those residents and visitors with disabilities. By example, we hope that this action will encourage others to embrace both the letter and the spirit of relevant City Taxi Ordinances.

Thank you for your consideration of our unreserved recommendation on this application by VIP.

Sincerely,

A handwritten signature in black ink, appearing to read "C. Benagh".

Chuck Benagh, Chair

cc: Richard Baier, PE, LEED AP, Director, Transportation and Environmental Services
Robert Garbacz, Division Chief, Transportation and Environmental Services
Zari Karimian, Alexandria VIP Cab Company

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
APRIL 28, 2014**

DOCKET ITEM: 8

ISSUE: That the Board receive an update on the Complete Streets Program and provide a recommendation to City Council to reenact the Complete Streets Policy.

APPLICANT: City of Alexandria

STAFF RECOMMENDATION:

That the Traffic and Parking Board receive an update on the Complete Streets Program and recommend that City Council reenact the Complete Streets Policy.

DISCUSSION:

Complete Streets is the term used to describe a comprehensive, integrated transportation network with infrastructure and design that allows for safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, riders and drivers and users of public transportation, as well as drivers of other motor vehicles.

In April 2011, City Council adopted a Complete Streets Policy which was drafted and initiated by the Alexandria Transportation Commission, and in January of 2013 a Complete Streets Coordinator was hired to manage the program. Alexandria is a leader in Complete Streets, with the first designated Complete Streets Coordinator in the region, which demonstrates the City's commitment to multimodal transportation and safety.

Complete Streets is consistent with the City Council Strategic Plan, and directly supports Goal Three, which calls for a... "multimodal transportation network that supports sustainable land use and provides internal mobility and regional connectivity for Alexandrians." It is also consistent with the 2008 Transportation Master Plan which calls for the City to... "make walking a part of people's everyday lives by providing pleasant, safe and accessible connections that encourage and reward the choice to walk" and to "Implement a citywide bikeway network to serve all users and trip types, provide end-of-trip facilities, improve bicycle/transit integration, implement encouragement programs and improve safety." The Complete Street Policy will be recommended for reenactment by City Council in May 2014 (Attachment 1).

A key aspect of the Complete Streets Program is public outreach. Introduction to Complete Streets and the program's initiatives have been given to a number of City Boards and Commissions, as well as sixteen civic association and community meetings. A Complete Streets Program website and *Call.Click.Connect.* forms have been created, where project information and requests can be easily accessed.

In October of 2013, an expert from the National Complete Streets Coalition provided a training that was funded by a grant from the MetLife Foundation's Partnership for Livable Communities.

Over thirty staff members from the departments of Transportation and Environmental Service, Recreation, Parks and Cultural Activities, and Planning and Zoning attended the training.

Numerous Complete Streets infrastructure improvements have taken place over the last year to improve the safety of roadway users and provide a more multimodal environment. Projects include the installation of pedestrian crossing enhancements, bicycle facilities, signal modifications and upgraded signage.

Complete Streets Infrastructure Improvements 2013			
Project	Total Quantity	Completed	Designed
Redesigned streets through resurfacing projects	8 lane miles	✓	
New sidewalk	7,550 feet	1,300	6,250
New and upgraded crosswalks	140 crosswalks	✓	
New pedestrian countdown signals	6 intersections	✓	
Signal modifications for conflict free crossings	1 intersection	✓	
Access to transit pedestrian improvements	5 bus stops	✓	
Rapid flashing beacons for uncontrolled crossings	3 crossings		✓
HAWK Signal for safer pedestrian crossing	1 crossing		✓
15MPH Flashing School Zone signs	6 schools	1	5
Intersection redesign for pedestrian safety	3 locations	✓	3
On street bicycle facility design	20 lane miles	12	8
Bicycle Box	1 intersection	✓	
New bicycle parking spaces	100 spaces	✓	

Additionally, a number of grant projects have been designed and will be implemented in FY 2015. The Complete Streets program accomplishments are listed below.

Complete Streets 2013 Program Accomplishments

- Achieved Silver Level Designation as a Bicycle Friendly Community
- Applied for and approved by COG for a \$400,000 New Freedom Grant for pedestrian improvements at transit stops
- Developed a Complete Streets checklist to ensure that a Complete Streets review is conducted for all new development
- Updated Bicycle Parking Guidelines to require more bicycle parking spaces for new developments
- Worked with the Alexandria Commissions on Aging and Persons with Disabilities to update the brick sidewalk policy

- Created a Complete Streets tabulation to be included on the cover page for all development plans submitted for approval (Attachment 2)

By the end of fiscal year 2014, it is anticipated that over \$1,000,000 will have been used to design and implement projects. The proposed CIP includes \$1,000,000 of funding for FY 15 for Complete Streets projects, and staff will continue to pursue additional grant funding. \$100,000 annually is allocated for operational funding of the Complete Streets program.

ATTACHMENTS:

Attachment 1: Complete Streets Policy

Attachment 2: Complete Streets Tabulation for Development

RESOLUTION. 2444

WHEREAS, the term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, riders and drivers of public transportation, as well as drivers of other motor-vehicles (i.e., cars, trucks, vans, motorcycles, SUVs, etc.), and people of all ages and abilities, including children, older adults, and individuals with disabilities; and

WHEREAS, streets that are not designed to provide safe transport for all users present a danger to pedestrians, bicyclists, and riders of public transportation, most especially children, older adults, and people with disabilities; many of whose traffic-related injuries and fatalities are preventable, and the severity of whose traffic-related injuries could readily be decreased by implementing Complete Streets approaches; and

WHEREAS, the Council wishes to encourage walking, bicycling, and the use of public transportation as safe, convenient, environmentally friendly, and economical modes of transportation that promote health and independence for all people; and

WHEREAS, Complete Streets are essential in providing safe routes to school for children; and

WHEREAS, the Council recognizes that the careful planning and coordinated development of Complete Streets infrastructure offers long-term cost savings for local and state government, benefits public health, and provides financial benefits to property owners, businesses, and investors, while creating a safe, convenient, integrated transportation network appropriate for the land use or the context of the street for all users; and

WHEREAS, sedentary lifestyles and limited opportunities to integrate exercise into daily activities are factors contributing to increased obesity among adults and children and numerous correlated adverse health consequences; and

WHEREAS, streets are a key public space, shape the experience of residents and visitors to the City of Alexandria, directly affect public health and welfare, and provide the framework for current and future development; and

WHEREAS, the one-third of Americans who do not drive include a disproportionate number of older adults, low-income people, people of color, people with disabilities, and children, and the inequitable distribution of safe alternative means of travel adversely affects their daily lives; and

WHEREAS, the dramatic increase in the population of older and very old adults that will be seen by 2020 and 2030, requires that changes be made now to street design and

transportation planning; and

WHEREAS, the Council wishes to build upon the City's existing policies that recognize the importance of addressing the transportation needs of pedestrians, bicyclists, and public transportation riders, such as the Transportation Master Plan, Eco City Action Plan, 2010 Strategic Plan, the Pedestrian and Bicycle Mobility Plan, and several small area plans; and

WHEREAS, the Council wishes to encourage public participation in community decisions concerning street design, and would provide opportunities for public input in the development of future street design guidelines and would incorporate public comments into a final document; and

WHEREAS, the Council recognizes the importance of Complete Streets infrastructure and modifications that enable safe, convenient, and comfortable travel for all users, such as sidewalks; shared use paths; bicycle lanes; automobile lanes; paved shoulders; street trees and landscaping; planting strips; curbs; accessible curb ramps; bulbouts; crosswalks; refuge islands; pedestrian and traffic signals, including countdown and accessible signals; signage; street furniture; bicycle parking facilities; public transportation stops and facilities; transit priority signalization; narrow vehicle lanes; raised medians; and dedicated transit lanes, and those features identified in the Transportation Master Plan; and

WHEREAS, the Council desires that its streets form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best guidelines and standards.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF ALEXANDRIA, VA

That the Department of Transportation and Environmental Services shall make Complete Streets practices a routine part of everyday operations, shall use transportation programs and projects identified in Small Area Plans, development cases, and City maintenance and Capital Projects, to improve the transportation network for all users and shall work in coordination with other departments, agencies, and jurisdictions to achieve Complete Streets to the maximum extent possible throughout the City. To accomplish this, the Department of Transportation and Environmental Services shall develop a Complete Streets checklist based on all the City's multi-modal planning and policy documents to ensure that a Complete Streets review is conducted for all development and for City roadway projects.

That every street project shall incorporate to the extent possible Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right-of-way for each categories of users; provided, however, that such infrastructure may be excluded upon written approval, to be documented and reported, by the Director of the Department of Transportation and Environmental Services, when documentation and data indicate that:

- Use by non-motorized users is prohibited by law
- The cost would be excessively disproportionate to the need or probable future

use

- There is an absence of current or future need; or
- Inclusion of such infrastructure would be contrary to public safety or would be unreasonable or inappropriate in light of the scope of the project.

That, as appropriate, the Director of the Department of Transportation and Environmental Services shall review capital and maintenance projects to ensure the integration, accommodation, and balance of the needs of all users are considered in all transportation projects.

That, as appropriate, the Director of the Department of Transportation and Environmental Services and the Director of Planning and Zoning shall review all Small Area Plans and development cases to ensure the integration, accommodation, and balance of the needs of all users are considered. They shall also ensure that all Small Area Plan and development case staff reports discuss how each plan and/or development case is consistent with the Complete Streets Resolution.

The staff reports for the Small Area Plans and the development cases shall also document where the Director of the Department of Transportation and Environmental Services and the Director of Planning and Zoning exercised discretion in applying the Complete Streets Resolution with supporting data that indicates the basis for the decision. A biannual report listing instances of discretion will be provided to the Transportation Commission.

That, as feasible, the City of Alexandria shall incorporate Complete Streets infrastructure into existing public streets to improve the safety and convenience of users and construct and enhance the transportation network for all users.

That, if the safety and convenience of users can be improved within the scope of pavement resurfacing, restriping, or signalization operations, such projects shall implement Complete Streets infrastructure to increase safety for users.

That, as feasible, the City of Alexandria will conduct trainings on Complete Streets best practices for personnel responsible for the design, construction, and maintenance of streets.

That the Director of Transportation and Environmental Services shall, upon request, provide indicator data as referenced in the Alexandria City Council Strategic Plan to report on the City's progress toward meeting strategic goals for users to travel in safety and comfort on foot, by bicycle, and using public transportation.

That the Director of Transportation and Environmental Services shall report to the Transportation Commission biannually regarding the steps taken to implement this resolution, all instances where the Director of Transportation and Environmental Services exercised discretion, and the Director of Planning Zoning exercised discretion for Small Area Plans and development cases, and actions that would need to be taken by the Transportation Commission or other agencies or departments to implement this resolution.

WHEREAS, the Complete Streets Program has been successful in fulfilling the goals of the City Council Strategic Plan, the Transportation Master Plan and Eco-City Alexandria, by implementing infrastructure that provides safe, convenient and comfortable travel for all roadway users, it is thereby reenacted.

Adopted:

WILLIAM D. EUILLE MAYOR

ATTEST: _____

Jacqueline M. Henderson, MMC City Clerk

COMPLETE STREETS POLICY TABLE		
	NEW	UPGRADED
CROSSWALKS (NUMBER)	N/A	N/A
STANDARD	N/A	N/A
HIGH VISIBILITY	N/A	N/A
CURB RAMPS	N/A	1
SIDEWALKS (LF)	N/A	167
BICYCLE PARKING (# OF SPACES)	N/A	N/A
PUBLIC/VISITOR	N/A	N/A
PRIVATE/GARAGE	N/A	N/A
BICYCLE PATHS (LF)	N/A	N/A
PEDESTRIAN SIGNALS	N/A	N/A

ZONING TABULATIONS

1. ZONE OF SITE: CL

2. USE: EXISTING ASPHALT PARKING LOT PROPOSED RESIDENTIAL

3. LOT AREA: MINIMUM REQUIRED LOT AREA: 1,980 SF EX. LOT AREA: 7,926 SF
 PROPOSED LOT AREAS:
 601 = 2,039 SF
 602 = 2,039 SF
 603 = 3,178 SF
 *604 = 670 SF
 TOTAL = 7,926 SF
 *LOT 604 IS A 10' WIDE LOT DEDICATED TO PERPETUAL ACCESS FOR LOTS 601, 602 AND 603.

4. NUMBER OF DWELLING UNITS: 3

5. UNITS PER ACRE: 16.5 (22 UNITS/ACRE ALLOWED)

6. GROSS FLOOR AREA: 8,552 SQ.FT.
 601 = 2,481 SF
 602 = 2,535 SF
 603 = 3,536 SF
 604 = 0 SF
 TOTAL = 8,552 SF

7. NET FLOOR AREA: 5,297 SQ.FT.
 601 = 1,466 SF
 602 = 1,503 SF
 603 = 2,328 SF
 604 = 0 SF
 TOTAL = 5,297 SF

8. FLOOR AREA RATIO: PERMITTED: 0.75 OR 5,945 SF
 PROPOSED:
 601 = 0.72
 602 = 0.74
 603 = 0.73
 604 = 0.0

9. OPEN SPACE: REQUIRED (40% OF LOT AREA)
 601 = 0.40 x 2,039 = 816 SF
 602 = 0.40 x 2,039 = 816 SF
 603 = 0.40 x 3,178 = 1,271 SF
 604 = 0.40 x 0 = 0 SF

PROPOSED

LOT	GROUND LEVEL	PERCENT
601	684	33.5*
602	717	34.2*
603	1,134	35.7*
604	0	0

*A MODIFICATION TO REDUCE THE OPEN SPACE REQUIREMENT HAS BEEN APPROVED. SEE MODIFICATION AND WAIVER NOTE, THIS SHEET (SEE OPEN SPACE DETAIL ON SHEET 21).

10. AVERAGE FINISHED GRADE:
 601 = 41.8
 602 = 42.0
 603 = 41.6

11. HEIGHT: ALLOWED: 35'
 PROPOSED HEIGHTS:
 601 = 28.71'
 602 = 30.13
 603 = 33.67'

12. YARDS: REQUIRED
 FRONT 20.0'
 SIDE 1:1 RATIO OF HEIGHT (MIN. 8')
 REAR 1:1 RATIO OF HEIGHT (MIN. 8')

PROVIDED
 0.26* (LOT 601), 0.08* (LOT 602), 0.0* (LOT 603)
 N/A—NO INTERIOR END UNITS.
 32.3' (LOT 601), 34.0' (LOT 602), 17.3'* (LOT 603)

*A MODIFICATION OF THE FRONT YARD REQUIREMENTS FOR LOTS 601 AND 603 AND THE REAR YARD REQUIREMENT OF LOT 603 HAS BEEN APPROVED. SEE MODIFICATIONS AND WAIVERS NOTE, THIS SHEET.

13. FRONTAGE: REQUIRED:
 601 = 38.0'
 602 = 18.0'
 603 = 26.0'

PROPOSED:
 601 = 33.5*
 602 = 13.5*
 603 = 22.8*

*A MODIFICATION OF THE FRONTAGE REQUIREMENTS FOR LOTS 601 AND 603 HAS BEEN APPROVED. SEE MODIFICATIONS AND WAIVERS NOTE, THIS SHEET.

14. PARKING REQUIRED: 2.0 SPACES PER DWELLING UNIT
 TOTAL REQUIRED PARKING SPACES = 6 SPACES
 TOTAL PROPOSED PARKING SPACES = 6 SPACES (STANDARD 9' x 18.5')
 NOTE: NO HANDICAP ACCESSIBLE SPACES ARE REQUIRED/PROVIDED.

15. LOADING SPACES: REQUIRED = N/A

16. TRIP GENERATION: EXISTING 52 PROPOSED 18 (PER ITE STANDARDS)

*Released
10/24/13
SM*

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
APRIL 28, 2014**

DOCKET ITEM: 9

ISSUE: Consideration of a request to create code section 10-3-17 in the City's Code of Ordinances providing enforcement provisions for dedicated transit-ways.

APPLICANT: Director of T&ES

LOCATION: Citywide

STAFF RECOMMENDATION:

That the Board recommend to the City Council approval of the proposed ordinance creating a new section, 10-3-17 *Dedicated Transitways*, in the City's Code of Ordinances.

DISCUSSION:

In the summer of 2014 the Washington Metropolitan Area Transit Administration (WMATA) will start the first phase of the region's first premium bus transit service along the Crystal City/Potomac Yard Transit-way. The five-mile corridor will offer segments of exclusive running way, frequent service, off-board fare collection, and level boarding. The City of Alexandria, Arlington County, and WMATA have collaborated on the branding to distinguish this new transit-way service from other bus services in the region. The service will be called *Metroway* and will feature bold, blue vehicle design, which easily distinguishes the vehicles from other services in the area. The City plans on constructing three transit corridors using combinations of rights-of-way dedicated for transit use with some sections operating in regular traffic. The Potomac Yard area will be the first operational transit-way with the Van Dorn/Beauregard corridor and Duke Street corridor proposed for future transit-ways.

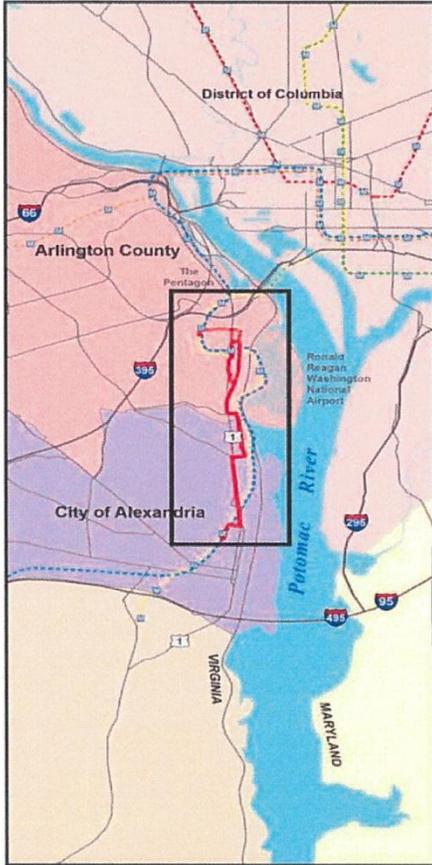
The City Code has no provisions for restricting non-transit vehicles from traveling on the dedicated sections of the proposed transit-ways. The proposed ordinance will provide the City with a mechanism for restricting the dedicated sections of transit-ways to transit and emergency vehicles only. City Council would be required to pass a resolution designating a section of right-of-way as a Transit-way and post signs indicating such, for the proposed law to be enforceable.

Proposed Ordinance Language

Sec. 10-3-17 Dedicated Transitways

- (a) The city council, by resolution, may designate lanes designed and constructed for such purposes as full time transitways for the exclusive use of designated buses and other transit vehicles. No vehicles other than designated buses and other transit vehicles shall, for any purpose, enter or travel in a designated transitway, except at the express direction of law enforcement or by emergency vehicles pursuant to a protocol to be established by the City.
- (b) Transitways shall be at all times reserved for use in the manner set forth in section (a) above.
- (c) Signs designating transitways shall be plainly posted along the entire route and at every possible ingress/egress point.
- (d) Any person operating a vehicle in a transitway in violation of this section shall be guilty of a traffic infraction that is not a moving violation. Upon conviction, such infractions shall be punishable as follows:
 - (1) for a first offense, by a fine of \$200;
 - (2) for a second offense within a period of five years from the first offense, by a fine of \$500;
 - (3) for a third offense within a period of five years of the first offense, by a fine of \$750; and
 - (4) for a fourth or subsequent offense within a period of five years of the first offense, by a fine of \$1,000.

Crystal City/Potomac Yard Transitway Proposed Route



Legend

- Station Stop
- VRE Station
- Metro Station
- Dedicated Lanes for Transit
- Transit Vehicles in Mixed Traffic
- Future Alignment
- Columbia Pike Streetcar
- VRE Railroad
- Blue Metro Line
- Yellow Metro Line



0 0.4 0.8 Miles