

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY MAY 19, 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 April 28, 2014, Traffic and Parking Board meeting minutes.
3. **STAFF REPORTS AND UPDATES**

**PUBLIC HEARING:**

4. **ISSUE:** Consideration of a request to remove 10 feet of parking on either side of the alley located along the south side of Pendleton Street between Columbus Street and Alfred Street.
5. **ISSUE:** Consideration of a request to remove one parking space along the north side of Janneys Lane before the intersection of Janney's Lane and Walleston Court.
6. **ISSUE:** Consideration of a request to remove one parking space on the east curb of Leslie Avenue at East Nelson Street to install a crosswalk.
7. **ISSUE:** Consideration of a request to remove four parking spaces in conjunction with Safe Routes to School safety improvements at the intersection of Cameron Mills Road and Monticello Avenue and permit loading and unloading on Sundays for the Church on Cameron Mills Road.
8. **ISSUE:** Consideration of a request to remove King Street as a designated through truck route from Section 10-1-15 of the city code.

**NEXT TRAFFIC & PARKING BOARD PUBLIC HEARING JUNE 23, 2014**

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY APRIL 28, 2014, 7:30 P.M.  
301 KING STREET, 2nd FLOOR  
COUNCIL CHAMBERS**

**MINUTES**

**BOARD MEMBERS PRESENT:** Chair, Jay Johnson, Gregory Cota, William Schuyler, James Lewis, Elizabeth Jones, and Kevin Beekman.

**BOARD MEMBERS ABSENT:** Mary White was absent.

**STAFF MEMBERS PRESENT:** Sandra Marks, Acting Deputy Director, Transportation and Environmental Services, Bob Garbacz, Division Chief, Traffic, Ravi Raut, Traffic Studies Engineer, Hillary Poole, Complete Streets Coordinator, and Chris Dowling, Traffic Engineer I.

1. Announcement of deferrals and withdrawals: There were no deferrals or withdrawals.
2. Approval of the March 24, 2014, Traffic and Parking Board meeting minutes: Mr. Lewis made a motion, seconded by Mr. Cota, to approve the minutes from the March 24, 2014, Traffic and Parking Board meeting. The motion carried unanimously.
3. **STAFF REPORTS AND UPDATES:** There were no reports or updates.
4. **ELECTIONS AND APPOINTMENTS:**
  1. Election and nomination of Vice Chair: Mr. Schuyler made a motion, seconded by Mr. Lewis, to nominate Mr. Cota as Vice Chair of the Traffic and Parking Board. The motion carried unanimously.
  2. Appointment of a member to the Transportation Commission: Mr. Johnson appointed Mr. Lewis to the Transportation Commission.
  3. Appointment of a member to the Bike Master Plan Taskforce: Mr. Johnson appointed Mr. Schuyler to the 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.

**PUBLIC TESTIMONY:** Lawrence Levy, DeShuna Spencer, and Colonel Keil Gentry spoke in favor of the request. Mannelore Mahaffy spoke in favor of the removal of the restriction on the 200 block but against the addition of a restriction on the 300 block.

**DISCUSSION:** Bob Garbacz presented the item to the Board. The Board discussed that removing the restriction on the 200 block was appropriate and necessary. The Board

discussed that staff work with Jefferson Houston School and look into the need for a restriction on the 300 block.

**BOARD ACTION:** Mr. Lewis made a motion, seconded by Mr. Beekman, to approve removing the restriction on the 200 block of N. West Street, but to defer installing a restriction on the 300 block of N. West Street. The motion carried unanimously.

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.

**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.

**BOARD ACTION:** Mr. Schuyler made a motion, seconded by Mrs. Cota, to approve Staff’s recommendation to remove the Loading Zone on the 1100 block of N. Fairfax Street. The motion carried unanimously.

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

**PUBLIC TESTIMONY:** Zari Karimian of VIP Cab spoke in favor of the request.

**DISCUSSION:** Bob Garbacz presented the item to the Board. The Board discussed that City staff look into getting more ADA only cabs in the City and to improve the compliance with ADA regulations for the City’s current ADA cabs.

**BOARD ACTION:** Mr. Schuyler made a motion, seconded by Mr. Beekman, to approve making Mr. Kung’s grandfathered Certificate a permanent ADA only Certificate and that staff propose a regulation or ordinance change to ensure the availability of ADA cabs. The motion carried unanimously.

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.

**PUBLIC TESTIMONY:** Bob Trencheny spoke in favor of the City’s Complete Streets Program.

**DISCUSSION:** Sandra Marks and Hillary Poole presented the item to the Board. The Board discussed having the City conduct more regular updates on Complete Streets projects within the City and the direction of the Complete Streets program as a whole. The Board discussed having the City conduct more in depth evaluations of neighborhoods when a Complete Streets project is being considered. The Board requested that when City staff bring a Complete Streets project before them, that City staff bring a summary of how the individual Complete Streets project fits into the

program as a whole. The Board requested that City staff involve the Alexandria Fire Department in discussion of each Complete Streets project. The Board requested more involvement of the City arborists and Parks and Recreation with the Complete Street projects.

**BOARD ACTION:** Mr. Schuyler made a motion seconded by Mr. Cota, to include the following in the Complete Street Program resolution:

- City staff evaluate the effect of a Complete Streets project on the neighborhoods undergoing changes to assure any impacts are minimized;
- City staff undertake an appropriate evaluation process on how the changes affect any neighborhoods in the area of a Complete Streets project;
- City staff receive input from the Alexandria Police and Fire Departments on any Complete Street project; and,
- To advise City Council that as the Complete Streets Program is being implemented that City Staff update the Traffic and Parking Board every two years on what they have learned, on what changes they are recommending, and to create a public venue for input into future changes to allow the Traffic and Parking Board to recommend bi-annual changes to City Council.

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.

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

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

**BOARD ACTION:** Mr. Lewis made a motion, seconded by Ms. Jones, to approve staff's recommendation. The motion carried unanimously.

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MAY 19, 2014**

**DOCKET ITEM:** 4

**ISSUE:** Consideration of a request to remove 10 feet of parking on either side of the alley located along the south side of Pendleton Street between Columbus Street and Alfred Street.

**APPLICANT:** Linda Wolf

**LOCATION:** 808 Pendleton Street

**STAFF RECOMMENDATION:**

That the Board recommend to the Director of T&ES to remove 10 feet of parking on either side of the alley located along the south side of Pendleton Street between Columbus Street and Alfred Street.

**DISCUSSION:**

The applicant, Ms. Linda Wolf, requested that City staff look into improving the current condition at the alley located on the south side of Pendleton Street between Columbus Street and Alfred Street. The alley is located to the west of 808 Pendleton Street and can be seen in Figures 4a and 4b.

This alley is narrow at only 8 feet in width, with a 12 foot wide curb-cut entrance. Ms. Wolf states that occasionally vehicles will park right up to the alley on either side and create a sight distance issue for vehicles attempting to exit the alley onto Pendleton Street. Also, when vehicles park so close to the alley, it creates difficulty for residents attempting to turn into the alley. Staff has observed vehicle interaction at this alley and agrees with Ms. Wolf's concerns. Staff believes that restricting parking on either side of the alley will provide drivers with more sight distance to observe oncoming traffic along Pendleton Street. Staff recommends removing 10 feet of parking on either side of the alley by installing a, "No Parking Between Signs," restriction. Please see figure 4c for staff's recommendation.

Parking demand is high in this area, so staff wishes to minimize the impact of this restriction on parking loss. There is currently 55 feet of available parking to the east of the alley; enough room for two vehicles, and maybe three smaller vehicles. Removing 10 feet on the east side will leave 45 feet of available parking, which is ample space for two vehicles. There is currently 90 feet of available parking to the west of the alley; enough room for 4 vehicles. Removing 10 feet on the west side will leave 80 feet of available parking, which will still be enough room for 4 vehicles. This restriction results in the loss of one parking space on this block face. Staff reached out to the abutting residents who have expressed their support for removing the requested amount of parking space.

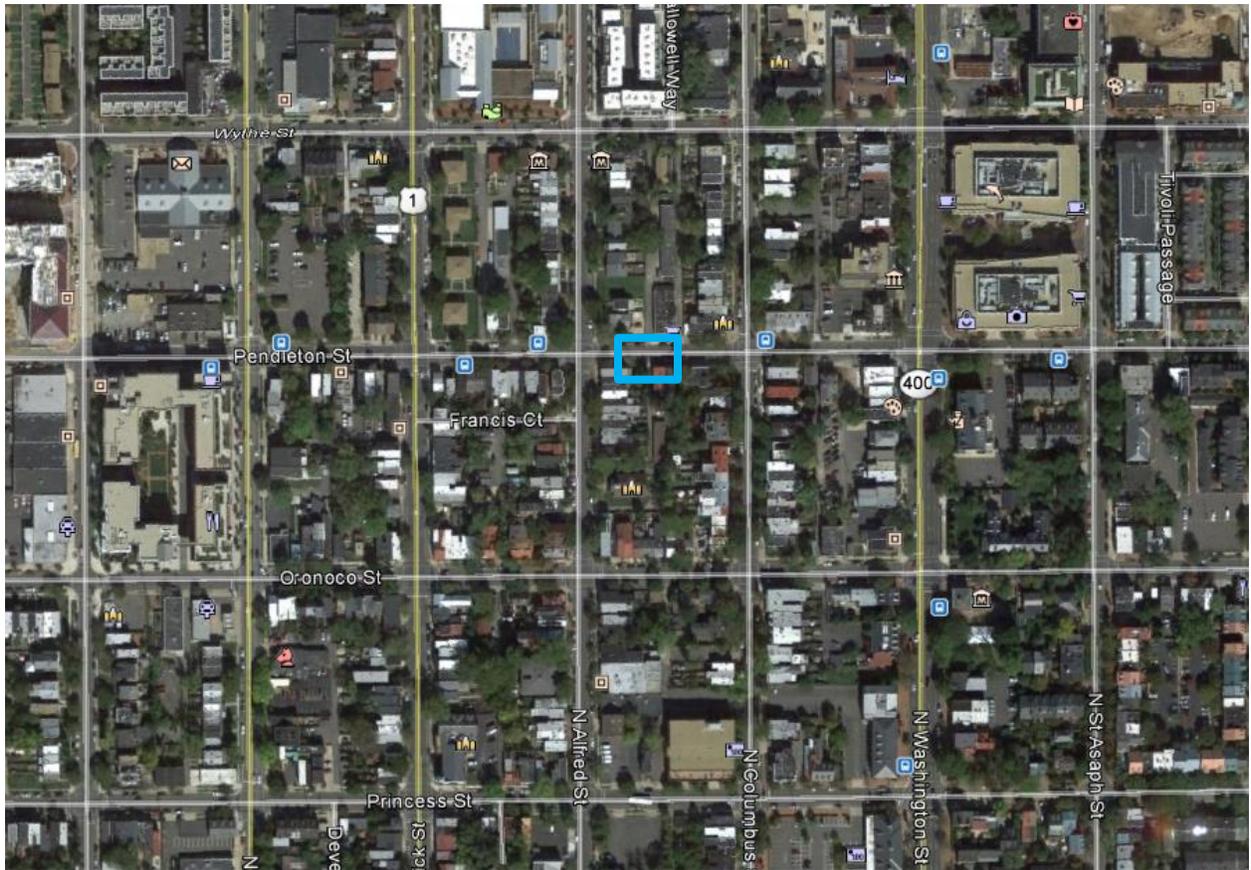


Figure 4a. shows the location of the alley in this request



Figure 4b. shows a ground view picture of the alley



Figure 4c. shows staff's recommended restriction on either side of the alley

Dear Mr. Dowling,

I have contacted the transportation department and the police several times, as have my neighbors, to report a very serious safety issue existing with a public alley on the south side of Pendleton between N. Columbus and N. Alfred. The alley leads to three private garages and private resident parking for several property owners. On many occasions, people using the convenience store or parking for other reasons, park on Pendleton, blocking part or full access to and from the alley. This results in residents unable to gain access to their parking space but more important, residents unable to exit the alley for extended periods of time, if they are unsuccessful in tracking down the owner of the vehicle. I have been late for several appointments because the alley driveway was blocked.

However, a far more serious issue is that cars can legally park up to the driveway curb cut. This blocks almost all visibility for the car leaving the alley. We all do our best to inch out of the alley so as not to be hit by a passing car. Unfortunately, even going at a snail's pace, cars often speed by providing no notice to the person conscientiously trying to exit the alley. On Monday, I was almost broad sided by a speeding car at my driver door. I had not been as cautious as I was, I, as the driver, would have been hit straight on and injured very seriously, due to the speed of the on coming car.

It is essential that a "No Parking" sign be put up on either side of the alley, for a distance that allows people leaving the alley to see approaching cars. Without a sign, I am absolutely positive, someone is going to be seriously hurt.

Do not hesitate to contact me with any questions. Thank you for your help.

Most sincerely,

Linda Wolf  
513 N. Alfred Street  
703-856-2133

Mr. Dowling,

We are writing in support of the effort to increase safety by pushing back the parking spaces from the alley exit on the South side of Pendleton St. between N. Alfred and N. Columbus Streets.

Our experiences are similar to the ones outlined by Linda Wolf (below). Despite our best efforts to creep out of the alley on to Pendleton, we've narrowly avoided being hit several times. The trade off of a parking spot on each side of the alley is a small price to pay for increased sightlines and safety. With 7 households using that alley for access to parking, we honestly feel it is not a question of "if," but "when" before a serious vehicle accident occurs because of the proximity of parked cars to the alley's exit.

Thank you for considering our request. Feel free to contact Tim at this email address or the phone number below if you need anything further.

Sincerely,

Tim and Pamela Angers  
526 N Columbus St  
Alexandria, VA 22314  
703-896-6877

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MAY 19, 2014**

**DOCKET ITEM:** 5

**ISSUE:** Consideration of a request to remove one parking space along the north side of Janneys Lane before the intersection of Janneys Lane and Walleston Court.

**APPLICANT:** George Vercessi

**LOCATION:** Janneys Lane and Walleston Court

**STAFF RECOMMENDATION:**

That the Board recommend to the Director of T&ES to remove 20 feet of parking, one parking space, along the north side of Janneys Lane before the intersection of Janneys Lane and Walleston Court.

**DISCUSSION:**

The applicant, Mr. Vercessi, requested that the City look into improving the current condition at the intersection of Janneys Lane and Walleston Court. Please see Figure 5a for the location of this request.

There is a fire hydrant at the northeast corner of Janneys Lane and Walleston, and the parking aisle currently ends 15 feet from this hydrant. However, Mr. Vercessi states that vehicles will park up to the intersection where it is currently allowed creating a sight distance issue for cars attempting to turn onto Janneys Lane from Walleston Court. There is a vertical and horizontal curve in Janneys Lane that adds to the difficulty to see oncoming traffic when vehicles are parked up to the intersection. Also, when there is a line of cars parked along Janneys it increases the difficulty to see oncoming traffic even more. Please see figure 5b to observe the sight distance for cars attempting to turn from Walleston Court onto Janneys Lane.

Staff believes by removing one parking spot at this intersection, sight distance will be greatly improved for vehicles entering onto Janneys Lane from Walleston Court. There is not a high demand for parking along Janneys Lane, and staff believes removing one spot at this intersection will not have a negative impact on the community in this area. Please see Figure 5c for staff's recommendation. Staff reached out to the residents of Walleston Court, who fully support this request. Attached is there letter of support with signatures.

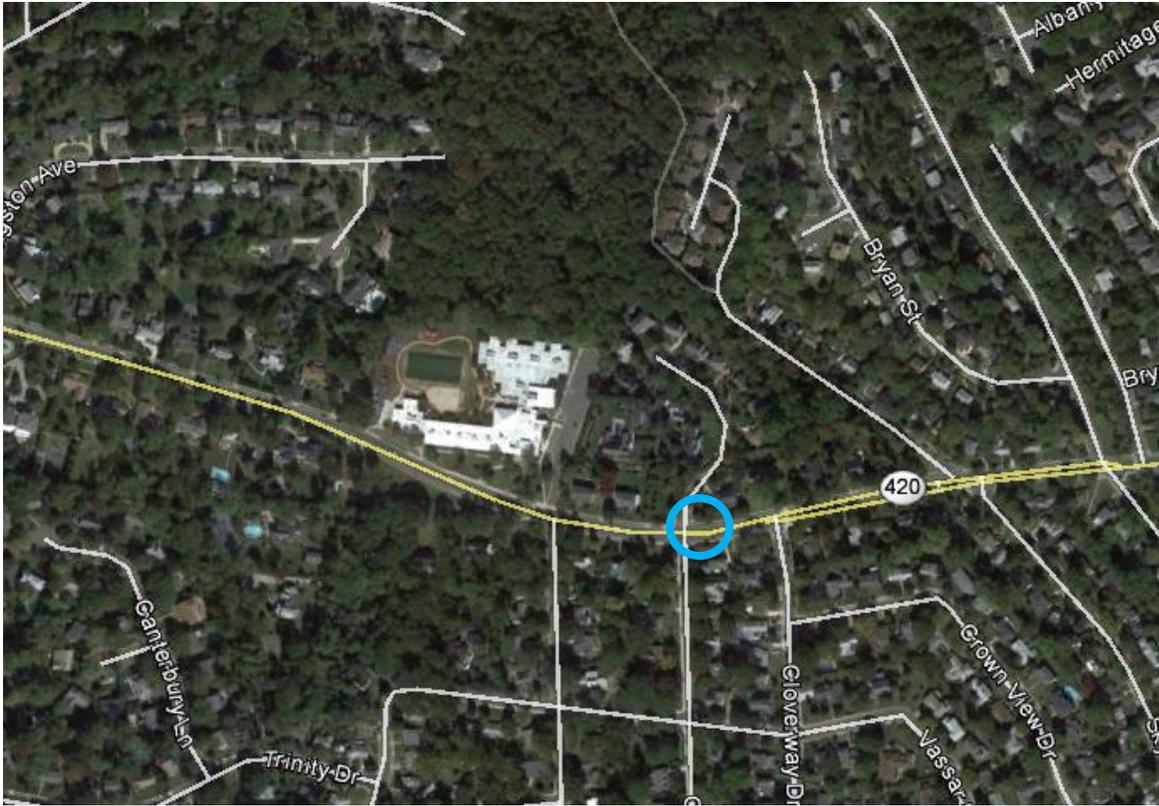


Figure Xa. shows the location of the intersection of Janneys Lane and Walleston Court



Figure Xb. shows the sight distance for cars attempting to enter onto Janneys Lane

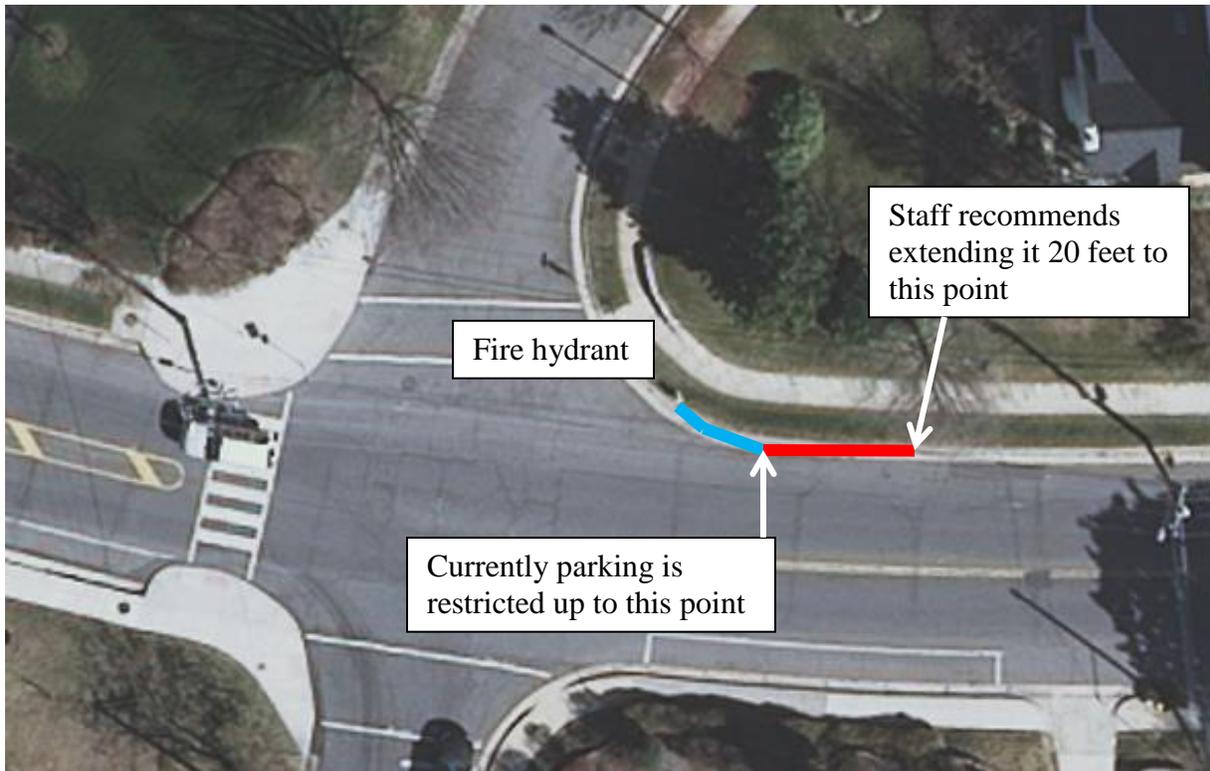


Figure Xc. shows staff's recommendation of parking removal

Dear Chris,

This email is a follow-up to our telephone conversation today in which I expressed concern for the safe exit from Walleston Court onto Janneys Lane.

Currently, cars parked on Janneys Lane block the view of oncoming traffic heading west to the point that we must proceed well into the intersection before determining whether it is safe to continue.

An equitable solution to this dangerous situation is to place a sign farther down Janneys that states *No Parking From Here to Corner* to allow cars entering Janneys a reasonable line of sight to judge if there is oncoming traffic.

Thank you for your assistance in this matter.

Sincerely,  
George Vercessi  
1615 Walleston Court  
703-751-3337

April 27, 2014

Chris Dowling  
City of Alexandria Transportation & Environmental Services/Traffic Department  
3200 Colvin Street  
Alexandria, VA 22314

Re: Hazardous intersection at Janneys Lane and Walleston Court

Dear Mr. Dowling:

As you are aware, vehicles parked on the north side of Janneys Lane, between Cloverway and Walleston Court, force drivers exiting Walleston Court to proceed well into the intersection to determine whether it is safe to continue. The problem becomes more acute when those vehicles are SUVs with tinted windows.

We, the undersigned residents of Walleston Court, endorse the proposal by our neighbors who have contacted you requesting the city correct this traffic hazard by establishing parking restrictions that provide a clear line of vision down Janneys Lane.

Thank you for your assistance in this matter.

Sincerely,

*Robert J. Fickin &  
Joseph M. Fickin  
1603 WALLESTON CT  
ALEX, VA 22302*

*Wilkes & Faine Graham  
1605 Walleston Ct.  
Alexandria, VA 22302*

*Walter White  
1607 WALLESTON CT  
ALEX, VA 22302*

*WL*

*Bob & Susan Tomwale  
1609 Walleston Ct  
Alex, VA 22302*

*John & Carol Augustino  
1604 Walleston Ct.  
Alexandria, VA 22302*

*Jean Kelleher  
951 Janneys Ln  
Alexandria, VA 22302*

*George Veronesi  
Barbara Preston  
1615 Walleston Ct.  
Alexandria, VA 22302*

*Jim Brian  
1608 Walleston Court  
Alexandria, VA 22302*

*William S. Blumberg  
1606 Walleston Ct  
Alexandria VA 22302*

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MAY 19, 2014**

**DOCKET ITEM:** 6

**ISSUE:** Consideration of a request to remove one parking space on the east curb of Leslie Avenue at East Nelson Street to install a crosswalk.

**APPLICANT:** Kevin Gauthier

**LOCATION:** 1423 Leslie Avenue at East Nelson Street

**STAFF RECOMMENDATION:**

That the Board recommend to the Director of T&ES to remove one parking space on the east curb of Leslie Avenue at East Nelson Street to install a crosswalk.

**DISCUSSION:**

City staff received a request from a resident of Del Ray to install a crosswalk across Leslie Avenue at East Nelson Avenue (Attachment 1). Another resident of E. Nelson Avenue also called staff to request a crosswalk at the same location (Figure 1). There are currently no sidewalks along the west side of Leslie Avenue, so pedestrians must cross the street to remain on the sidewalk and to reach a new daycare facility, Discovery Time Learning Center, on Leslie Avenue at the location shown in Figure 2. Parents with strollers are crossing the street at the intersection of Leslie and East Nelson Street to reach the daycare center.

As part of the Complete Streets Program, staff receives requests for pedestrian safety improvements around the City. The Complete Street Policy states that “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**...” Installation of this crosswalk was prioritized due to its proximity to a school, park and retail corridor.

In order to meet current ADA compliant regulations, a curb ramp unobstructed by parking is required. One parking space would need to be removed in order to accommodate the new crosswalk. There are no abutting residences where the parking space would be removed, and there is a parking lot adjacent to this building with designated parking spaces for the daycare. Staff reached out to the Del Ray Citizens’ Association’s Transportation and Pedestrian Safety Committee to let them know this issue would be presented to the Traffic and Parking Board in May.

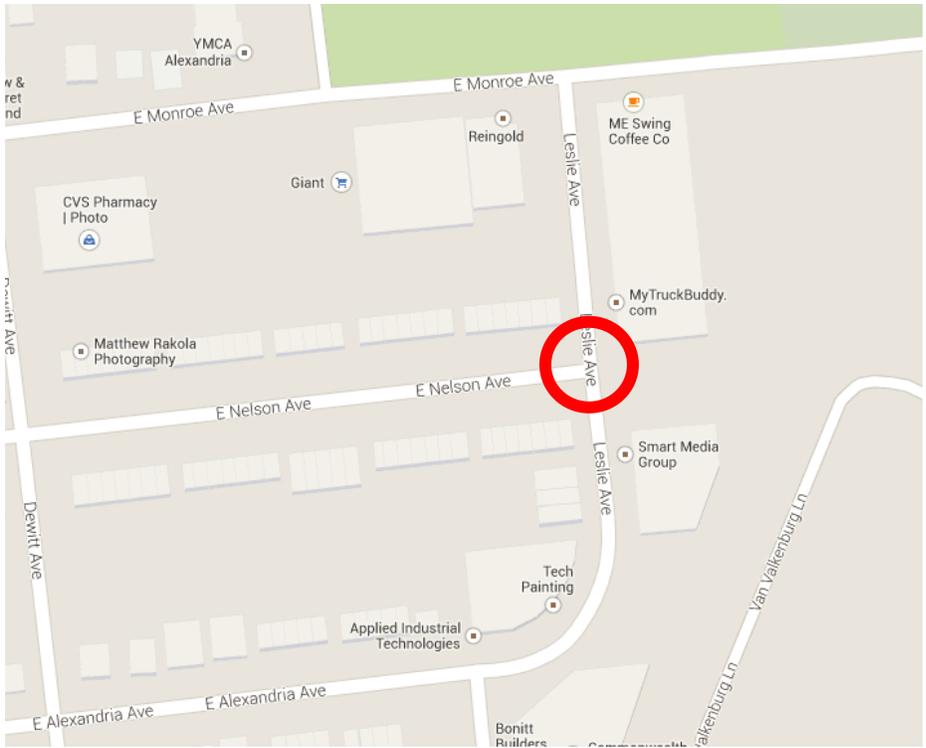


Figure 6a shows the location of Leslie Ave and E. Nelson St.



Figure 6b shows the proposed crosswalk

Attachment 1 – Citizen Request

**Hillary Poole**

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**From:** Kevin Gauthier <kevin.gauthier@gmail.com>  
**Sent:** Wednesday, May 07, 2014 3:27 PM  
**To:** Hillary Poole  
**Subject:** New crosswalk request

Ms Poole,

I am writing to request a new crosswalk be painted on Leslie Ave in the Del Ray neighborhood. A new daycare facility was recently opened on Leslie Ave, and my family and I frequently walk our daughter to the facility taking Nelson Ave and crossing Leslie. There is no cross walk going across Leslie Ave except at the corner of Leslie and Monroe which is a large inconvenience.

Here is a link to a Google street view of the intersection:

<https://www.google.com/maps/@38.820028,-77.052758,3a,75y,55.48h,76.06t/data=!3m4!1e1!3m2!1s2Py5-VkcMBz91euCQmgSZg!2e0!6m1!1e1>

I appreciate any assistance with this request. Regards,  
Kevin Gauthier

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MAY 19, 2014**

**DOCKET ITEM:** 7

**ISSUE:** Consideration of a request to remove four parking spaces in conjunction with Safe Routes to School safety improvements at the intersection of Cameron Mills Road and Monticello Avenue and permit loading and unloading on Sundays for the Church on Cameron Mills Road.

**APPLICANT:** Department of Transportation and Environmental Services

**LOCATION:** Cameron Mills Road and Monticello Avenue

**STAFF RECOMMENDATION:**

That the Board recommend to the Director of T&ES to remove four parking spaces along Monticello Avenue at Cameron Mills Road and permit loading and unloading on Sundays for the Church on Cameron Mills Road.

**DISCUSSION:**

The intersection of Cameron Mills Road and Monticello Boulevard was identified for pedestrian safety improvements as part of the City's Safe Routes to School initiatives. Safe Routes to School is a national, federally grant funded effort to examine conditions around schools and conduct projects and activities that work to improve safety and accessibility, and reduce traffic and air pollution in the vicinity of schools. Safe Routes to School initiatives are coordinated through the City's Complete Streets Program, and involves designing streets and sidewalks to improve pedestrian and bicycle safety in the vicinity of schools.

The intersection of Cameron Mills Road and Monticello Avenue has long, skewed crossings that pedestrians use to access the school (Figure 7a). During school hours, there is a crossing guard at this intersection to help students cross safely. Crossing guards, through informal conversations, voiced their support for this project. The proposed project shortens the pedestrian crossings and slows turning vehicles to make the intersection safer. Fire Station 203 is located on the northeast corner of the intersection of Cameron Mills Road and Monticello Avenue and the. Westminster Presbyterian Church is located on the southeast corner, just north of George Mason Elementary School (Figure 7a).

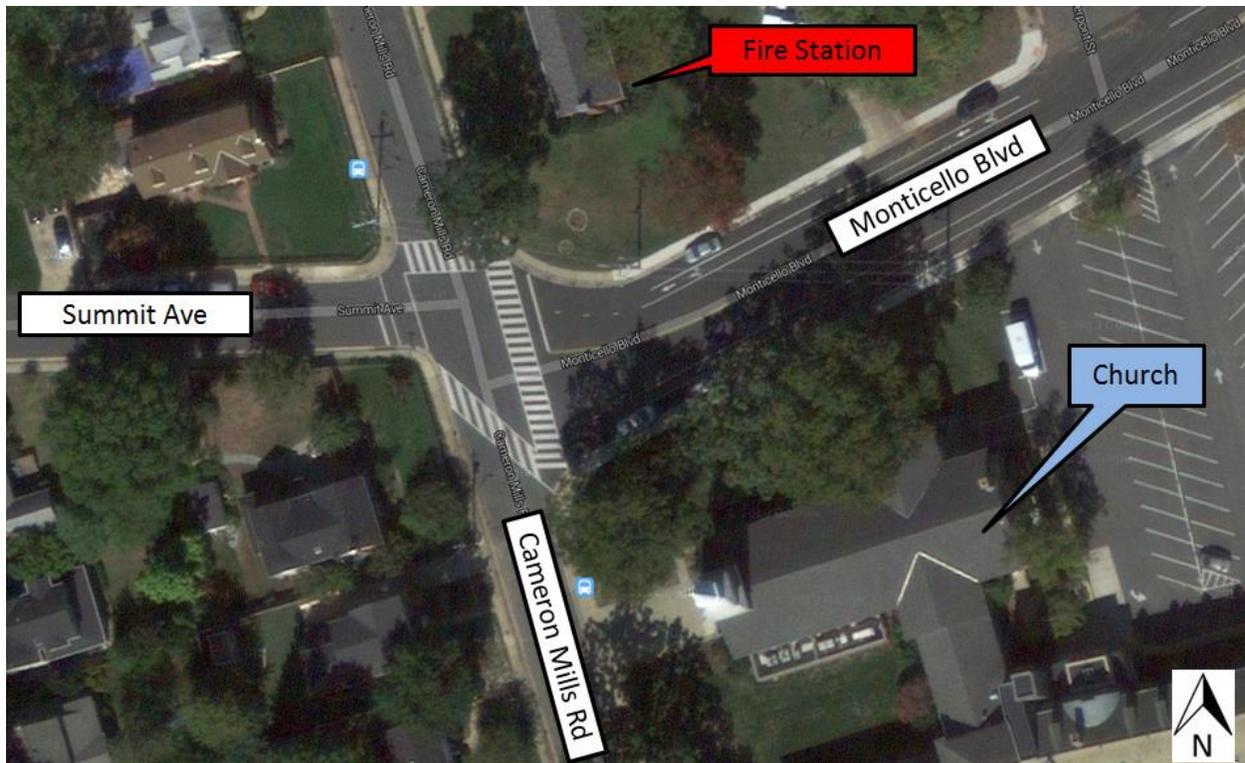


Figure 7a shows the existing Conditions

The project was presented to the North Ridge Citizens' Association on December 9, 2013. At this time, the public was receptive of the project, and also submitted a request for an all-way stop at this intersection. City staff collected data and conducted a feasibility study which showed that the intersection did not meet the warrants for additional stop signs along Cameron Mills Road.

City staff met with the Alexandria Fire Department (AFD) to review the plans in March 2014. The AFD requested modification to a few of the proposed curb extensions due to the needed turning radius for their trucks and did not support the installation of all-way stop signs at this location. Staff revised the design to incorporate their comments.

After the design was revised, staff attended another North Ridge Citizens' Association meeting on April 14, 2014 to present the new plan and the findings of the all-way stop study. Flyers were distributed to homes in the vicinity of the project. Additionally, the George Mason Elementary School PTA also distributed the flyer to their members and presented the project at their April 28, 2014 meeting. The North Ridge Citizens Association submitted a letter of support for this project (Attachment 1).

On May 1, 2014, City staff met on-site with representatives from the Westminster Presbyterian Church and the principal of the George Mason Elementary School to discuss the designation of a loading and unloading zone on Sundays for the church. Currently, parking is not permitted on Cameron Mills Road between W Braddock Road and Monticello Boulevard. There is an existing DASH bus stop on Cameron Mills Road just south of Monticello Boulevard that is not used on Sundays as the route changes and does not stop at this location. Staff is proposing allowing drop off and pick up on Sundays at this location.

The final proposed design, shown in Figure 7b, realigns the northeast and southeast curbs to shorten the crossing distances slow turning vehicles. In order to accommodate the new design, four parking spaces would be removed as shown in Figure 7c. The school and the church have both expressed support for the loss of spaces in order to provide a safer intersection.

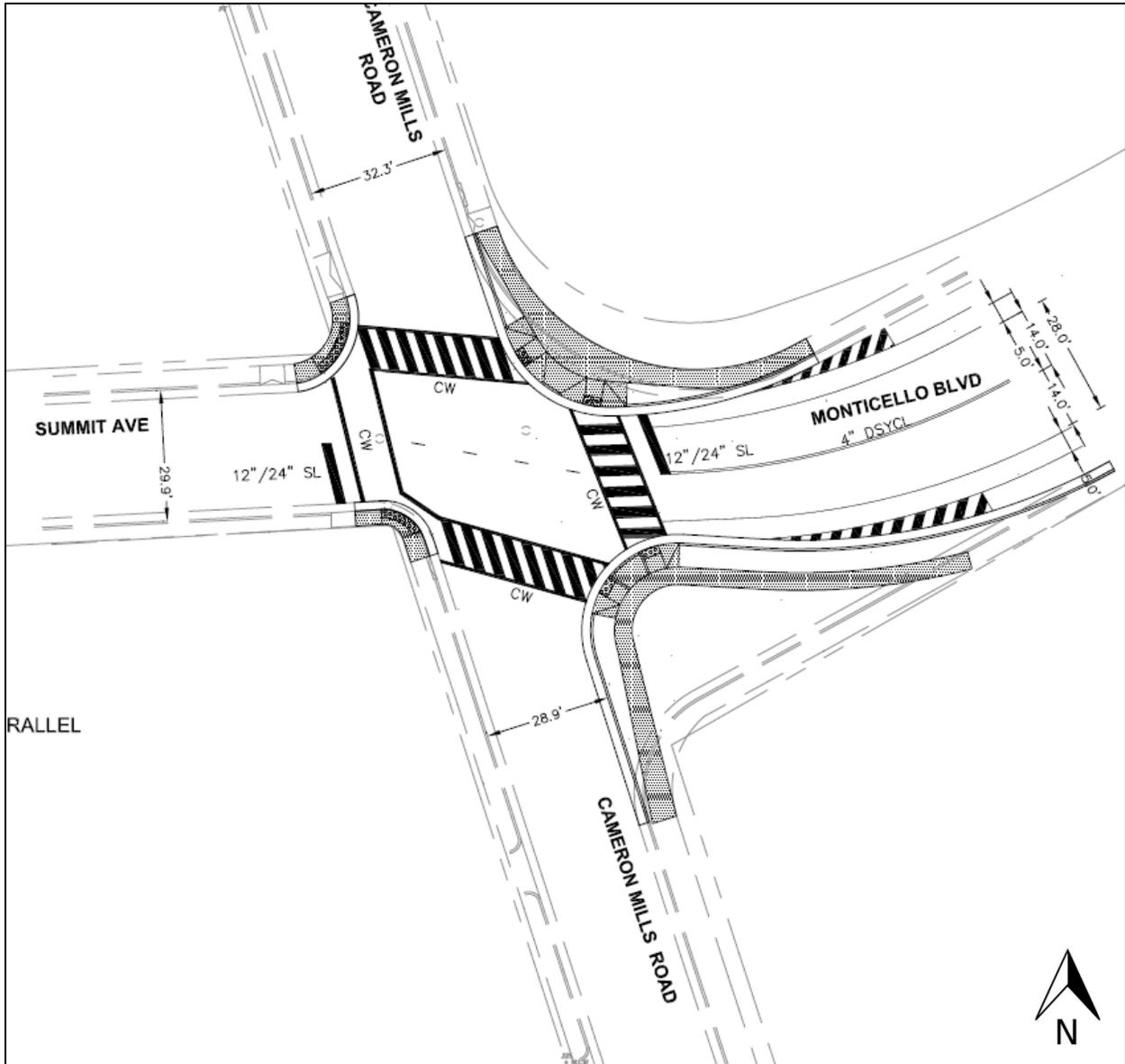


Figure 7b show the proposed intersection design

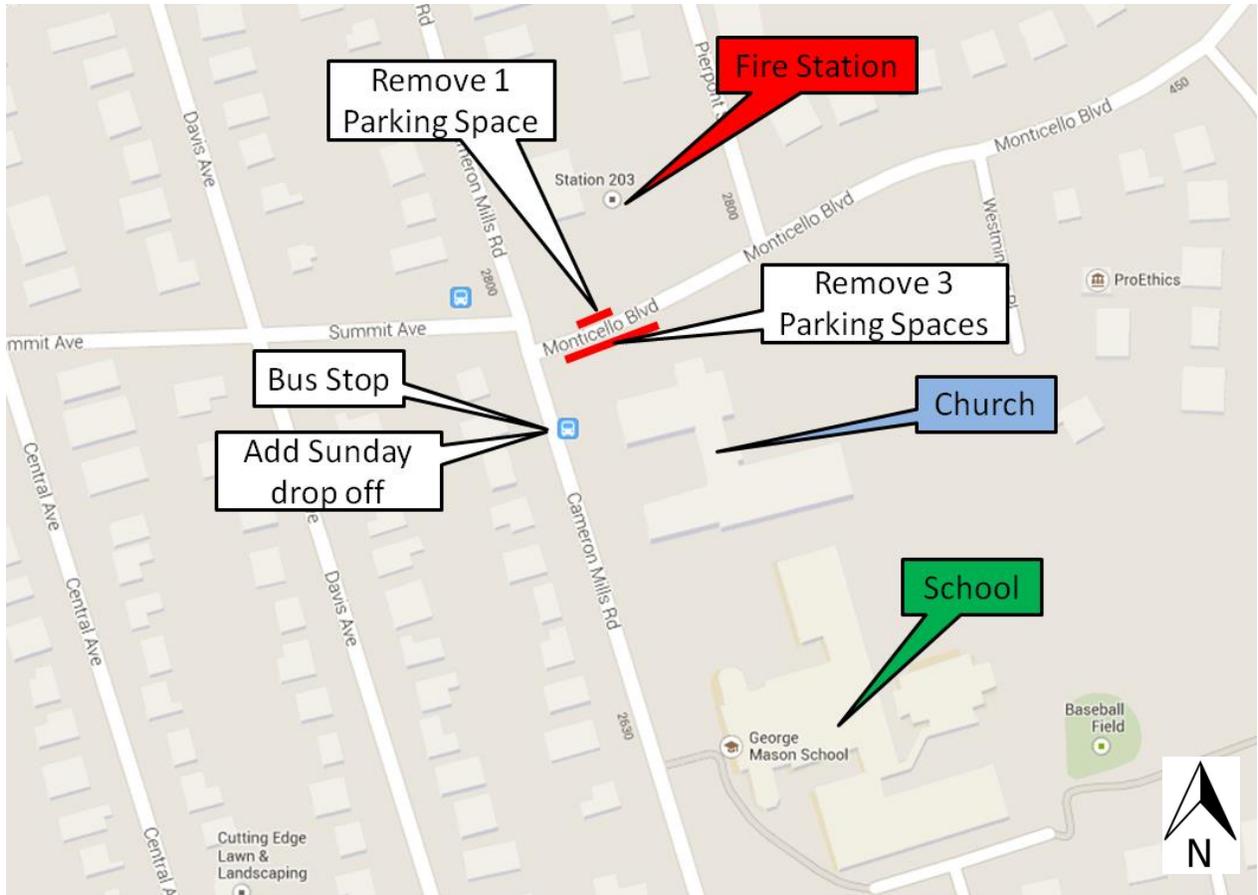


Figure 7c shows the proposed parking regulations

North Ridge Citizens' Association  
P.O. Box 3242  
Alexandria, VA 22302-02342

May 7, 2014

Ms. Hillary Poole  
Complete Streets Coordinator  
Department of Transportation & Environmental Services  
City of Alexandria

To Whom It May Concern:

As President of the North Ridge Citizens' Association ("NRCA") I'm happy to provide this letter of support for the Safe Routes to School project that has been proposed for the intersection of Cameron Mills, Summit Avenue, and Monticello Boulevard.

The potential safety problems this intersection poses for drivers and pedestrians are well known to those who regularly pass that way. Monticello enters its intersection with Cameron Mills from the east and becomes Summit Avenue on the western side. Monticello is substantially wider than Summit and does not intersect directly across from Summit but rather somewhat to the south at an awkward angle, such that cars traveling east on Summit wishing to proceed on Monticello must carefully shift to the right to insure that they enter on the correct side and avoid on-coming westbound traffic. Moreover, the greater width of Monticello results in longer crosswalks for pedestrians crossing Monticello as well as those crossing Cameron Mills from the south side of Summit. Given the distractions faced by drivers, this raises concerns about the safety of the large number of school children (and their parents) who must cross the intersection on their way to and from George Mason School.

The NRCA has been monitoring developments as the planning has proceeded. Hilary Poole, Director of the Safe Streets Program, has had regular communications with members of our Traffic Committee, and she made presentations on the project to our Board and answered questions at our December and April meetings. Based on what we have learned, we believe that this project is long overdue and in the best interest of the North Ridge Community.

Sincerely,

Ken Hill, President  
North Ridge Citizens' Association  
703.683.0208  
[kenhill@verizon.net](mailto:kenhill@verizon.net)  
[www.northridgecitizens.org](http://www.northridgecitizens.org)

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MAY 20, 2014**

**DOCKET ITEM:** 8

**ISSUE:** Consideration of a request to remove King Street as a designated through truck route from Section 10-1-15 of the city code.

**APPLICANT:** Director of Transportation and Environmental Services Department

**LOCATION:** 2000 through 4000 King Street (Callahan Drive to I-395)

**STAFF RECOMMENDATION:**

That the Board recommends to City Council removing the 2000 to 4000 blocks of King Street and Callahan Drive from Section 10-1-15 of the city code as a designated through truck route.

**DISCUSSION:**

At the March 15, 2014 City Council meeting, Council upheld the Director of Transportation and Environmental Services decision to remove parking on King Street from West Cedar Street to Highland Place in order to install bicycle lanes and associated pedestrian and bicycle improvements associated with the repairing of King Street that occurred. Council requested that staff, along with neighborhood input, examine and include the following modifications in the decision making process:

1. Inclusion of neighborhood signage designating the residential area and notifying that the speed limit is strictly enforced;
2. Inclusion of a traffic signal at Upland Place;
3. Inclusion of a crosswalk at Park Road or Carlisle Drive;
4. Installation of east/west speed boards;
5. Inclusion of 25 mile per hour static speed limit signs along King Street;
6. Inclusion of buffers/markings to draw visual cues to the new markings for bike lanes;
7. **Separate truck route action as an ordinance to be approved by Council.** Removing through trucks from the 2000 to 2600 block King Street is part of a larger Complete Streets project.
8. Additional pedestrian crossing at Upland Place;
9. Inclusion of pedestrian crossing on Park Road;
10. Examine the feasibility of including parking at the dead end of Walnut Street and or examine the feasibility of opening up the area to pedestrian/bicycle traffic;
11. Continue working with the owners of the Masonic Temple on the feasibility of using the trail near the temple; and,
12. Staff will work on collecting local data about the project for the 18 months from the completion of the project.

All of these components are designed to complement each other to improve the safety and livability of the street.

Section 10-1-15 of the city code identifies which streets in the City of Alexandria are designated for truck traffic driving through the city. The purpose of this section of code is to keep the

through truck traffic on designated arterial roadways and off of neighborhood streets. Although King Street is currently identified in code as a through truck route, staff believes that given the residential nature of the street the designation is not appropriate for the 2000 to 2600 blocks of King Street. The roadway is only 30 feet wide and is lined with single family residential homes. The section of King Street east of Callahan Drive is already not listed as a truck through route primarily because the railroad overpass is too low for many trucks to pass underneath. Staff is recommending that the through-truck designation be removed from a much larger section of King Street to provide a consistent through-truck network. There are no designated through truck routes intersecting King Street east of Interstate-395 with the exception of Callahan Drive, therefore, there would be no reason for a through-truck to travel on King Street east of Interstate 395.