

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, SEPTEMBER 26, 2022 7:00 P.M.
IN-PERSON AND VIRTUAL**

The September 26, 2022 meeting of the Traffic and Parking Board is being held in person in the City Council Chambers at 301 King Street, Alexandria, VA and electronically. All the members of the Board and staff are participating either in-person or from remote locations through a Zoom meeting. The meeting can be accessed by the public via Zoom through:

Register in advance for this webinar:

https://zoom.us/webinar/register/WN_3662LwBHQ16a_svABsMf4g

Or an H.323/SIP room system:

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

Meeting ID: 926 2023 7931

Passcode: 829729

SIP: 92620237931@zoomcrc.com

Passcode: 829729

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

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

For reasonable disability accommodation, contact Jackie Cato at jackie.cato@alexandriava.gov or 703.746.3810, Virginia Relay 711.

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, SEPTEMBER 26, 2022 7 P.M.
IN-PERSON AND VIRTUAL**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the July 25, 2022 Traffic and Parking Board meeting minutes.
3. Approval of the 2021-2022 Annual Report of the Traffic and Parking Board.
4. **WRITTEN STAFF UPDATES & PUBLIC HEARING FOLLOW-UP**
 - Unit Block Extension
 - Parklet Update
 - Polk Avenue Sidewalk Appeal
 - Duke Street Traffic Mitigation
5. **PUBLIC DISCUSSION PERIOD**
[This period is restricted to items not listed on the docket]

CONSENT ITEMS

6. Curbside Pick-up and Loading Zone – 2000 block of Mount Vernon Avenue
7. Residential Permit Parking Signage – 2000 block of Scroggins Road

PUBLIC HEARING ITEMS

8. Stop Sign – Janney’s Lane and East/West Taylor Run
9. City Code Amendment - Automated Speed Enforcement
10. Speed Limit Reduction – North Beauregard Street, Braddock Road, North Howard Street, and Seminary Road
11. Residential Pay by Phone Request – 400 block of S. Lee Street, 400 & 600 blocks of S. Union Streets, 100 block of Gibbon, and 100 & 600 blocks of Pommander Walk Street
12. Parklets: More than 3 parklets on a block – 1100 Block of King Street
13. Parklets - 1700 Fern Street (Ramparts Tavern)

INFORMATION ITEMS

14. STAFF UPDATES

- Duke Street Transitway
- Stop Sign Process
- Legislative Updates
- FY 2023 Budget Priorities

15. COMMISSIONER UPDATES

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, JULY 25, 2022, 7 P.M.
VIRTUAL MEETING**

MINUTES

BOARD MEMBERS PRESENT:

- Chair James Lewis
- Vice Chair Ann Tucker
- Lavonda Bonnard
- Annie Ebbers
- Casey Kane
- Ashley Mihalik
- Jason Osborne

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT:

- Hillary Orr, Deputy Director, T&ES
- Alex Block, Principal Planner, T&ES
- Katie North, Division Chief, T&ES
- Max Devilliers, Urban Planner II, T&ES
- Lalit Sharma, Deputy Director, T&ES
- Christopher Ziemann, Division Chief, T&ES
- Alexandria Carroll, Principal Planner, T&ES
- Martin Barna, DASH, Director of Planning and Marketing
- Erika Gulick, ACPS, Director of Capital Programs, Planning & Design

1. Announcement of deferrals and withdrawals: Duke Street Update will be discussed at the end of the meeting during staff updates

2. Approval of the June 27, 2022, Traffic and Parking Board meeting minutes:

BOARD ACTION: Ms. Tucker moved approval of the minutes. Mr. Kane seconded the motion, and the minutes were adopted unanimously.

3. **WRITTEN STAFF UPDATES:** The Board received written staff updates on the Metro Shutdown, Automated Speed Enforcement, and Complete Streets Five Year Plan. Ms. Mihalik asked about the purpose of removing the spaces on West and King Streets and Mr. Block explained they were needed for bus turning movements. Mr. Lewis asked whether the temporary changes made to the King Street Metro lot, including relocating the taxi stand area, had been reverted back to the previous configuration.

4. **PUBLIC DISCUSSION PERIOD:**

Erin Rooks spoke about issues with the current curb cut process and concerns with the lack of engagement during the process. Ms. Ebbers asked about the current process and Mr. Sharma provided an overview.

Ryan Rooks spoke about concerns with the recent curb cut approval that occurred and issues with the process. Mr. Lewis asked if there was a different process for reviewing curb cuts near public buildings, such as libraries and Ms. Orr noted that it is the same process. Ms. Tucker asked why this would not come to the Board since parking would be removed and Mr. Block explained that the Board does not review parking removal for processes that may be outlined in other parts of the Code, such as curb cuts. Mr. Osborne asked if there was already a curb cut to this lot, and Mr. Sharma noted that this is a subdivision that required a new access point. Mr. Kane asked if a driveway is required and Ms. North noted that the Zoning Ordinance requires 2 off-street parking spaces that would have access from a driveway or alley.

Charlotte Spinner was interested in the Duke Street Traffic Mitigation proposal and had sent in comments. She is opposed to cutting off West Taylor Run and opening up East Taylor Run to Duke Street. The changes made in Phase 1 seem to be working well and have encouraged people to stay on the main streets.

Mark Pedley lives on N. Early Street near the new Alexandria City High School and new affordable housing development and is concerned about parking that may occur in his neighborhood as a result. Mr. Kane asked for an update on how staff is addressing this concern. Mr. Block noted staff is still reviewing whether this neighborhood would be eligible for the staff-initiated process. Mr. Lewis requested that when a decision was made to include it in the written updates.

CONSENT ITEMS

Mr. Kane made a motion to remove Items 5 and 6 from the Consent agenda. Ms. Ebbers seconded the motion. The motion was unanimously approved.

There were no remaining items for the consent agenda.

PUBLIC HEARING ITEMS

5. **ISSUE:** Consideration of a request for a new Traffic Flow and Safety Procedure Plan at Charles Barrett Elementary School

DISCUSSION: Ms. Gulick presented to the Board. Ms. Tucker asked how the No Turn signage was in place over the last school year without any approval from the Board. Mr. Block explained that the staff had been actively managing the site and this proposal would formally add the signage to implement this.

PUBLIC TESTIMONY:

Peggy Clancy, member of the Board of Directors of Park Fairfax, requested the City and school look for additional parking spaces for staff since many staff park on street since there is not enough space at the school.

BOARD ACTION: Mr. Kane moved to approve the changes; Ms. Tucker seconded, and the motion was approved unanimously.

6. **ISSUE:** Installation of Residential Permit Parking District 13 Signage in Potomac Yard

DISCUSSION: Mr. Devilliers presented the item.

PUBLIC TESTIMONY:

Asha Mede asked for clarification whether the residents on Richmond Highway would be eligible for permits since they were not included in the petitions for restrictions and whether residents of the apartment buildings would also be eligible for permits. Mr. Devilliers explained that Richmond Highway residents would be eligible for permits since they are part of the new district but the apartment buildings are not within the district boundary and resident would not eligible for permits unless the boundary was expanded.

BOARD ACTION: Ms. Ebbers moved to recommend the Director of T&ES install signage. Mr. Osborne seconded the motion; it carried unanimously.

7. **ISSUE:** Consideration of removal of five (5) parking spaces along North Pitt Street and Pendleton Street to accommodate DASH Line 34 realignment.

DISCUSSION: Mr. Barna presented the item. Ms. Tucker asked if any parking would be returned on N. Fairfax resulting from moving the line to N. Pitt St; Mr. Barna noted that Fairfax Street would still have other bus routes that required stops. Ms. Tucker asked about using cleaner fuel buses in more residential areas; Mr. Barna explained the fleet make-up and noted that DASH just retired the last older diesel bus so there was not as high of a need to designate specific buses to specific routes. Mr. Kane noted that removing parking does not necessarily mean the area would be clear of vehicles and asked if this would be a location for scooter corrals. Mr. Barna noted that they would not recommend scooter corrals at these locations and would prefer to work with T&ES on striping to deter parking.

PUBLIC TESTIMONY:

David Kaplan, chair of the DASH Board, spoke in support of the proposal and noted they were excited for the opportunity to provide transit service for this dense neighborhood.

Ellen Mosher, resident of St. Asaph Street, noted concern for the removal of parking spaces on Pendleton Street and suggested the route be relocated one block north to use Wythe Street. Mr. Lewis asked staff to clarify what the Board can take action on. Ms.

Orr noted that the DASH Board has already approved the route change, so the Board is being asked to remove parking at bus stops along that route. Mr. Osborne asked why parking removal for bus routes was not incorporated into the process for establishing the bus route. Ms. Orr and Mr. Block explained what the Board was authorized to approve and what fell under the purview of the DASH Board.

Stephen Milone, spoke in support of Ms. Mosher's comments to reroute the line along Wythe Street noting it would serve several new higher density buildings.

BOARD ACTION: Mr. Osborne made a motion, seconded by Ms. Bonnard to approve the removal of five parking spaces; the motion was unanimously approved.

8. **ISSUE:** Installation of Residential Permit Parking District 14 Signage in Potomac Greens

DISCUSSION: Mr. Devilliers presented the item. Mr. Osborne asked about staff rationale for not having later hours for the parking restrictions. Ms. North noted that the parking restrictions are intended to address the times when there is a demand for parking, which in this case would likely be workday hours between 8AM-5PM. She also noted that adding hours of restriction when there is not a need put additional demand on already strained parking enforcement resources and the proposed hours are consistent with other neighborhoods near Metro Stations.

PUBLIC TESTIMONY:

George Tromba, Potomac Green resident, expressed his thanks to the staff for the RPP process, but noted that with the park at the north end there may need to be parking restrictions on Sundays and later in the evening.

Bruce Thompson, Potomac Greens resident, noted that the residents voted for parking restrictions until 11PM and ending at 5PM would not be effective. He also noted that the administrative process proposed by staff was too arbitrary and needed more clarity for the standard they would need to meet.

Paul Kiamos, Potomac Greens resident, supports later hours for restrictions and believes the later hours would deter parking.

Haven Campbell, Potomac Greens resident, supports later hours for restrictions to maintain integrity of the neighborhood. Ms. Ebbers asked if the homes have garages and she responded that they do.

Nathan Doane, Potomac Greens resident, supports the creation of the district but supports later hours for the restrictions.

Jim Welton, Potomac Greens resident, supports the later hours for the parking restrictions and feels that as a residential area there is no reason to have people who do not live in the

neighborhood park in the neighborhood. Ms. Mihalik asked for clarification as to why the residents feel the later hours are more of a deterrent.

Kathleen Kiamos, Potomac Greens resident, noted that many non-residents of the neighborhood will park in the evening for events or airport parking.

BOARD ACTION: Mr. Osborne made a motion to recommend adding parking restrictions from 8AM-11PM, Monday through Saturday. No one seconded the motion, and the motion failed.

Mr. Kane made a motion, seconded by Ms. Bonnard to approve adding parking restrictions from 8AM-5PM, Monday through Saturday and allow the staff to administratively approve extending the restrictions to 11PM. Ms. Tucker offered a friendly amendment to require an update about the restrictions within 4 months of the Metro Station opening. The motion passed with a vote of 6-1, with Mr. Lewis voting against the motion.

9. **ISSUE:** Consideration of Parking Removal on Polk Avenue for a Sidewalk

DISCUSSION: Ms. Carroll presented the item. Mr. Kane asked about the number of parking spaces that would have been removed with the original proposal and Ms. Carroll noted that both options would have removed the same amount of parking. Ms. Mihalik asked about the parking that would be removed and the restrictions for those spaces. Mr. Block clarified that these restrictions are part of the District 12 parking district which prohibits non-resident parking. Mr. Osborne asked if there would still be enough room for parking with the sidewalk. Ms. Carroll explained the cross section and noted there would not be enough room for two-way traffic and two parking lanes. Ms. Tucker asked about the proposed compromise and whether the preference was for preserving the park or preserving the parking. Ms. Carroll noted that the feedback received had been strongly in favor of protecting the park. Mr. Lewis asked whether keeping parking would make the street safer, but Ms. Carroll noted the width of the street would not make it safe to keep it if the sidewalk was added. Mr. Lewis asked about removing parking on the south side of the street instead of the north side, but Ms. Carroll indicated there was less support for removal on the south side.

PUBLIC TESTIMONY:

Carol James spoke against the loss of parking in the neighborhood.

Kathleen Burns spoke against the loss of parking in the neighborhood, noting that the benefit of a sidewalk for a few users was not worth the cost of construction and loss of parking.

Shirley Downs spoke against the loss of parking and noted she was very involved in the creation of the parking district and has been involved with parking issues in the neighborhood for many years.

Jeremy Hogg, resident across the street from the proposed sidewalk, noted he originally raised the need for the sidewalk but does not support the loss of parking. He proposed keeping some of the spaces and installing a slightly higher retaining wall.

Gill Abernathy expressed thanks to the staff for the work on this, but still does not support the proposal because most of the walkers are not on this street, water issues, and parking issues. Mr. Osborne asked if staff had looked at water runoff from the plan; Ms. Carroll noted staff had looked at the design and determined it would not increase impervious area significantly. Mr. Kane suggested installing a pervious sidewalk, but Ms. Carroll noted staff determined there was not a measurable different in runoff.

Andrea Deitz confirmed the school bus route and express support for the proposal. He is open to an alternative that would limit the parking loss, but the sidewalk is definitely needed.

BOARD ACTION: Ms. Ebbers made a motion, seconded by Ms. Mihalik to remove nine parking spaces. The motion passed unanimously.

10. **ISSUE:** Consideration of a request to remove five (5) loading zones to allow eight (8) parklets to seek permits for commercial parklets at those locations

DISCUSSION: Mr. Devilliers presented the item.

PUBLIC TESTIMONY:

Charlotte Hall, managing director of Old Town Business Association, spoke in support of removal of the loading zones for the use by parklets.

BOARD ACTION: Ms. Tucker made a motion, seconded by Mr. Osborne to remove the loading zones. The motion passed unanimously.

11. **ISSUE:** Consideration of a request to remove an ‘Active Loading and Curbside Pickup Zone’ from the 800 block of S. Washington Street

DISCUSSION: Mr. Devilliers presented the item.

PUBLIC TESTIMONY:

Morgan Babcock asked if there was still an opportunity to make any of the temporary loading zones permanent. Mr. Block noted he would follow up with Ms. Babcock about the process for adding new zones. Ms. Babcock encouraged staff to use the business association points of contacts to help get the word out about business issues.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Ebbers to remove the loading and curbside pickup zones at 800 S. Washington Street.

INFORMATION ITEMS

12. STAFF UPDATES:

Parking Pricing Proposals: Mr. Block provided an overview of the pricing proposal. Mr. Lewis asked if staff was concerned about the \$5 max evening parking being significantly lower than adjacent garages, such as the Alexandrian, which charge much higher rates. Mr. Block noted our goals are to encourage people to use the garage. Mr. Kane asked about how people will know about the more expensive blocks and encouraged staff to promote to all residents in the City and explain why staff is making the change.

Duke Street Traffic Mitigation: Ms. Orr provided an overview of the pilot program and noted she would continue to keep the Board up to date about this project.

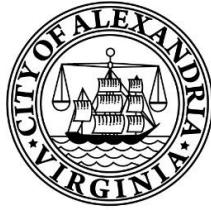
13. COMMISSIONER UPDATES:

No updates.

ADJOURNMENT

Mr. Kane moved to adjourn the meeting; Ms. Tucker seconded. The motion was adopted unanimously. The meeting adjourned at 10:50 PM.

Draft Annual Report



Traffic and Parking Board Annual Report July 2021 – June 2022

*The **mission** of the Traffic and Parking Board is to consider matters concerning substantial changes to traffic and on-street parking regulations, and taxicabs prior to action by the Director of TES, the City Manager or City Council. When reviewing these matters, the Board shall prioritize safety of all users when making recommendations. Despite the COVID-19 pandemic, the Traffic and Parking Board was able to continue their duties and held virtual public meetings pursuant to Virginia Code Section 2.2-3708.2(A)(3), the Continuity of Government ordinance adopted by City Council on June 20, 2020 or Section 4-0.01(g) in HB29 and HB30, enacted by the 2020 Virginia General Assembly (Virginia Acts of Assembly Ch. 1283 and 1289). Within these guidelines, the Traffic and Parking Board membership completed the following activities during its 2021/22 year.*

Membership: During the year, membership included the following individuals:

- Lavonda Bonnard
- Annie Ebbers
- Casey Kane
- James Lewis
- Ashley Mihalik*
- Jason Osborne
- William Schuyler
- Ann Tucker

*Ms. Mihalik was appointed to the Board in June 2022 to replace Mr. Schuyler, who left the Board after completing ten years of service in April 2022.

Leadership: William Schuyler served as Chair and James Lewis served as Vice-Chair until Mr. Schuyler left the Board. Mr. Lewis was elected Chair and Ann Tucker as Vice Chair at the April 2022 meeting.

City Liaison: Alex Block, Principal Planner with the Mobility Services Division of the Department of Transportation & Environmental Services took over as Staff Liaison in September of 2021. Bob Garbacz, Division Chief of Traffic Engineering with the Department of

Transportation & Environmental Services acted as the staff liaison to the Traffic and Parking Board previously.

Meetings: The Board met nine times in the 2021-22 year. The six meetings from July 2021 to March 2022 were held virtually via Zoom, and the three meetings from April 2022 to June 2022 were conducted in-person in the Council Chambers at City Hall, with a Zoom option for public participation.

Member Activities: The following Board members participated on these groups:

- Transportation Commission: Casey Kane

Program and/or Legislative Accomplishments: In total, the Board heard 38 public hearing items this past year. The more significant issues the Board approved and rendered recommendations on are as follows:

- Recommended the creation of RPP District 13 in Potomac Yard and RPP District 14 in Potomac Greens
- Recommended permanently closing the 100 block of King Street to car traffic to create a pedestrian zone
- Recommended a seasonal pilot program to close the unit block of King Street to vehicular traffic
- Recommended the adoption of a permanent program for on-street dining in parking spaces via commercial and public use parklets, and approved the City's first set of parklet requirements
- Endorsed the Curb Space and Parking chapter of the Alexandria Mobility Plan
- Reduced the speed limit on Seminary Road from 35 to 25 miles per hour
- Recommended a City-wide ordinance to enable speed limits of less than 25 miles per hour
- Recommended expansion of the Residential pay-by-phone program
- Recommended using price incentives for parking garages to encourage their use

Goals for July 2021 – June 2022:

- Engage on Vision Zero implementation by providing feedback on related proposals and support staff in implementation.
- Work toward better aligning efforts with the Planning Commission, Transportation Commission and other City Boards and Commissions, including coordination directly with those Boards
- Consider equity in the Board's decision-making and ensure the Board is using a consistent approach in recommending changes to City streets.
- Continue to receive regular briefs on the overall transportation goals of the City to enable the Board to contextualize the Board's work and provide better guidance to the Director.
- Provide feedback to the Council and staff on broader traffic and parking issues, including dockless mobility, Alexandria Mobility Plan, and Duke Street In Motion.

Attachments: None

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 26, 2022

DOCKET ITEM: 4

ISSUE: Written Staff Updates & Public Hearing Follow-up

A. Unit Block Extension

In April 2022, the Traffic and Parking Board recommended approval for a temporary pedestrianization of the unit block of King Street and the northern portion of the Strand through November 20, 2022 and the Planning Commission and City Council approved of this change in use in May. The intent was to pilot this over the summer, with the pedestrianization lasting from Memorial Day weekend through Labor Day. Because of the success of this pilot, the pedestrianization has been extended until November while staff works with businesses and other stakeholders to determine a longer term recommendation. Any recommendations will come before the Traffic and Parking Board at a later date.

B. Parklet Update

The temporary approvals for the in-street dining and retail approved during the pandemic will expire on September 30 and the City's commercial parklet program begins October 1. Starting October 1, all commercial parklets must adhere to the City's Parklet Requirements and Outdoor Dining Design Guidelines. City staff have been in direct contact with the owners and/or general managers of these businesses on a regular basis to help them through the permit application process and to clarify any questions or concerns. Permit applications were due in APEX by September 13, 2022, to obtain a parklet permit by October 1. All non-permitted parklets will be required to be removed by close of business on September 30.

Thirty businesses have applied for the parklet permit across the City, with the majority of those being around King Street between the river and the Metrorail station. The businesses applying for parklet permits are listed below. Other businesses have expressed interest in applying for permits later this fall or in the spring and understand they must remove their temporary outdoor dining or retail setup by October 1.

- 100 block of King
 - Mia's
 - O'Connell's
 - The Fish Market

- Buggy's
- Landini Bros
- Urbano
- The Wharf
- Il Porto
- Emmy Squared
- Lucky Knot
- 6 King
 - Mai Thai
- 214 King
 - The Warehouse
- 119 S. Royal
 - Fontaine Bistro
- 118 S. Royal
 - Brut Wine Bar
- 407 Cameron
 - Caphe Banh Mi
- 713 King
 - Murphy's Grand Irish Pub
- 715 King
 - The Light Horse
- 719 King
 - Pita House
- 103 N. Alfred
 - The People's Drug
- 911 King
 - The Majestic
- 1106 King
 - Augie's Mussel Bar
- 1116 King
 - Los Cuates
- 1118 King
 - Vaso's Mediterranean Bistro
- 1120 King
 - Vermilion
- 540 John Carlyle
 - Sweet Fire Donna's
- 510 John Carlyle (parklet located at 1853 Emerson Avenue)
 - Tequila & Taco
- 727 N. Henry (parklet located at 1016 Madison Street)
 - Grateful Kitchen
- 1008 Madison
 - Chop Shop Taco
- 608 Montgomery
 - TJ Stone's Grill

- 1700 Fern
 - Ramparts Tavern

C. Polk Avenue Sidewalk Appeal

On July 25, the Traffic & Parking Board made a unanimous recommendation to remove nine parking spaces on the north side of Polk Avenue between North Pelham Street and Palmer Place to allow for the installation of a sidewalk near Polk Elementary School. Subsequent to the Traffic & Parking Board meeting, a group of residents filed a petition to appeal the Traffic & Parking Board recommendation to City Council. At the September 17 City Council Public Hearing, Council voted unanimously to uphold the Traffic & Parking Board recommendation and deny the appeal.

D. Duke Street Traffic Mitigation Pilot

On September 12, the City altered traffic patterns to restrict direct access from West Taylor Run Parkway onto the eastbound ramp from Duke Street to Telegraph Road. The goals of this pilot are to reduce cut-through traffic on neighborhood streets, improve congestion along Duke Street, and monitor travel patterns to inform the larger Duke Street at West Taylor Run intersection project. Staff is monitoring the changes and will make adjustments as needed. The project will come before the Board in October for a public hearing to determine if the pilot should extend for the full six-month period or end after 90 days.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 26, 2022

DOCKET ITEM: 6

ISSUE: Curbside Pick-up and Loading Zone – 2000 block of Mount Vernon Avenue

REQUESTED BY: Petros Ghebre-Egziabher, Owner of Dolce and Bean

LOCATION: 2000 block of Mount Vernon Avenue

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES install ‘Active Loading and Curbside Pickup Only’ signage for the two parking spaces between E. Howell Street and a curb cut, near 2003 Mount Vernon Avenue.

BACKGROUND: In order to support businesses during the COVID-19 pandemic, the City created a temporary program for curbside loading and pick-up/drop-off zones. Staff implemented the temporary zones upon request from businesses, particularly ones transitioning to take-out from serving customers in-person during the City’s stay-at-home order. Staff implemented these zones under the City’s emergency authority granted by the City Council, which expired on June 30, 2022. Based on positive feedback about the zones from the Board and from businesses, staff has developed signage for permanent curbside pickup and loading zones (Attachment 1). At the June 27, 2022 Board meeting, the Board considered and approved 15 locations for permanent zones that had participated in the temporary program and wanted to maintain the pickup and loading zone. A map depicting the location of each existing is included as Attachment 2. During this review, staff noted that new loading zones could be considered through the standard review process and public hearing before the Traffic and Parking Board.

The owner of a business on Mount Vernon Avenue in Del Ray has submitted a request for a new zone to support his restaurant and others on the block. The On-street Parking Modification Request form is included as Attachment 3, which includes signatures of support from others on the block. This block is primarily commercial with other retail and restaurants on the block that will benefit from a curbside pickup zone. The requested zone is on the northbound side of Mount Vernon Avenue between E. Howell Street and a curb cut just north of Dolce and Bean. These two parking spaces are currently restricted to 2-hour parking, 9AM-5PM, Monday-Saturday. See Attachment 4 for more details about the location. Other nearby zones are located on E. Howell Avenue near Del Ray Café and further north on Mount Vernon Avenue on the 2300, 2400, and 2600 blocks.

DISCUSSION: The proposed signage for these zones aims to clearly identify areas that can be used by food delivery vehicles, taxis, ride hail drivers, valet, and carry-out pickup, as well as general freight loading and unloading. Strategically reallocating valuable curbside space to accommodate the significant increase in pickup and drop-off activity can help to reduce double-parking, prevent the obstruction of fire hydrants, and mitigate the prevalence of blocked crosswalks. When reviewing requests for these zones, staff considers the commercial nature of the block and the availability of other loading areas that could serve nearby businesses. In this case, the block has many different commercial businesses that could benefit from a dedicated zone near. By designating two spaces near the intersection as a curbside pick-up zone, many of the businesses and their patrons will have visible access to the space.

Providing a variety of ways to access businesses also supports the Curb Space Prioritization Framework (see below) and helps to designate areas along the curb that address the needs of the adjacent land uses. Mount Vernon Avenue would be considered a Main Street in the Alexandria Mobility Plan. Per the Framework, Access for People and Access for Goods are the highest priority for Main Streets. A dedicated space for people and goods to be picked up and dropped off is consistent with the priorities for using the curb.

Curb Space Prioritization Framework

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

OUTREACH: In addition to the outreach the business conducted prior to submitting the request, Staff notified the Del Ray Business Association and the Del Ray Citizens Association of the request. At the time of publishing this docket, City Staff had not received any concerns or questions about this request.

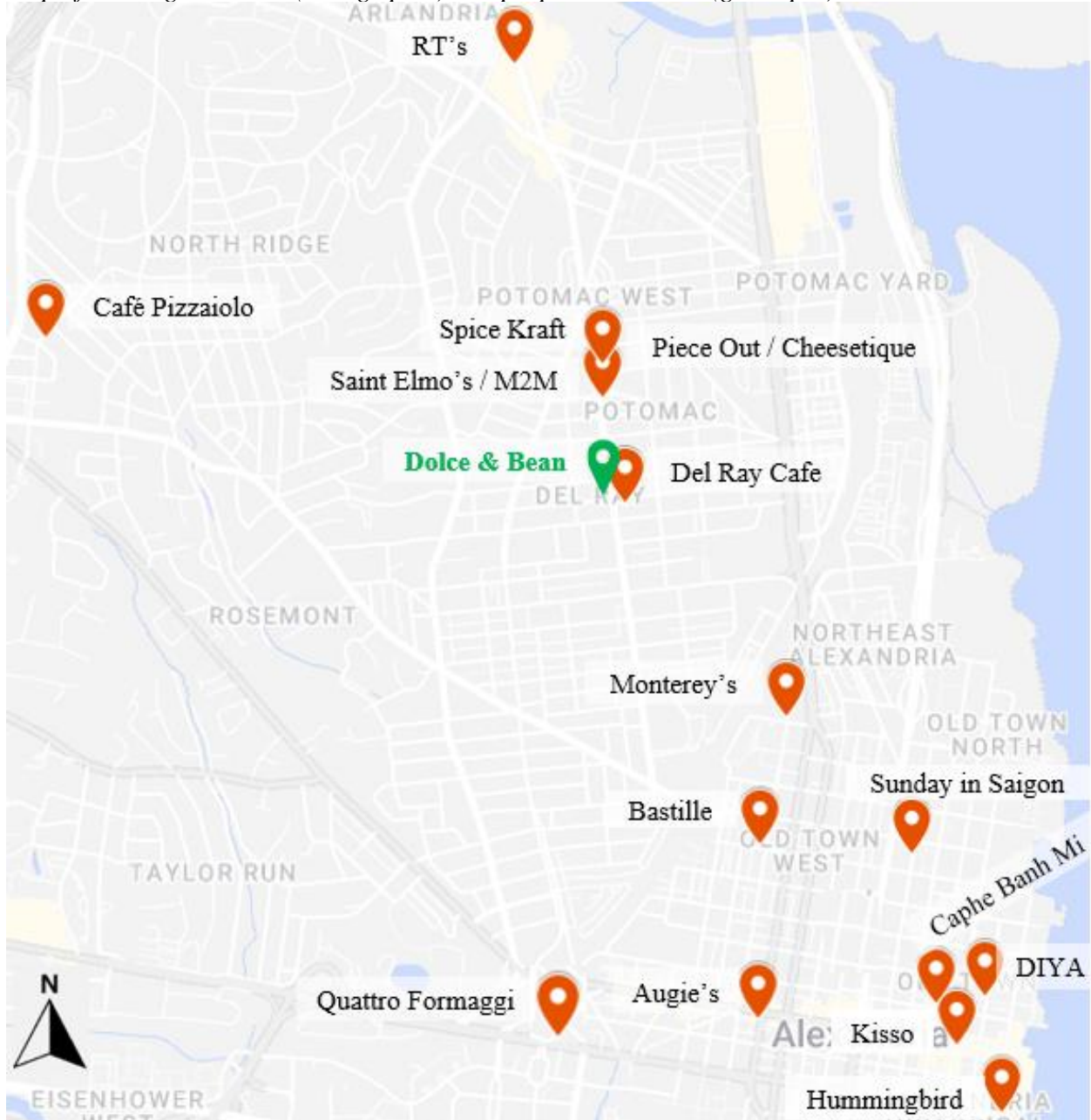
ATTACHMENT 1:

The standard Active Loading and Curbside Pickup Only sign



ATTACHMENT 2:

Map of existing locations (orange pins) and proposed location (green pin)



ATTACHMENT 3:

On-street Parking Modification Request Form

ON-STREET PARKING MODIFICATION REQUEST FORM



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

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

Active Curbside Loading zone for customers to pick up orders.

Type of On-Street Parking Modification Requested:

- Loading Zone Removal
- Parking Removal
- Parking Restriction Change (Non-RPP)
- Proposed restrictions _____
- Loading Zone Addition
- No Parking Sign Removal

Location: 2003 A Mount Vernon Avenue, Alexandria VA 22301
(Map or figure may be provided as an attachment)

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

Project Champion (Point of Contact) Information:

Name: Petros Ghebre-Egziabher for Dolce and Bean LLC

Address: 2003A Mount Vernon Avenue

Email: Petros@dolceandbean.com

Phone Number: 703-981-8144

Best Way to Contact:

Best Time of Day to Contact:

- Email
- Morning

- Phone
- Afternoon

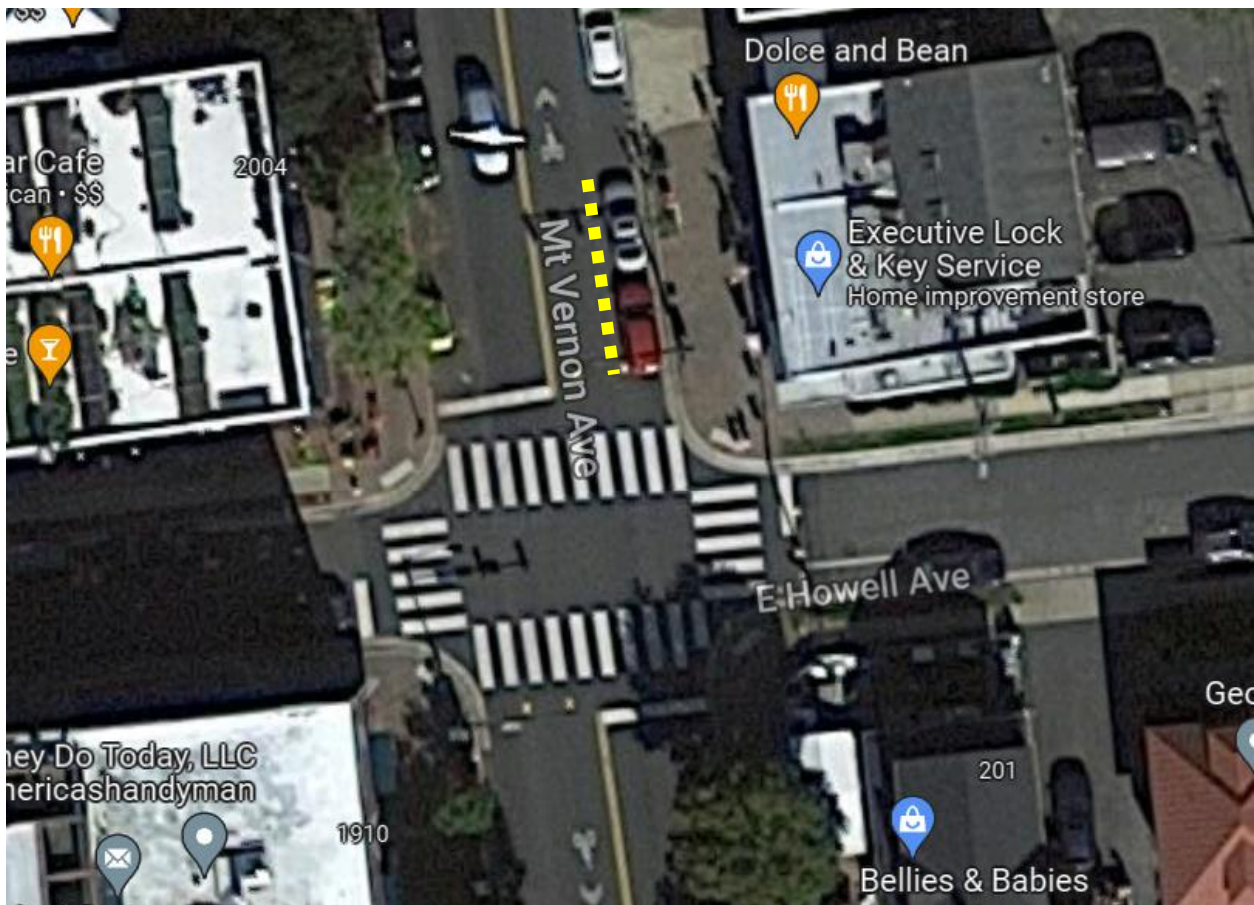


We the undersigned hereby support or oppose (as indicated) the proposed on-street parking change:

(Petition should include signatures from a representative, property owner, occupant, or manager for all properties, homeowners'/condo associations, and businesses adjacent to or impacted by the proposed on-street parking modification. Additional signatures may be gathered to show support.)

Name (printed)	Support or Oppose Request	Signature/Date	Address/ Business/ Association	Property Affiliation (owner, occupant, manger, etc.)	Email
Petros Ghebre-Egziabher	Support	<i>[Signature]</i>	2003A Mt. Vernon Ave.	Occupant	Petros@ dolceandbean.com
CHRISTIAN HARVEY	Support	<i>[Signature]</i>	2003B Mt. VERNON AVE.	OCCUPANT	EXCLOCK @ AOL.COM
DON RIPPER	Support	<i>[Signature]</i>	2009 MT VERNON	Occupant	DON @ DONRIPPER.COM
Linda Johnson	SUPPORT	<i>[Signature]</i>	2008 5th VERNON	Occupant	LindaJohnson73@ aol. com

ATTACHMENT 4:
Location



City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 26, 2022

DOCKET ITEM: 7

ISSUE: Residential Permit Parking Signage – 2000 block of Scroggins Road

REQUESTED BY: Residents of the 2000 block of Scroggins Road

LOCATION: Scroggins Road between Lynn Court and Quincy Street (Residential Permit Parking District 10)

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES install signs on Scroggins Road between Lynn Court and Quincy Street with 2-hour parking restrictions from 8 AM to 5 PM, Monday through Friday, Residential Permit Parking (RPP) District 10 permit holders exempt.

BACKGROUND: The residents of the 2000 block of Scroggins Road have submitted a petition requesting District 10 residential permit parking signage be added on their block (Attachment 1). This block falls within the existing District 10 which encompasses the neighborhoods north and south of the Alexandria City High School. Although this is a large district, not all of the blocks have posted restrictions, including this block. See Attachment 2 for location details.

The 2000 block of Scroggins Road is comprised of single-family homes, with parking on the west side of the street. Most of the homes on the west side of the block do not have off-street parking and rely on street parking for their vehicles. The homes on the east side of the street do have off-street parking. Most of the streets north of this block have enacted District 10 parking restrictions (Attachment 3). The north end of this block is less than a quarter mile from the school.

DISCUSSION: The residents of this block approached City staff about solutions for mitigating parking demand from students during daytime hours on Scroggins Road between Lynn Court and Quincy Street. They noted that having several parked cars on both sides of the block make the narrow street even narrower which makes it difficult for buses and emergency vehicles to navigate.

Since this block is within an existing parking district, in order to add restrictions, City Code Section 5-8-75 requires residents to submit a petition signed by an occupant of more than 50% of the residential properties on the block. City staff verified that the submitted petition and

signatures meet the requirements in Code for installing parking restrictions signage on this block. There is no survey requirement for adding signage to a block within an existing district. Please note that the residents used the petition form for creating a new district. However, as this is in an existing district, staff is accepting the signatures of the petition as they reference the requested timeframe of 8AM-5PM, Monday-Friday.

OUTREACH: In addition to the outreach done as part of the petition process by the residents, the City notified the North Ridge Citizens Association of the request. Staff also notified Alexandria City Public Schools to make them aware of this request. As of the publishing of the docket, no concerns or questions have been received. Staff also asked the resident who submitted the petition to notify the neighbors on the blocks to the south so they would be aware of this request. Residents of those blocks may choose to submit a petition for similar restrictions at a later date.

Attachment 1:
Petition



Petition for Creating or Expanding a Residential Permit Parking District

Neighborhood Contact: Stephanie Meyer
Address: 2024 SCROGGINS RD, ALEXANDRIA VA 22302
Telephone: 571-239-3169 Email: s_meyer32@hotmail.com

Proposed Blocks for Inclusion in the New/Expanded District:

Street Name	Block Number	Block Face (Odd/Even)
SCROGGINS RD	2008-2026	EVEN
SCROGGINS RD	2015-2027	ODD

Proposed Restrictions (Circle an option on each line):

- Two Hours Three Hours
- 8AM-5PM 8AM-11PM 8AM-2AM (next day)*
- Monday-Friday Monday-Saturday
- No Sunday Restrictions Sunday 11AM-11PM Sunday 11AM-2AM (next day)*

*Must receive prior approval by the Director of T&ES per Sec. 5-8-72

Submit Completed Petition to:
Mail: Department of Transportation and Environmental Services
Mobility Services Division – Parking Planner
421 King Street, Suite 235
Alexandria, VA 22314
Email: max.devilliers@alexandriava.gov
Phone: (703) 746-4245

We the undersigned residents hereby request that the City create a new/expand the existing residential permit parking district on the blocks listed above. We understand that if a district is created/expanded to include our blocks and signs are posted to restrict parking for non-residents of the district, residents will be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest passes to allow guests/contractors to park on the street beyond the posted restrictions.

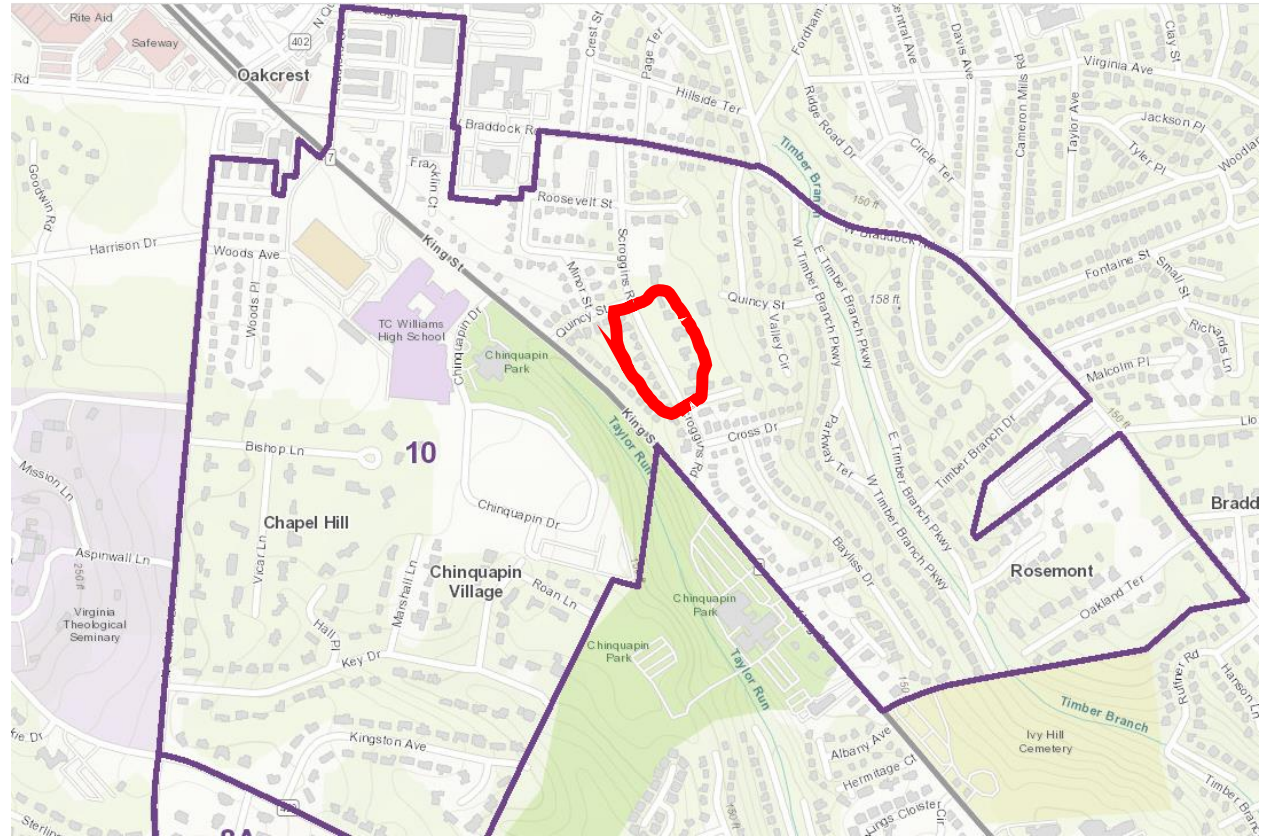
2008-2026 block of SCROGGINS RD
 (block #, e.g. 100) (street name)

Resident Name (Printed)	Resident Signature	Address	Email (Optional)	Date
MARY WILLS	<i>Mary Wills</i>	2023 Scroggins		8/20/22
Eliana Beth A. Betty Livingston	<i>Eliana Beth A. Betty Livingston</i>	2019 Scroggins		8/20/22
Courtney Colton	<i>Courtney Colton</i>	2015 Scroggins		8/20/22
Karen Gorman	<i>Karen Gorman</i>	2008 Scroggins		8/20/22
Shelly Bina	<i>Shelly Bina</i>	2012 Scroggins Rd		8/20/22
JAMES BURNETT	<i>J. Burnett</i>	2022 SCROGGINS	Timburnett@Hotmail.com	8/20/22
Stephanie Meyer	<i>Stephanie Meyer</i>	2024 Scroggins Rd	S_meyer32@Hotmail.com	8/20/2022
Alyssa Hartley	<i>Alyssa Hartley</i>	2025 Scroggins Rd		8/21/2022
Kendra Kobay	<i>Kendra Kobay</i>	2016 Scroggins		8/21/2022
Stephen Kenny	<i>Stephen Kenny</i>	2014 Scroggins Rd		8/21/2022
CRAIG HON BYRNES	<i>Craig Hon Byrnes</i>	2026 SCROGGINS RD		8/21/22
ROBERT TSUKAYAMA	<i>Robert Tsukayama</i>	2010 Scroggins Rd		8/22/22

Please note signatures from residents who are not the listed owner of the residence.

NOTE: 2027 SCROGGINS WERE NOT HOME - DESPITE TRYING TO REACH THEM FOUR TIMES. THEY ARE RENTERS.

Attachment 2:
Block's Location within RPPD 10



Attachment 3:
Existing RPP Restrictions Nearby

I want to...



City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 26, 2022

DOCKET ITEM: 8

ISSUE: Stop Sign - Janney's Lane at West Taylor Run Parkway and East Taylor Run Parkway intersection

REQUESTED BY: Clover College Park Civic Association

LOCATION: Intersection of Janney's Lane, East Taylor Run Parkway and West Taylor Run Parkway.

STAFF RECOMMENDATION: That the Board makes a recommendation to the Director of T&ES to replace the existing rapid flash beacon with a multi-way stop at the Janney's Lane and West Taylor Run Parkway intersection.

BACKGROUND: The intersection of Janney's Lane at West Taylor Run Parkway and East Taylor Run Parkway intersection has a rapid flash beacon for the pedestrian crossing on Janney's Lane (Attachments 1 & 2). The West Taylor Run Parkway and East Taylor Run Parkway approaches are stop-controlled. This intersection is in a residential neighborhood and there is a bus stop on Janney's Lane between the two Taylor Run Parkways. Additionally, Janney's Lane has sharrows and is identified as a bike route that connects to bike lanes on King Street and Seminary Road. Over the years, traffic volumes have increased at this intersection and the Clover College Park Civic Association has requested staff consider a multi-way stop at this location.

DISCUSSION: When reviewing requests for stop signs, staff considers several factors including traffic volumes on both streets and crash history. Traffic volumes from 2019 for Janney's Lane and West Taylor Run Parkway intersection meets the MUTCD volume warrants (Attachment 3). Additionally, there have been nine (9) crashes within the two intersections since 2015 (Attachment 4). Eight (8) occurred at the West Taylor Run Parkway intersection (includes one (1) pedestrian crash) and one (1) occurred at the East Taylor Run Parkway intersection. Furthermore, four (4) of the crashes at West Taylor Run Parkway involved a left-turning vehicle

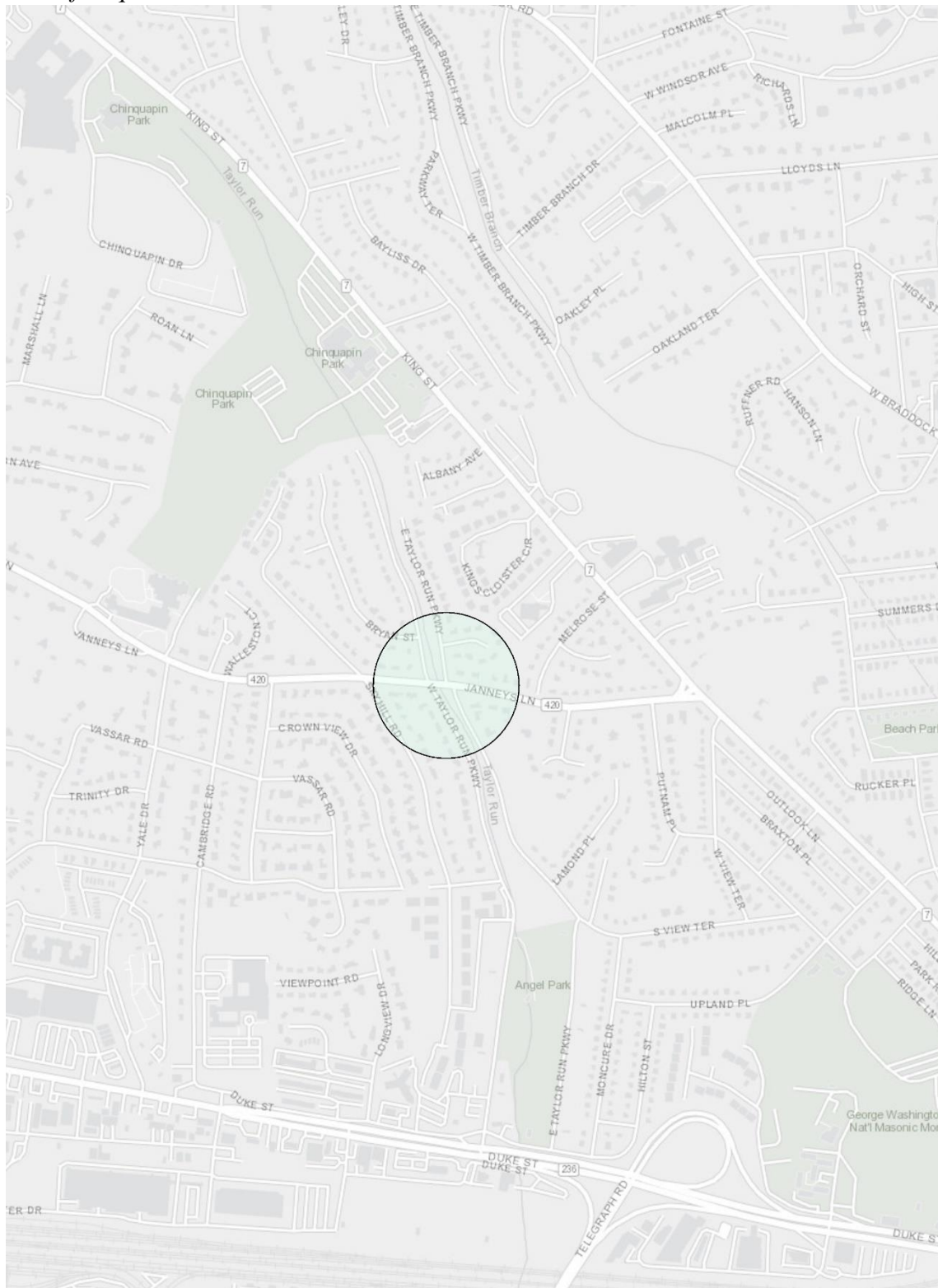
Staff recommends installing additional stop signs on Janney's Lane at the intersection of Janney's Lane and West Taylor Run Parkway. Attachment 5 provides more details about the specific design. The additional stop signs will control the operational characteristics and left-turning volume, enhance safety for pedestrians, and reduce the number of left-turn crashes.

Staff will also install a “Do Not Block Intersection” sign at the intersection of Janney’s Lane and East Taylor Run Parkway to prevent cars blocking this intersection. Staff will monitor compliance following implementation.

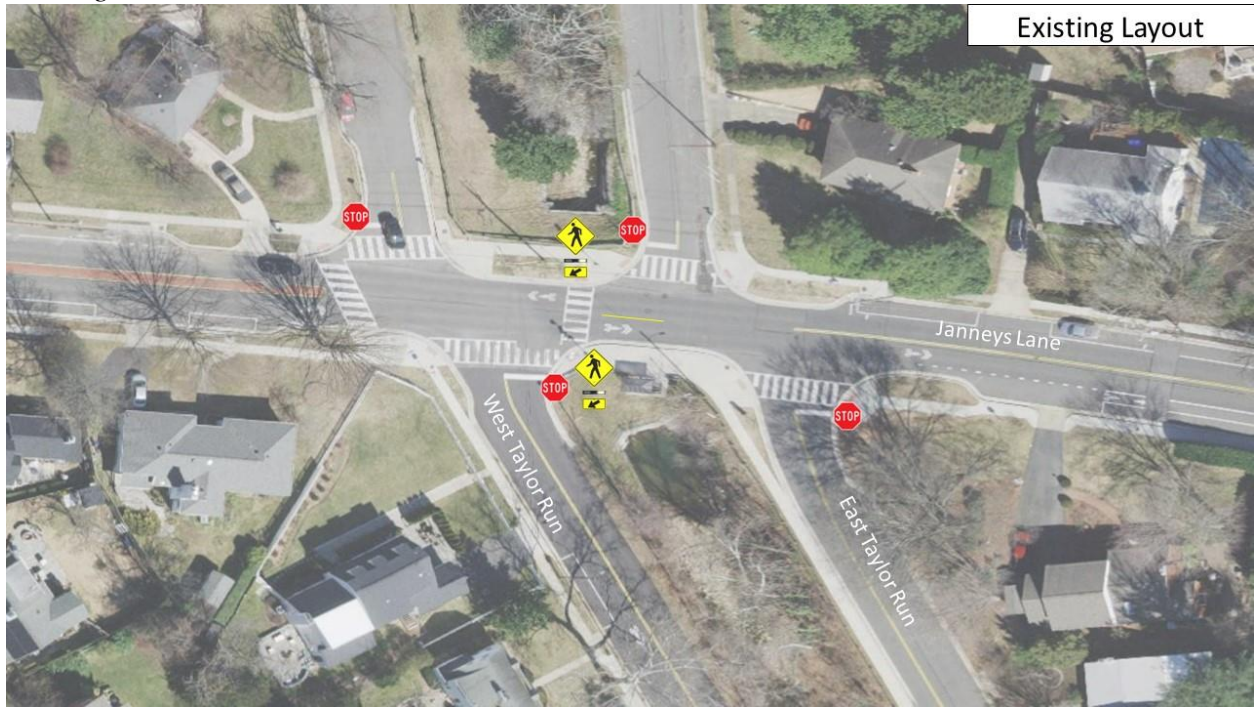
OUTREACH:

The Clover College Park Civic Association requested the stop signs and has been involved in this review process. The Taylor Run Civic Association was notified about the project on September 8th. Staff also reached out to the MacArthur Elementary School PTA on September 12. At the time the docket was posted, staff had not received any input from these groups. However, many residents have contacted the City in support and opposition and these letters will be shared with the Board prior to the meeting.

Attachment 1:
Location of Request



Attachment 2:
Existing Condition



Existing Layout



Attachment 3:
Daily Volumes

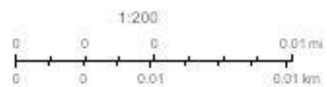
Daily Volumes - 2019



9/8/2022

VDOT Traffic Volume - 2019
World Imagery
Low Resolution 15m Imagery
High Resolution 60cm Imagery

High Resolution 30cm Imagery
Citations
3.7cm Resolution Metadata



Commonwealth of Virginia, DC GIS, Mapx, Microsoft

Attachment 4:
Crash History

- Not all crashes may show as it is under data points
- Crashes may not represent specific location of crashes

2015 - 2022 Crashes



9/8/2022

CrashData Basic

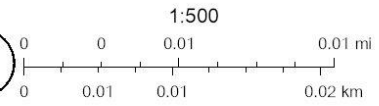
- B. Visible Injury
 - PDO. Property Damage Only
- World Imagery
Low Resolution 15m Imagery

High Resolution 60cm Imagery

High Resolution 30cm Imagery

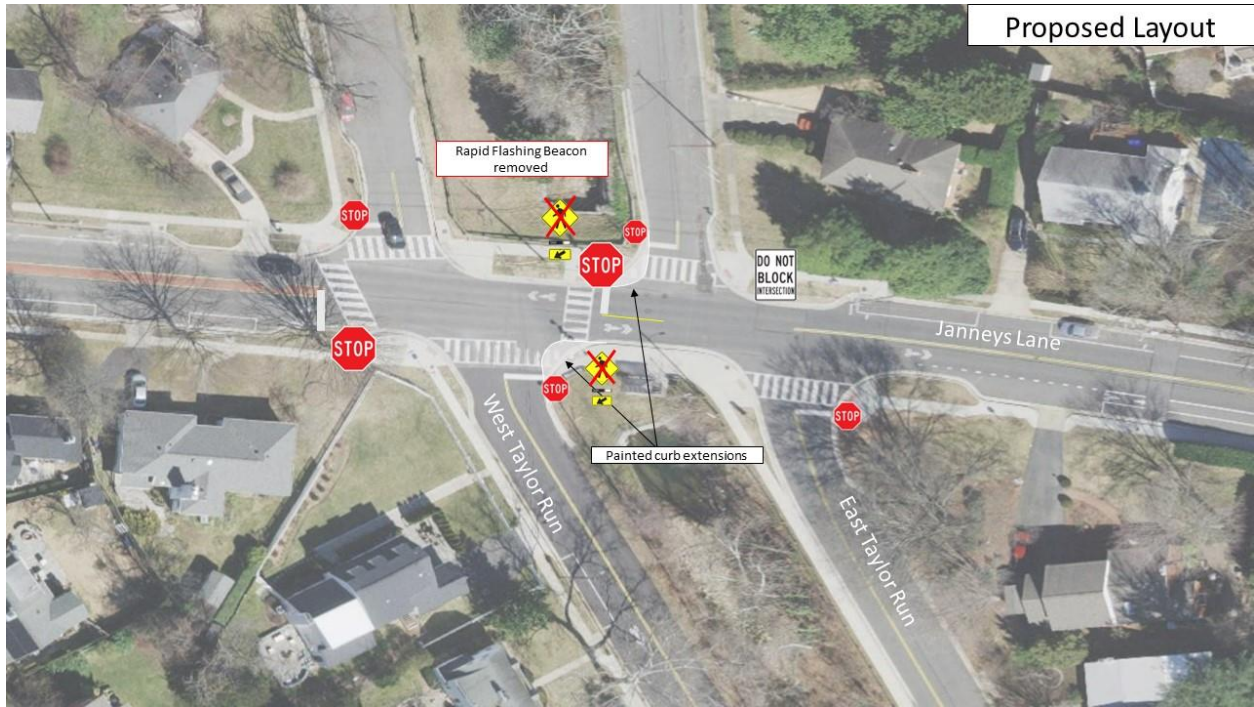
Citations

15cm Resolution Metadata



Commonwealth of Virginia, DC GIS, Maxar, Microsoft

Attachment 5:
Proposed Stop Sign Plan



City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 26, 2022

DOCKET ITEM: 9

ISSUE: City Code Amendment - Automated Speed Enforcement

REQUESTED BY: City Staff

LOCATION: School Zones and Work Zones Citywide

STAFF RECOMMENDATION: That the Traffic & Parking Board recommend the City Council approve the proposed ordinance (Attachment 1) to authorize the use of speed cameras in school zones and work zones.

BACKGROUND: In 2017, the City Council adopted a Vision Zero Policy and Action Plan, which sets a goal to eliminate fatal and severe crashes in Alexandria by 2028. Vision Zero recognizes that transportation systems affect human life and that no traffic-related loss of life is acceptable. One of the strategies espoused in the plan was to “pursue and support state legislation to allow the use of fixed automated enforcement cameras for speed violations”.

In 2020, the Commonwealth of Virginia passed a law authorizing the use of speed cameras in school zones and work zones. In the Fiscal Year 2023 Approved Budget, City Council approved funding for speed cameras in school zones.

DISCUSSION: Vehicle speed is a primary factor in the frequency and severity of crashes (Attachment 2). Higher speeds result in a greater risk of death or severe injury, particularly for vulnerable road users such as people walking and biking. Through outreach for the Vision Zero Action Plan and Alexandria Mobility Plan, as well as Alex311, staff has heard from many residents and neighborhood groups across Alexandria that vehicle speeds are a concern and that additional City action is desired to mitigate these issues.

The U.S. Department of Transportation (USDOT) recognizes speed cameras as a proven safety countermeasure. According to USDOT, speed cameras can reduce crashes by over 50 percent. As part of its National Roadway Safety Strategy, USDOT promotes the use of speed cameras to enable safer speeds and improve traffic safety.

The parameters of the proposed speed camera program align with requirements established by the Commonwealth of Virginia. Per VA Code, sworn police officers are required to confirm the

veracity of violations, signs must be clearly posted to notify drivers in advance of a speed camera enforcement zone, and fines may not exceed \$100.

This ordinance is consistent with a number of adopted City plans, policies, and programs, including:

- *Alexandria Strategic Plan.* The Strategic Plan’s vision for Alexandria includes multimodal transportation, healthy residents, environmental sustainability, and distinctive and vibrant neighborhoods. It also includes goals to reduce the frequency of all crashes, fatal and severe crashes, and pedestrian and bicycle crashes.
- *Vision Zero Action Plan.* This ordinance would support the Vision Zero Action Plan strategy pursue an automated speed enforcement program. Deploying speed cameras near schools can reduce vehicle speeds and minimize risk of crashes involving children, who are particularly susceptible to death or serious injury in the event of a crash.
- *Alexandria Mobility Plan.* The Alexandria Mobility Plan includes a strategy to consider speed cameras and other tools for increasing traffic safety. The Plan also calls for “creat[ing] a safe, well-maintained, and comfortable walking and bicycling environment”, which can be achieved in part through slower speeds.
- *Complete Streets Policy & Design Guidelines.* The City’s Complete Streets Policy directs planners, engineers, and developers to routinely design and operate streets to enable safe access for all users, regardless of age, ability, or mode of transportation. Additionally, the City’s Complete Streets Design Guidelines state that “City streets should operate at speeds that create comfortable environments for pedestrians and bicyclists as well as motor vehicles. Street designs will aim to limit excessive speeding, and design speeds should be appropriate for the street type and context of surrounding land uses... On existing streets with excessive speeds, traffic calming measures will be considered to reduce speeds to improve safety and comfort for all users.”
- *Safe Routes to School Program.* Implementing speed cameras in school zones can reduce vehicle speeds while children are walking or biking to and from school, thereby reducing the risk of severe crashes involving schoolchildren. Slower speeds can also encourage more families to walk or bike to school, as vehicle speeds are often cited by parents as a primary reason for not allowing their children to walk or bike to school.

OUTREACH: Through outreach for the Vision Zero Action Plan, the Alexandria Mobility Plan, Safe Routes to School, as well as Alex311, staff has heard from many residents and neighborhood groups across Alexandria that vehicle speed is a concern and that additional City action is desired to mitigate these issues.

As part of a 2022 ACPS Parent Travel Survey, many parents indicated that speed of traffic is a key reason they do not allow their children to walk or bike to school. When asked “What would have to change for your student to walk to school more often?”, over 30 percent of respondents selected “Slower motor vehicle speeds”.

The City’s Department of Transportation & Environmental Services, Alexandria City Public Schools, and the Alexandria Police Department have collaborated closely on this initiative. Staff shared widely via eNews that speed cameras are planned in school zones and provided up-to-date information on the program webpage (Attachment 3). Staff also reached out directly to key

stakeholders, including the Alexandria Council of Parent-Teacher Associations and Alexandria Families for Safe Streets. Staff received a letter of support from the Alexandria Council of Parent Teacher Associations. (Attachment 4)

Attachment 1:
Draft Ordinance

ORDINANCE NO. _____

AN ORDINANCE to adopt the use of photo speed monitoring devices in highway work zones and school crossing zones and civil penalties in Section 10-3-878.12 Article B (RECKLESS DRIVING, SPEEDING, ETC.) of Chapter 3 (OPERATION OF VEHICLES) of Title 10 (MOTOR VEHICLES AND TRAFFIC) of the Code of the City of Alexandria, Virginia, 1981, as amended.

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That Chapter 3, Title 10 of the Code of the City of Alexandria, Virginia, 1981, as amended, be, and the same hereby is, amended by adding a new Section 10-3-878.12 to read as follows:

ARTICLE B – Reckless Driving, Speeding, Etc.

Sec. 10-3-878.12 – Photo speed monitoring devices in highway work zones and school crossing zones; civil penalty

- (a) For the purposes of this section, the following terms shall have the meanings set out below:
- (1) “Highway work zone” means a construction or maintenance area that is located on or beside a highway and marked by appropriate warning signs and have attached flashing lights or other traffic control devices indicating that work is in progress.
 - (2) “School crossing zone” means an area located within the vicinity of a school at or near a highway where the presence of children on such school property or going to and from school reasonably requires a special warning to motorists. A school crossing zone will be marked with appropriate warning signs or other traffic control devices indicating that a school crossing is in progress.
 - (3) “Device” means a photo speed monitoring device that uses equipment with a radar or LIDAR-based speed detection to produce one or more photographs, microphotographs, videotapes, or other recorded images of vehicles.
- (b) The City’s law-enforcement agency may place and operate a device in school crossing zones for the purposes of recording violations of section 46.2-873 of the Code of Virginia (1950), as amended, and in highway work zones for the purposes of recording violations of section 46.2-878.1 of the Code of Virginia (1950), as amended.
- (c) Proof of violation; presumption.
- (1) Proof of a violation of sections 46.2-873 or 46.2-878.1 of the Code of Virginia (1950), as amended, shall be evidenced by information obtained from the device. A certificate,

or a facsimile thereof, sworn to or affirmed by a law-enforcement officer, based upon inspection of photographs, microphotographs, videotapes, or other recorded images produced by the device, shall be prima facie evidence of the facts contained therein. Any photographs, microphotographs, videotapes, or other recorded images evidencing such violation shall be available for inspection in any proceeding to adjudicate the liability for a violation of sections 46.2-873 or 46.2-878.1 of the Code of Virginia (1950), as amended.

- (2) In the prosecution for a violation of sections 46.2-873 or 46.2-878.1 of the Code of Virginia (1950), as amended, in which a summons was issued by mail, prima facie evidence that the vehicle described in the summons issued pursuant to this section was operated in violation of sections 46.2-873 or 46.2-878.1 of the Code of Virginia (1950), as amended, together with proof that the defendant was at the time of such violation, the owner, lessee, or renter of the vehicle, shall constitute in evidence a rebuttable presumption that such owner, lessee, or renter of the vehicle was the person who committed the violation.
 - (3) The presumption shall be rebutted if the owner, lessee, or renter of the vehicle –
 - (i) Files an affidavit by regular mail with the clerk of the general district court that the person was not the operator of the vehicle at the time of the alleged violation and provides the name and address of the person who operated the vehicle at the time of the alleged violation; or
 - (ii) Testifies in open court under oath that the person was not the operator of the vehicle at the time of the alleged violation and provides the name and address of the person who operated the vehicle at the time of the alleged violation.
 - (4) The presumption shall also be rebutted if a certified copy of a police report, showing that the vehicle had been reported to the police as stolen prior to the time of the alleged violation of sections 46.2-873 or 46.2-878.1 of the Code of Virginia (1950), as amended, is presented, prior to the return date indicated on the summons issued pursuant to this section to the court adjudicating the alleged violation.
 - (5) The operator of a vehicle shall be liable for a civil penalty of up to \$100 if the operator is found, as evidenced by information obtained from the device, to have traveled at least 10 miles per hour above the posted speed limit within a school crossing zone or highway work zone speed limit within such school crossing zone or highway work zone. Civil penalties collected under this section resulting from a summons issued by a law-enforcement officer shall be paid to the City.
 - (6) Imposition of a penalty pursuant to this section by mailing a summons shall not be deemed a conviction as an operator and shall not be made part of the operating record of the person upon whom such liability is imposed, nor shall it be used for insurance purposes in the provision of motor vehicle insurance coverage. However, if a law-enforcement officer uses a device to record a violation of sections 46.2-873 or 46.2-878.1 of the Code of Virginia (1950), as amended, and personally issues a summons at the time of the violation, the conviction that results shall be made part of the driver's driving record and used for insurance purposes in the provision of motor vehicle insurance coverage.
- (d) Summons for violation; mailing requirements.
- (1) A summons for a violation of sections 46.2-873 or 46.2-878.1 of the Code of Virginia

(1950), as amended, issued by mail pursuant to this section may be executed pursuant to section 19.2-76.2 of the Code of Virginia (1950), as amended. Notwithstanding the provisions of section 19.2-76 of the Code of Virginia (1950), as amended, a summons issued by mail pursuant to this section may be executed by mailing first-class a copy thereof to the owner, lessee, or renter of the vehicle. In the case of a vehicle owner, a copy shall be mailed to the address contained in the records of or accessible to the Department of Motor Vehicles of the Commonwealth of Virginia. In the case of vehicle lessee or renter, a copy shall be mailed to the address contained in the records of the lessor or renter.

- (2) Every such mailing shall include, in addition to the summons, a notice of:
 - (i) The summoned person's ability to rebut the presumption that said person was the operator of the vehicle at the time of the alleged violation through the filing of an affidavit as provided in subsection (d)(3)(i); and
 - (ii) Instructions for filing such an affidavit, including the address to which the affidavit is to be sent.
 - (3) If the summoned person fails to appear on the date of return set out in the mailed summons mailed pursuant to this section, the summons shall be executed in the manner set out in section 19.2-76.3 of the Code of Virginia (1950), as amended. No proceedings for contempt or arrest of a person summoned by mailing shall be instituted for failure to appear on the return date of the summons.
 - (4) If the summons is issued to an owner, lessee, or renter of a vehicle with a registration outside the Commonwealth of Virginia and such person fails to appear on the return date set out in the summons mailed pursuant to this section, the summons will be eligible for all legal collections activities.
 - (5) Any summons executed for a violation of sections 46.2-873 or 46.2-878.1 of the Code of Virginia (1950), as amended, issued pursuant to this section shall provide to the person summoned at least 30 days from the mailing of the summons to inspect information collected by the device in connection with the violation. If the law-enforcement agency operating the device does not execute a summons for a violation of sections 46.2-873 or 46.2-878.1 of the Code of Virginia (1950), as amended, issued pursuant to this section within 30 days from the date of the violation, all information collected pertaining to that suspected violation shall be purged within 60 days from the date of the violation.
- (e) Collection of information by device.
- (1) Information collected by the device operated pursuant to this section shall be limited exclusively to that information that is necessary for the enforcement of school crossing and highway work zone speeding violations. Information provided to the operator of the device shall be protected in a database and used only for enforcement against individuals who violate the provisions of this section or sections 46.2-873 or 46.2-878.1 of the Code of Virginia (1950), as amended. Notwithstanding any other provisions of law, all photographs, microphotographs, videotapes, or other recorded images collected by the device shall be used exclusively for enforcing school crossing zone and highway work zone speed limits, and shall not:
 - (i) Be open to the public;
 - (ii) Sold or used for sales, solicitation, or marketing purposes;

- (iii) Disclosed to any other entity except as may be necessary for the enforcement of school crossing zone and highway work zone speed limits or to a vehicle owner or operator as part of a challenge to the violation; or
 - (iv) Be used in court in a pending action or proceeding unless the action or proceeding relates to a violation of this section or sections 46.2-873 or 46.2-878.1 of the Code of Virginia (1950), as amended, or such information is requested upon order from a court of competent jurisdiction.
 - (2) Information collected under this section pertaining to a specific violation shall be purged and not retained later than 60 days after the collection of any civil penalties.
 - (3) The City's law-enforcement agency shall annually certify compliance with this section and make all records pertaining to the device available for inspection and audit by the Commissioner of Highways or the Commissioner of the Department of Motor Vehicles of the Commonwealth of Virginia or his designee.
 - (4) Any person who discloses personal information in violation of the provisions of this subdivision shall be subject to a civil penalty of \$1,000 per disclosure.
- (f) A private vendor may enter into an agreement with the City's law-enforcement agency to be compensated for providing a device and all related support services, including consulting, operating, and administration. However, only a law-enforcement officer may swear to or affirm the certificate required by this subsection. Any such agreement for compensation shall be based upon the value of goods and services, not the number of violations paid or monetary penalties imposed.
- (1) Any private vendor contracting with the City's law-enforcement agency may enter into an agreement with the Department of Motor Vehicles of the Commonwealth of Virginia, in accordance with section 46.2-208(B)(31) of the Code of Virginia (1950), as amended, to obtain vehicle owner information regarding the registered owners of vehicles that committed a violation of sections 46.2-873 or 46.2-878.1 of the Code of Virginia (1950), as amended. Any information provided to such private vendor shall be protected in a database.
- (g) A conspicuous sign shall be placed within 1,000 feet of any school crossing zone or highway work zone at which the device is used, indicating the use of the device. There shall be a rebuttable presumption that such sign was in place at the time of the commission of the speed limit violation.
- (h) The City's law-enforcement agency shall report to the Department of State Police of the Commonwealth of Virginia, in a format to be determined by the Department of State Police, by January 15 of each year on the number of traffic violations prosecuted, the number of successful prosecutions, and the total amount of monetary civil penalties collected.

Section 2. That Chapter 3, Title 10 pursuant to Section 1 of this ordinance, be, and the same hereby, is reordained as part of the Code of the City of Alexandria.

Section 3. That this ordinance shall become effective upon the date and at the time of its final passage.

JUSTIN WILSON
Mayor

Introduction: October 11, 2022
First Reading: October 11, 2022
Publication:
Public Hearing: October 15, 2022
Second Reading: October 15, 2022
Final Passage: October 15, 2022

Attachment 2:

Relationship Between Speed & Traffic Safety

Vehicle speed is widely recognized as one of the most significant factors in the frequency and severity of traffic crashes. According to the National Highway Traffic Safety Administration (NHTSA), higher vehicle speeds correspond with a greater potential for loss of vehicle control, a higher stopping distance required after a driver perceives a danger, and an increased degree of crash severity.¹

Pedestrians and bicyclists are particularly vulnerable in the event of a crash, as the human body has physical limits for tolerating crash forces before death or serious injury occurs. A study published by the AAA Foundation for Traffic Safety found that the average risk of severe injury to a pedestrian increased with vehicle speed (from 10% at 16 mph, 25% at 23 mph, 50% at 31 mph, 75% at 39 mph, and 90% at 46 mph).²

In 2017, the National Transportation Safety Board published a landmark comprehensive safety study entitled *Reducing Speeding-Related Crashes Involving Passenger Vehicles*, which included the following findings:³

- Speed increases the likelihood of serious and fatal crash involvement, although the exact relationship is complex due to many factors.
- Speed increases the injury severity of a crash.
- The involvement of speeding passenger vehicles in fatal crashes is underestimated.
- The current level of emphasis on speeding as a national traffic safety issue is lower than warranted and insufficient to achieve the goal of zero traffic fatalities in the United States.

In January 2022, the U.S. Department of Transportation (USDOT) announced a National Roadway Safety Strategy, which highlights speed as a key factor in the nationwide traffic safety crisis. As part of the strategy, USDOT notes that automated speed enforcement is a key tool for achieving safer roadways:

“Speeding increases both the frequency and severity of crashes, yet it is both persistent and largely accepted as the norm amongst the traveling public ... Unsafe speeds are now a well-documented and understood factor in death and injury, especially among people outside of a vehicle ... Automated speed enforcement, if deployed equitably and applied appropriately to roads with the greatest risk of harm due to speeding, can provide significant safety benefits and save lives.”⁴

¹ National Highway Traffic Safety Administration. Speeding. (<https://www.nhtsa.gov/risky-driving/speeding>)

² Tefft, B.C. (2011). Impact Speed and a Pedestrian’s Risk of Severe Injury or Death (Technical Report). Washington, D.C.: AAA Foundation for Traffic Safety.

³ National Transportation Safety Board. 2017. Reducing Speeding-Related Crashes Involving Passenger Vehicles. Safety Study NTSB/SS-17/01. Washington, DC.

⁴ U.S. Department of Transportation. 2022. National Roadway Safety Strategy. https://www.transportation.gov/sites/dot.gov/files/2022-01/USDOT_National_Roadway_Safety_Strategy_0.pdf.

Attachment 3:

Speed Camera eNews

City of Alexandria to Implement Automated Speed Enforcement Cameras in Select School Zones

For Immediate Release: August 17, 2022

The City of Alexandria is advancing its efforts to improve traffic safety with the launch of a new automated speed enforcement program that will install speed cameras in select school zones. The Alexandria City Council approved funding for five speed cameras in school zones as part of the Fiscal Year 2023 Approved Budget. The program is expected to launch in early 2023.

This fall, the City will provide updates to the community on the following dates:

- September 26: Traffic & Parking Board Public Hearing
- October 11: City Council First Legislative Meeting

This program is part of the City's adopted [Vision Zero](#) plan to enhance traffic safety and eliminate fatal and severe crashes by 2028.

The Commonwealth of Virginia passed a law in 2020 authorizing the use of speed cameras in school and work zones. The City is joining other Virginia communities such as Arlington County and the City of Fairfax in implementing this program.

Speed cameras are a proven safety countermeasure that can reduce the number of crashes by more than 50%, [according to the U.S. Department of Transportation \(USDOT\)](#). They can also free up police officers to handle other duties citywide.

Speed cameras may be fixed or portable. They are placed along the roadway and automatically record speed limit violations. After a sworn law enforcement officer affirms the violation, a speeding citation is mailed to the vehicle's owner, lessee, or renter. The maximum fine is \$100.

Speed camera locations in school zones will be selected through a data-driven process that will consider factors such as vehicle speeds, vehicle volumes, and crash history. These locations will be published on the City's Speed Camera Program webpage. Clear signs will be displayed in advance to signal speed camera zones.

Visit the [program webpage](#), for more information.

For inquiries from the news media only, contact the Office of Communications & Public Information at newsroom@alexandriava.gov or 703.746.3969.

For reasonable disability accommodation, contact delton.goodrum@alexandriava.gov or call 703.746.6756, Virginia Relay 711.

###

This news release is available at alexandriava.gov/go/3889.

Attachment 4:

Alexandria Council of PTAs Letter of Support



September 8, 2022

Dear Mayor Wilson, Members of the Alexandria City Council, and Members of the Traffic and Parking Board,

As detailed in PTAC's April 18, 2022 letter to Mayor Wilson and the Alexandria City Council, one of PTAC's top priorities is to ensure that Alexandria City Public School (ACPS) students, families, and staff can get to and from school safely.

The Alexandria Parent Teacher Association Council (PTAC) voices its support for 1) passing a recommendation that the City Manager reduce speed limits on North Beauregard Street, Braddock Road, and Seminary Road, and 2) the adoption of an ordinance to authorize the use of speed cameras in school zones. Specifically:

- 1) PTAC asks the City Council to recommend that the City Manager take action to reduce excessive vehicle speeds near schools. Multiple studies show that speed kills and speed limits of 15 mph during school hours are appropriate near schools. Collectively, 520 total crashes have occurred on these three corridors since 2015, and 250 people have suffered injuries. Speed is a critical factor in how often crashes occur and how severe they are, and reducing vehicle speeds is a key component of the City's Vision Zero traffic safety program. The City Manager's action will have an immediate, positive impact on student and staff safety at Alexandria City High School's Minnie Howard campus, Francis C. Hammond Middle School, and the three elementary schools along the Beauregard corridor—Ferdinand T. Day, John Adams, and William Ramsey.
- 2) PTAC urges the Traffic and Parking Board and the City Council to adopt an ordinance in the coming months authorizing the use of photo speed monitoring devices in school zones. An Alexandria Police Department pilot in January 2021 on North Beauregard Street—home to three elementary schools—demonstrated that automated speed enforcement cameras are capable of achieving operating objectives at school crossing zones. During the pilot, 65 percent of the vehicles transiting Beauregard were going above the posted speed limit of 35 mph, and the highest recorded speed was 69 mph. The installation and operation of speed monitoring devices at high-risk school crossing zones should continue to be prioritized in future year city budgets.

The March crash involving a nine-year-old student who sustained serious injuries at Jefferson Houston School, and the June crash in neighboring Fairfax County that killed two Oakton High School students and critically injured a third, highlight the importance of photo speed monitoring and reduced speed limits to strengthen pedestrian safety at and near Alexandria's schools.

Such projects are even more critical in light of the recent ACPS guidance encouraging families returning for the 2022-2023 school year to consider alternatives to bus service due to the driver shortage.

PTAC appreciates your support for these and other measures to improve pedestrian safety at and near Alexandria's schools.

Thank you,

Alexandria PTA Council Executive Board 2022-2023

Missy Estabrook, President

Betty Cook, Treasurer

Linda Williams, Secretary

Sally Hunnicutt, VP of Advocacy

Julia Sylla, VP of Programs

Staci Rijal, VP of Communications

D Ohlandt, VP of Outreach

Maureen McNulty, Past President

Dena Penner, Special Education Parent Liaison Greta Gordon, Diversity, Equity & Inclusion Co-Chair Mariam Fikre, Diversity, Equity & Inclusion Co-Chair

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 26, 2022

DOCKET ITEM: 10

ISSUE: Speed Limit Reduction – North Beauregard Street, Braddock Road, and Seminary Road

REQUESTED BY: T&ES Staff

LOCATION: North Beauregard Street, entire length - Posted Speed Limit and School Zone Speed Limits
Braddock Road from North Beauregard Street to Quaker Lane – Posted Speed Limit and School Zone Speed Limits
North Howard Street, from Lynn House Driveway to Braddock Road – School Zone Speed Limit
Seminary Road from approximately Kenmore Avenue to North Pickett Street – School Zone Speed Limit

STAFF RECOMMENDATION: That the Board make the following recommendations to the City Manager:

- Reduce the posted speed limit on North Beauregard Street from 35 to 25 miles per hour and reduce the school zone speed limits from 25 to 15 miles per hour.
- Reduce the posted speed limit on Braddock Road between North Beauregard Street and Quaker Lane from 35 to 25 miles per hour and reduce the school zone speed limits from 25 to 15 miles per hour.
- Reduce the school zone speed limit on North Howard Street from 25 to 15 mile per hour.
- Reduce the school zone speed limit on Seminary Road from 25 to 15 miles per hour.

BACKGROUND: North Beauregard Street, Braddock Road, and Seminary Road are classified as Minor Arterial roadways by the Virginia Department of Transportation. North Howard Street is classified as a Major Collector. These streets serve moderate trip lengths and provide access to I-395, Northern Virginia Community College, Mark Center, commercial plazas, and residential neighborhoods of varying density levels. These streets also provide access to the following schools:

- William Ramsay Elementary School
- John Adams Elementary School
- Ferdinand T. Day Elementary School

- Francis Hammond Middle School
- ACHS Minnie Howard Campus
- Episcopal High School
- St. Stephens and St. Agnes Middle School

In 2017, the Alexandria City Council adopted the Vision Zero Action Plan. This plan states that roadway crashes are preventable and establishes a goal to eliminate traffic fatalities and serious injuries by 2028. Among the strategies identified to achieve that goal is to explore a citywide 25 mph speed limit.

DISCUSSION:

Crash History

North Beauregard Street

Between January 2015 and June 2022, there were 342 reportable crashes on North Beauregard Street. Of those 342, 1 involved a fatal injury, 12 involved severe injuries, and 89 involved injuries that were not life threatening. 161 people in total suffered injuries in these crashes, both severe and non-severe. The fatal injury involved a person walking. Of note, an additional fatal injury crash occurred on August 27, 2022. Of the 342 total crashes, 50 percent consisted of high-risk crash types, namely pedestrian, angle, and head on crashes. (Attachment 1)

Braddock Road

Between January 2015 and June 2022, there were 117 reportable crashes on Braddock Road between North Beauregard Street and Quaker Lane. Of those 117, 4 involved severe injuries, and 46 involved injuries that were not life-threatening. In total, 70 people suffered injuries, both severe and non-severe. 55 percent of the crashes consisted of high-risk crash types. (Attachment 1)

Seminary Road

Between January 2015 and June 2022, there were 60 reportable crashes within the school zone for Francis Hammond Middle School on Seminary Road. Of those 60 crashes, 3 involved severe injuries, and 16 involved injuries that were not life threatening. 27 people in total suffered injuries in these crashes, both severe and non-severe. Of the 60 crashes, 45 percent consisted of high-risk crash types. (Attachment 1)

Relationship between Speed and Crashes

Vehicle travel speed is widely recognized as one of the most significant factors in the frequency and severity of traffic crashes. According to the National Highway Traffic Safety Administration (NHTSA), higher vehicle speeds correspond with a greater potential for loss of vehicle control, a higher stopping distance required after a driver perceives a danger, and an increased degree of crash severity.⁵

⁵ National Highway Traffic Safety Administration. *Speeding*. (<https://www.nhtsa.gov/risky-driving/speeding>).

Multiple studies have confirmed that as speed increases, so does injury severity. A UK study found that fatality risk in head-on crashes was 3%, 17%, and 60% at 30 mph, 40 mph, and 50 mph velocity change in a crash, respectively. For angle crashes, the estimated fatality risk was 25% for a 30 mph velocity change, and 85% for a 40 mph velocity change.⁶ Additionally, a study published by the AAA Foundation for Traffic Safety found that the average risk of severe injury to a pedestrian increased from 10% at 16 mph, 25% at 23 mph, 50% at 31 mph, 75% at 39 mph, and 90% at 46 mph⁷.

In 2017, the National Transportation Safety Board published a landmark comprehensive safety study entitled *Reducing Speeding-Related Crashes Involving Passenger Vehicles*, which included the following findings:⁸

- Speed increases the likelihood of serious and fatal crash involvement, although the exact relationship is complex due to many factors.
- Speed increases the injury severity of a crash.
- The safe system approach to setting speed limits in urban areas is an improvement over conventional approaches because it considers the vulnerability of all road users.
- The involvement of speeding passenger vehicles in fatal crashes is underestimated.
- The current level of emphasis on speeding as a national traffic safety issue is lower than warranted and insufficient to achieve the goal of zero traffic fatalities in the United States.

Relationship between Posted Speed Limit and Operating Speed

The traditional method for setting speed limits relies on 85th percentile speeds. In this approach, the behavior of most drivers (85 percent) during free flow conditions is used to reflect what is a fair and reasonable speed. This method relies on the judgment of drivers as they balance travel time and risk. However, this approach generates a number of concerns:⁹

- Drivers may not see or be aware of all roadway conditions and may not adequately consider vulnerable roadway users such as pedestrians and bicyclists
- Drivers are not always reasonable and prudent, or they only consider what is reasonable and prudent for themselves and not for all users of the system
- This approach may lead to “speed creep”, as posted speed limits gradually increase to reflect the 85th percentile speed.
- Most of the early research justifying the use of the 85th percentile speed was conducted on rural roads; therefore, the 85th percentile speed may not be appropriate for urban roads.

⁶ Richards, D. C. (2010). Relationship Between Speed and Risk of Fatal Injury: Pedestrians and Car Occupants. Road Safety Web Publication No. 16. London: Transport Research Laboratory.

⁷ Tefft, B.C. (2011). Impact Speed and a Pedestrian’s Risk of Severe Injury or Death (Technical Report). Washington, D.C.: AAA Foundation for Traffic Safety.

⁸ National Transportation Safety Board. 2017. *Reducing Speeding-Related Crashes Involving Passenger Vehicles*. Safety Study NTSB/SS-17/01. Washington, DC.

⁹ National Academies of Sciences, Engineering, and Medicine 2021. Posted Speed Limit Setting Procedure and Tool: User Guide. Washington, DC: The National Academies Press. <https://doi.org/10.17226/26216>.

More recent guidance emphasizes the Safe System Approach, which focuses on designing and operating a transportation system that maximizes safety and minimizes risk to human life. One common concern related to reducing speed limits to improve safety is that drivers will ignore the speed limits and drive at the speed they feel is appropriate. However, research indicates that operating speeds are higher when the posted speed limits are higher, or lower when the posted speed limits are lower. While several factors influence operating speed, the posted speed limit is one of those factors, so “the number on the sign does matter”.¹⁰ The City of Seattle, for example, has had success in reducing operating speeds and crashes by reducing posted speed limits. After reducing the posted speed limit at several locations citywide, “**SDOT has found lowering speed limits and increasing sign density alone - absent any marketing campaigns, additional enforcement, retimed signal progressions, or engineering changes to the street geometry – resulted in lower speeds and fewer crashes.**”¹¹

Speed Limit Guidance

In October 2021, the Federal Highway Administration (FHWA) updated its list of proven safety countermeasures to include appropriate speed limits for all road users. According to FHWA:

“Speed is an especially important factor on non-limited access roadways where vehicles and vulnerable road users mix. A driver may not see or be aware of the conditions within a corridor, and may drive at a speed that feels reasonable for themselves but may not be for all users of the system, especially vulnerable road users, including children and seniors...States and local jurisdictions should set appropriate speed limits to reduce the significant risks drivers impose on others—especially vulnerable road users—and on themselves. Addressing speed is fundamental to the Safe System Approach to making streets safer, and a growing body of research shows that speed limit changes alone can lead to measurable declines in speeds and crashes.”¹²

In January 2020, the U.S. Department of Transportation (USDOT) published a National Roadway Safety Strategy to make the nation’s transportation system safe for all people. A pillar of this strategy is “safer speeds”. According to USDOT:

“Speed limits frame expectations for drivers and other roadway users, and should be set to provide a safe, consistent, and reasonable speed to protect drivers, other people in motor vehicles, and people walking, biking, and rolling along the roadway. Setting safer speed limits is a critical tool for reducing crashes and injury, and methods for setting speed limits should be customized to the context of the roadway.”¹³

¹⁰ National Academies of Sciences, Engineering, and Medicine 2021. Posted Speed Limit Setting Procedure and Tool: User Guide. Washington, DC: The National Academies Press. <https://doi.org/10.17226/26216>.

¹¹ Seattle Department of Transportation. 2020. *Speed Limit Case Studies*. https://www.seattle.gov/Documents/Departments/SDOT/VisionZero/SpeedLimit_CaseStudies_Report.pdf.

¹² Federal Highway Administration. 2021. *Proven Safety Countermeasures: Appropriate Speed Limits for All Road Users*. FHWA Office of Safety. https://safety.fhwa.dot.gov/provencountermeasures/pdf/PSC_New_App%20Speed%20Limits_508.pdf.

¹³ US Department of Transportation. 2022. *National Roadway Safety Strategy*. <https://www.transportation.gov/sites/dot.gov/files/2022-02/USDOT-National-Roadway-Safety-Strategy.pdf>.

In July 2020, the National Association of City Transportation Officials (NACTO), published nationwide guidance on setting speed limits in urban areas using a Safe Systems approach to reduce traffic fatalities and serious injuries. For city streets, NACTO recommends a maximum posted speed limit of 35 mph. However, this should be used only sparingly on streets that have well-protected places for people to walk and bike, and streets that are low density with primarily manufacturing and residential uses. For streets like Beauregard Street, Braddock Road, and Seminary Road, which have public transit routes, multiple schools, a large number of access points, and moderate to high activity levels, **the recommended speed limit is 25 mph.**¹⁴ (Attachment 3)

Per VA Code § 46.2-873, the maximum speed limit in a school zone is 25 miles per hour. In Alexandria, most school zone speed limits are set 10 miles per hour lower than the general posted speed limit to protect children who are especially vulnerable to death or severe injury in the event of a crash.

Alexandria Case Studies

In 2016, the City reduced the speed limit on Seminary Road between Quaker Lane and I-395 and on Quaker Lane between Duke Street and King Street. Below are summaries of the findings from each of these changes:

Seminary Road (Quaker Lane to I-395) Speed Limit Reduction:

Data taken before and after the posted speed limit change indicate the following:

- Average speeds declined between 3% and 11%
- 85th percentile speeds declined between 6% and 12%

Crash data also indicate a reduction in average annual crashes (-36%), average annual fatal or severe crashes (-25%), and average annual non-severe injury crashes (-43%). (Attachment 4)

Quaker Lane (Duke Street to King Street) Speed Limit Reduction:

Data taken before and after the posted speed limit change indicate the following:

- Average speeds declined between 8% and 21%
- 85th percentile speeds declined between 14% and 19%

Crash data also indicate a reduction in average annual crashes (-32%), average annual fatal or severe crashes (-25%), and average annual non-severe injury crashes (-32%). (Attachment 4)

OUTREACH: The City reached out to a number of stakeholders to gather input on the proposed speed limit reduction. Specifically, staff reached out to Northern Virginia Community College, Seminary West Civic Association, Seminary Hill Association, Southern Towers, Stonegate Mews Homeowners Association, Episcopal High School, St. Stephens & St. Agnes Middle School, relevant ACPS schools and PTAs, Alexandria Council of PTAs, Arlington County, and Fairfax County.

¹⁴ National Association of City Transportation Officials. 2020. *City Limits: Setting Safe Speed Limits on Urban Streets*. https://nacto.org/wp-content/uploads/2020/07/NACTO_CityLimits_SinglePages.pdf.

T&ES staff collaborated closely with the Alexandria Police Department and Alexandria City Public Schools, who have expressed their strong support for this proposal. The Alexandria Council of Parent Teacher Associations expressed support for speed limit reductions. Additionally, Arlington County expressed no concerns with the proposed speed limit reduction on North Beauregard Street and noted that they would also be performing an evaluation in the near future to reduce the posted speed limit on S Walter Reed Dr.

The Stonegate Homeowners Association expressed opposition to the posted speed limit reductions. Staff did not receive comments from any other stakeholders.

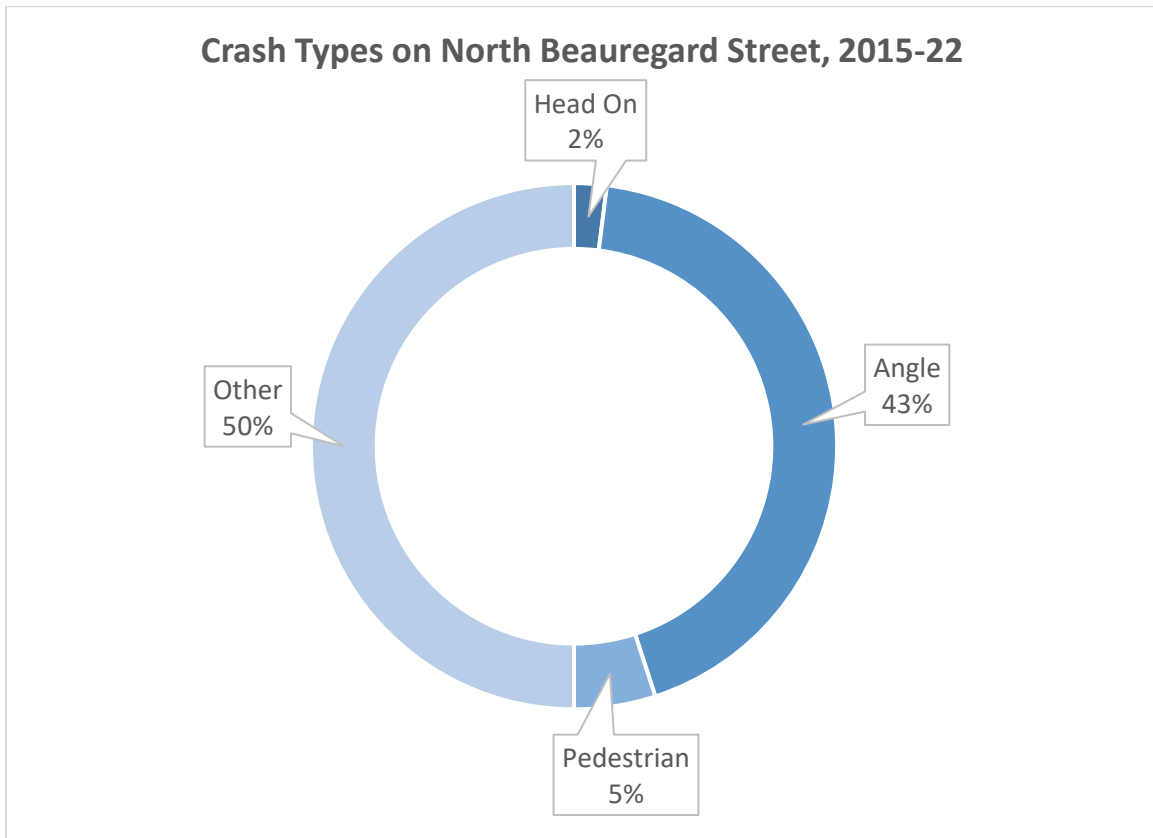
Attachment 1:
Crash History

Total Crashes from January 2015- June 2022

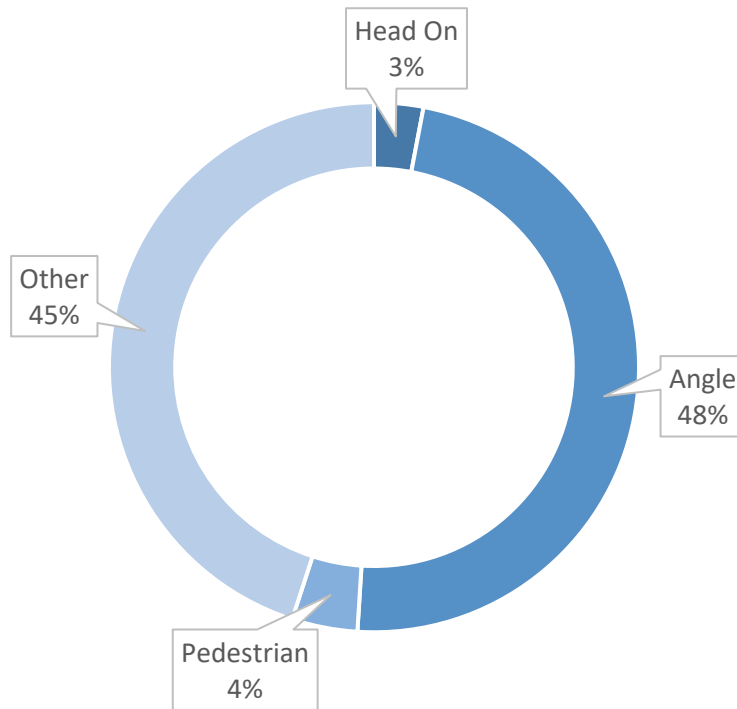
Corridor	Length	Total Crashes	Fatal Crashes	Severe Crashes	Non-Severe Injury Crashes	Persons Injured (Severe and Non-Severe)	Total Injury Crashes Per Mile
North Beauregard St	2.4 mi	342	1*	12	89	161	42.5
Braddock Rd	1.7 mi	117	0	4	46	70	29.4
Seminary Rd	0.2 mi	60	0	3	16	27	N/A
Total	4.3	519	1*	19	151	258	

**An additional fatal crash occurred in August 2022.*

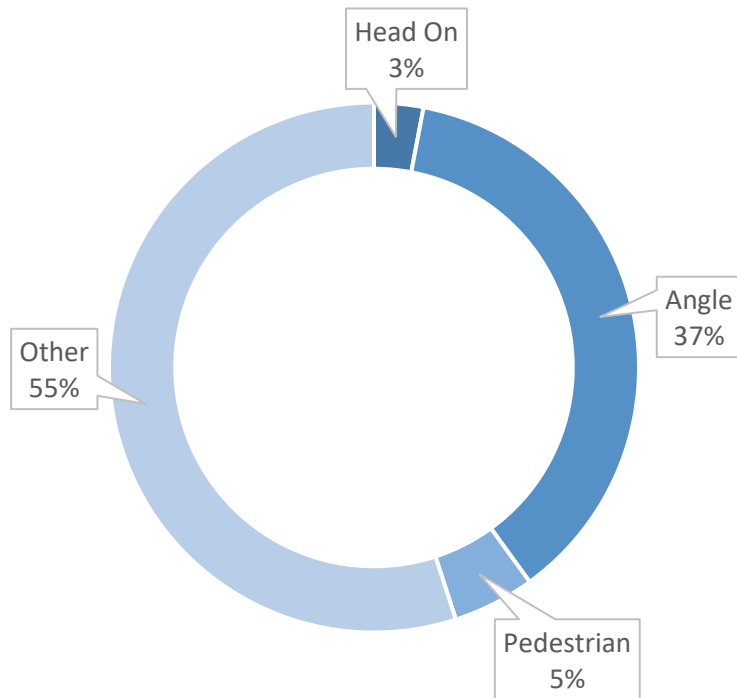
Crash Types from January 2015-June 2022



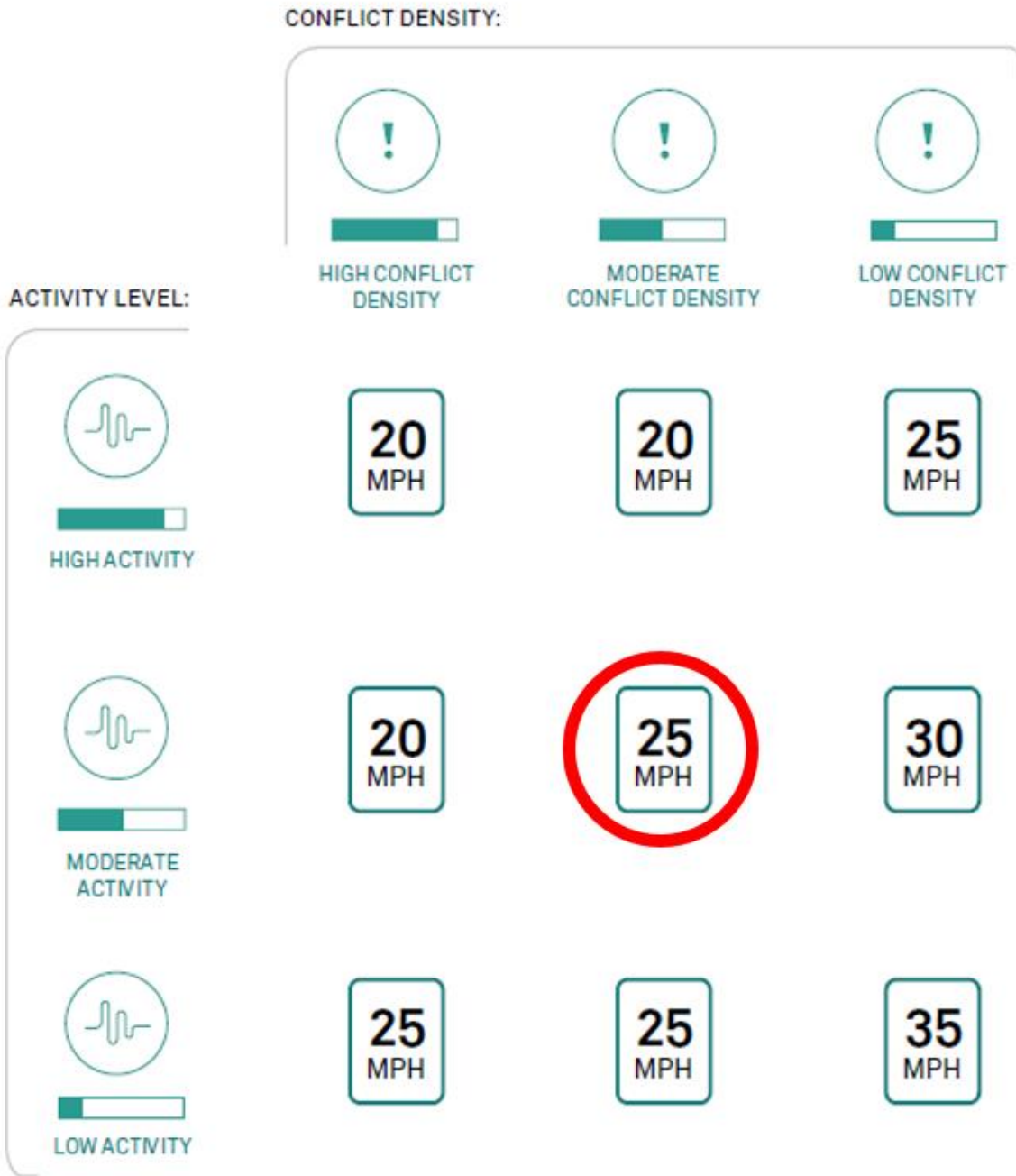
Crash Types on Braddock Road, 2015-22



Crash Types on Seminary Road, 2015-22



Attachment 2:
NACTO Recommendation



Attachment 3:*Before and After Analysis for Quaker Lane and Seminary Road Speed Limit Reductions*Seminary Road Vehicle Speeds Before and After Speed Limit Reduction:

Seminary Road Between Quaker Lane and Fort Williams Parkway			
	Before (2015)	After (2016)	% Change
50th Percentile Speed	36.1	31.6	-12%
85th Percentile Speed	41.2	36.7	-11%

Seminary Road Between St Stephens Road and Howard Street			
	Before (2015)	After (2016)	% Change
50th Percentile Speed	34.5	32.5	-6%
85th Percentile Speed	39.6	37.7	-5%

Seminary Road Near North Jordan Street			
	Before (2015)	After (2016)	% Change
50th Percentile Speed	28.4	29.2	3%
85th Percentile Speed	34.8	34.6	-1%

Seminary Road Crashes between I-395 and Quaker Lane Before and After Speed Limit Reduction:

Year	Total Crashes	Fatal Crashes	Severe Injury Crashes	Non-Severe Injury Crashes
2014	25	0	0	9
2015	34	0	2	11
2016	22	0	1	9
2017	21	0	0	7
2018	23	0	2	6
2019	20	0	1	5
2020	14	0	0	5

	Before (2014-15)	After (2017-20)	% Change
Average Annual Crashes	29.5	19.5	-34%
Average Annual Fatal or Severe Injury Crashes	0.5	0.375	-25%
Average Annual Injury Crashes	10	5.75	-43%

Quaker Lane Vehicle Speeds Before and After Speed Limit Reduction:**Quaker Lane between Duke Street and Seminary Road**

	Before (2015)	After (2016)	% Change
50th Percentile Speed	34.6	30.9	-11%
85th Percentile Speed	40.8	36.2	-11%

Quaker Lane between Seminary Road and King Street			
	Before (2015)	After (2016)	% Change
50th Percentile Speed	38.6	29.6	-23%
85th Percentile Speed	43.5	35.2	-19%

Quaker Lane Crashes between Duke Street and King Street Before and After Speed Limit Reduction:

Year	Total Crashes	Fatal Crashes	Severe Injury Crashes	Non-Severe Injury Crashes
2014	27	0	1	5
2015	30	0	1	9
2016	20	0	0	5
2017	23	1	0	4
2018	24	0	2	6
2019	14	0	0	4
2020	17	0	0	5

	Before (2014-15)	After (2017-20)	% Change
Average Annual Crashes	28.5	19.5	-32%
Average Annual Fatal or Severe Injury Crashes	0.5	0.375	-25%
Average Annual Injury Crashes	7	4.75	-32%

Attachment 4:
Stakeholder Letters and Comments

Partner Agency Comments:

From: Christine Baker <csbaker@arlingtonva.us>
Sent: Monday, September 12, 2022 10:11 AM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Cc: Daniel Nabors <dnabors@arlingtonva.us>
Subject: RE: N Beauregard St Speed Limit Reduction

Hi, Alex!

Thanks for reaching out about this. No problem with the reduction at all. We are actually studying all roadways 30mph and above to assess reductions, so it's possible that we'll follow up with the change on our end not too long after you.

Thanks for the heads up!
Christine

From: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Sent: Tuesday, September 6, 2022 1:26 PM
To: Christine Baker <csbaker@arlingtonva.us>
Subject: N Beauregard St Speed Limit Reduction

Hey Christine,

I hope you are doing well!

The City of Alexandria is pursuing lower speed limits as part of our Vision Zero Program. In September, we will recommend reducing the posted speed limit on North Beauregard Street from 35 to 25 miles per hour. Since North Beauregard St/S Walter Reed Dr continues beyond Alexandria into Arlington County, I wanted to reach out to see if you had any concerns with this proposal.

Let me know if you'd like to discuss further. Thanks!

Alex Carroll
(she/her)
Complete Streets Program Manager
Department of Transportation & Environmental Services
City of Alexandria | 301 King Street Room 3600 | Alexandria, VA 22314
O: (703) 746-4408 | C: (703) 213-8190 | alexandria.carroll@alexandriava.gov

Stakeholder Organization Letters:



September 8, 2022

Dear Mayor Wilson, Members of the Alexandria City Council, and Members of the Traffic and Parking Board,

As detailed in PTAC's April 18, 2022 letter to Mayor Wilson and the Alexandria City Council, one of PTAC's top priorities is to ensure that Alexandria City Public School (ACPS) students, families, and staff can get to and from school safely.

The Alexandria Parent Teacher Association Council (PTAC) voices its support for 1) passing a recommendation that the City Manager reduce speed limits on North Beauregard Street, Braddock Road, and Seminary Road, and 2) the adoption of an ordinance to authorize the use of speed cameras in school zones. Specifically:

- 1) PTAC asks the City Council to recommend that the City Manager take action to reduce excessive vehicle speeds near schools. Multiple studies show that speed kills and speed limits of 15 mph during school hours are appropriate near schools. Collectively, 520 total crashes have occurred on these three corridors since 2015, and 250 people have suffered injuries. Speed is a critical factor in how often crashes occur and how severe they are, and reducing vehicle speeds is a key component of the City's Vision Zero traffic safety program. The City Manager's action will have an immediate, positive impact on student and staff safety at Alexandria City High School's Minnie Howard campus, Francis C. Hammond Middle School, and the three elementary schools along the Beauregard corridor—Ferdinand T. Day, John Adams, and William Ramsey.
- 2) PTAC urges the Traffic and Parking Board and the City Council to adopt an ordinance in the coming months authorizing the use of photo speed monitoring devices in school zones. An Alexandria Police Department pilot in January 2021 on North Beauregard Street—home to three elementary schools—demonstrated that automated speed enforcement cameras are capable of achieving operating objectives at school crossing zones. During the pilot, 65 percent of the vehicles transiting Beauregard were going above the posted speed limit of 35 mph, and the highest recorded speed was 69 mph. The installation and operation of speed monitoring devices at high-risk school crossing zones should continue to be prioritized in future year city budgets.

The March crash involving a nine-year-old student who sustained serious injuries at Jefferson Houston School, and the June crash in neighboring Fairfax County that killed two Oakton High School students and critically injured a third, highlight the importance of photo speed monitoring and reduced speed limits to strengthen pedestrian safety at and near Alexandria's schools.

Such projects are even more critical in light of the recent ACPS guidance encouraging families returning for the 2022-2023 school year to consider alternatives to bus service due to the driver shortage.

PTAC appreciates your support for these and other measures to improve pedestrian safety at and near Alexandria's schools.

Thank you,

Alexandria PTA Council Executive Board 2022-2023

Missy Estabrook, President

Betty Cook, Treasurer

Linda Williams, Secretary
Sally Hunnicutt, VP of Advocacy
Julia Sylla, VP of Programs
Staci Rijal, VP of Communications
D Ohlandt, VP of Outreach
Maureen McNulty, Past President
Dena Penner, Special Education Parent Liaison
Greta Gordon, Diversity, Equity & Inclusion Co-Chair
Mariam Fikre, Diversity, Equity & Inclusion Co-Chair

From: Stonegate Mews <stonegatemews@gmail.com>
Sent: Wednesday, August 31, 2022 9:55 PM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: Re: City of Alexandria Safe Speeds Initiatives

Buenas noches,

The Stonegate Community would appreciate an intro in the future describing how the City got this email address.

The Community unequivocally opposes all of the proposed recommendations. A 15 MPH speed limit is unheard of. The Community regards a 25 MPH limit as safe.

Additionally, the Community does not believe the limit is being enforced as it is. Moreover, the Community does not believe loud muffler noise is being enforced. If existing laws are not being enforced, why change them? (This is not an endorsement for speed cameras. The cost of maintaining them, along with their false positives are well documented. Also, this is not Maryland).

Finally, while the Community has the opportunity, please consider reducing the timing of the brand new traffic light that crosses N Beauregard from Berkeley and Branch streets to the minimum, or place sensors on those streets to detect cars waiting to turn on N Beauregard St. There are constant unnecessary backups.

Muchos gracias,

SMOA

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 26, 2022

DOCKET ITEM: 11

ISSUE: Residential Pay by Phone Request – 400 block of S. Lee Street, 400 & 600 blocks of S. Union Streets, 100 block of Gibbon, and 100 and 600 blocks Pommander Walk Street

REQUESTED BY: Residents of the 400 block of S. Lee Street, 400 and 600 blocks of S. Union Street, 100 and 600 blocks of Pommander Walk Street, and 100 block of Gibbon Street

LOCATION: 400 block of S. Lee Street,
400 block S. Union Street (excluding park frontage),
600 block of S. Union Street,
100 and 600 blocks of Pommander Walk Street, and
100 block of Gibbon Street (excluding park frontage)

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES implement a residential pay by phone requirement for the 400 block of S. Lee Street, 400 block S. Union Street (excluding park frontage), 600 block of S. Union Street, 100 and 600 blocks of Pommander Walk Street, and 100 block of Gibbon Street (excluding park frontage)

BACKGROUND: In November 2016, a pilot program was implemented to add a pay by phone requirement previously only available on metered blocks to residential blocks. Pay stations are not generally installed on Residential Pay by Phone blocks, instead, signage referring to the available payment methods on these blocks replaces existing signage. Consistent with the existing residential permit parking program, residents who wish to add this signage must initiate the request through a petition signed by the residents of the block.

In 2019, City Council approved making the program permanent, but limited the eligibility area to the blocks between Princess Street, Washington Street, and Wolfe Street. In June 2022, in response to concerns about parking in Old Town, the Council approved a Code amendment that removed the boundary for eligibility. Other eligibility requirements, including parking occupancy and adjacency to other pay by phone blocks still apply.

Several residents of blocks south of Wolfe Street have submitted petitions to add pay by phone signage to their blocks (Attachment 2). These blocks were previously ineligible for the program since they are south of Wolfe Street. With new commercial activity at Robinson Landing, some

of the parking pressure has moved south into the residential areas and near Windmill Hill Park. Currently all of these blocks, including blocks around the park are signed with District 1 RPP restrictions.

DISCUSSION: Staff reviewed the request per the requirements outlined in the City Code and found it is eligible for the signage. The table below summarizes the block’s compliance with the requirements.

Requirement	Compliance
<p>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.</p>	<p>The 400 blocks of S. Lee Street and S. Union Street are adjacent to the 100 block of Wolfe Street, which has residential pay by phone parking fees implemented (see Attachment 1). The 100 block of Gibbon, 600 block of S. Union Street, and 100 & 600 block of Pommander Walk Street are considered adjacent to the 400 block of S. Union Street. (see further discussion below the table)</p>
<p>The area subject to parking fee must already be posted with residential parking restrictions.</p>	<p>Current restrictions (<i>District 1 permitholders exempt</i>):</p> <ul style="list-style-type: none"> • 400 b/o S. Lee: 2hr 8AM-11PM Mon-Sat • 400 b/o S. Union: 2hr 8AM-11PM Mon-Sat; 11AM-11PM Sun • 600 b/o S. Union: 2hr 8AM-11PM Mon-Sat; 11AM-11PM Sun • 100 b/o Pommander Walk: 3hr 8AM-11PM Mon-Sat; 11AM-11PM Sun • 600 b/o Pommander Walk: 3hr 8AM-11PM Mon-Sat; 11AM-11PM Sun • 100 b/o Gibbon: 3hr 8AM-11PM Mon-Sat; 11AM-11PM Sun
<p>The request to add a pay by phone parking fee must be initiated by the residents of the block through a petition signed occupants of more than 50% of the residential properties abutting the block.</p>	<p>Petitions were submitted that were signed by at least 50% of the total residential properties on each block (see Attachment 2).</p>
<p>The parking occupancy must be 75% or more.</p>	<p>Surveys were conducted on Tuesday, September 6, 2022 at 5PM, Tuesday, September 13 at 5PM, and Friday, September 16 at 7PM, and the on-street spaces of each block were at least 75% occupied during at least one of the surveys (see Attachment 3).</p>

Given the potential impact to Windmill Hill Park, which is also signed with District 1 restrictions, staff has coordinated with the City's Department of Recreation, Parks, and Cultural Activities (RP&CA) about this petition. They have no objection to adding restrictions for the parking adjacent to residences but strongly oppose adding any pay to park requirements for parking spaces directly adjacent to Windmill Hill Park. In reviewing the City Code requirements, the pay by phone restrictions can be implemented for "designated areas" on the block and do not need to be for the entire block. Therefore, the recommendation excludes adding pay phone restrictions to the parking areas adjacent to the park, which is the southern half of the 400 block of S. Union Street and the north side of the 100 block of Gibbon Street.

As part of this review, staff also consulted with the City Attorney's office on whether the blocks south of Windmill Hill Park met the eligibility requirement of being adjacent to another residential pay by phone block if the closest portion of the 400 block of S. Union Street did not include pay by phone restrictions. The opinion of the Attorney's office was these blocks would be eligible if some portion of the adjacent block, in this case, the northern portion 400 block of S. Union Street, was also approved. The Code states that a block can qualify if they are "adjacent to a block where a residential pay by phone parking fee has also been approved." The Code's definition of a "block" is "[t]hat portion of a city street between two intersecting streets ...". Therefore, the 400 block of S. Union Street is considered the same "block" as Windmill Hill Park and that block is adjacent to the 600 block of S. Union Street and the 100 block of Gibbon Street. The Code does not require the entire block to be designated with pay by phone restrictions in order to be considered adjacent, just that the block has the restrictions.

OUTREACH: Staff notified the Old Town Civic Association of this petition. They have indicated concerns with the request related to whether these restrictions are needed for these blocks and impacts to the parking at the park. For some of these blocks during the week, the large percentage of cars occupying the parking supply have valid Residential Parking Permits, which Residential Pay by Phone implementation won't help to mitigate.

Attachment 1:

Proposed Residential Pay by Phone Block Locations



Attachment 2

Resident Petitions



Petition for Adding Residential Pay by Phone Signage within a Residential Permit Parking District

Block Contact: Thomas "Whit" Warthin
Address: 416 S. Lee St.
Telephone: 703-505-4463
Email: whit.warthin@gmail.com
Requested Block: 400 South Lee St.

Submit Completed Petition to:

Mail: Department of Transportation and Environmental Services
Mobility Services Division
Attn: Parking Planner
421 King Street, Suite 235
Alexandria, VA 22314

Email:
megan.oleynik@alexandriava.gov
Phone: (703) 746-4034

We the undersigned residents hereby request that the City add residential pay by phone signage on the 400 Block of S. Lee Street. We understand that if this signage is posted, any vehicles without the applicable district sticker or guest/visitor pass will be subject to a parking fee to park on the block. We understand that residents will still be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest or visitor passes to allow guests to park on the street.

Resident Name (Printed)	Resident Signature	Address	Date
Thomas Werthin	<i>Thomas Werthin</i>	416 S. Lee	7/10/22
Frances H Pratt	<i>Frances H Pratt</i>	409 S. Lee	7/10/22
Stacey Becker	<i>Stacey B. Beech</i>	405 S. Lee	7/10/22
Richard Keiser	<i>R.H.K.</i>	414 S. Lee	7/10/22
Charles Enock	<i>C Enock</i>	424 S Lee	7/10/22
Andres Alvarez	<i>Andres</i>	412 S Lee	7/11/22
Ann McCARTHY	<i>Ann McCarthy</i>	417 S. Lee	7/16/22
Kira Brooks	<i>Kira</i>	430 S. Lee St	7/30/22
Thomas Byrne	<i>Tom S Byr</i>	420 S. Lee St	7/30/22
Margaret M. DeVine	<i>Margaret M DeVine</i>	428 S. Lee St.	7/30/22
Joan Porche	<i>JPM</i>	425 S. Lee St	7/30/22
MARIAM CREEDE	<i>maria Creede</i>	412 S. Lee St.	7/30/22
Deborah Bigelow	<i>Deborah Bigelow</i>	423 S. Lee	7/30/22
Michael Freedman	<i>Michael Freedman</i>	408 S. Lee	07/30/22

Please note signatures from residents who are not the listed owner of the residence. by *

Staff Only: _____ Number of Households on the block
 _____ Number of Households that signed petition
 _____ Percentage of Households

We the undersigned residents hereby request that the City add residential pay by phone signage on the 400 Block of S. Lee Street. We understand that if this signage is posted, any vehicles without the applicable district sticker or guest/visitor pass will be subject to a parking fee to park on the block. We understand that residents will still be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest or visitor passes to allow guests to park on the street.

Resident Name (Printed)	Resident Signature	Address	Date
Robert D. Smith	Robert D. Smith	401 S. Lee St.	7/29/22
Regina Kline	Regina Kline	410 S. Lee Street	7/30/22
Jeff Bliss	Jeff Bliss	402 S. Lee St.	7/30/22
Patrick Zazzara	Patrick Zazzara	411 S. LEE ST.	8/8/22
Fiona Moran	Fiona Moran	418 S. Lee St.	8/11/22
* KRISTEN BEST	Kristen Best	415 S. LEE ST	8/11/22
William Golden	William Golden	426 S. Lee ST	8/18/22

Please note signatures from residents who are not the listed owner of the residence. by *

Staff Only: _____ Number of Households on the block
 _____ Number of Households that signed petition
 _____ Percentage of Households



**Petition for Adding Residential Pay by Phone Signage within a
Residential Permit Parking District**

Block Contact: C. Wallace DeWitt
Address: 403 S. Union St. Alexandria, VA 22314
Telephone: 202 510 3021
Email: C. Wallace.DeWitt@allenoverg.com
Requested Block: 400 block of S. Union, west side

Submit Completed Petition to:


Mail: Department of Transportation and Environmental Services
Mobility Services Division
Attn: Parking Planner
421 King Street, Suite 235
Alexandria, VA 22314

Email:

max.devilliers@alexandriava.gov
Phone: (703) 746-4245

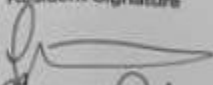
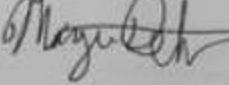
S. Union St.

We the undersigned residents hereby request that the City add residential pay by phone signage on the 400 Block of ~~Vander~~ Street. We understand that if this signage is posted, any vehicles without the applicable district sticker or guest/visitor pass will be subject to a parking fee to park on the block. We understand that residents will be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest or visitor passes to allow guests to park on the street.

Resident Name (Printed)	Resident Signature	Address	Date
Michael and Julianna Carney 401 S Union St.		401 S. Union St.	7/22/22

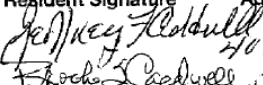

S. Union St.

We the undersigned residents hereby request that the City add residential pay by phone signage on the 400 Block of ~~Vander~~ Street. We understand that if this signage is posted, any vehicles without the applicable district sticker or guest/visitor pass will be subject to a parking fee to park on the block. We understand that residents will be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest or visitor passes to allow guests to park on the street.

Resident Name (Printed)	Resident Signature	Address	Date
C. Wallace DeWitt		403 S. Union St.	July 26, 2022
Mary DeWitt		" " "	" " "

S. Union St.

We the undersigned residents hereby request that the City add residential pay by phone signage on the 400 Block of ~~Vander~~ Street. We understand that if this signage is posted, any vehicles without the applicable district sticker or guest/visitor pass will be subject to a parking fee to park on the block. We understand that residents will be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest or visitor passes to allow guests to park on the street.

Resident Name (Printed)	Resident Signature	Address	Date
Jeffrey Caldwell		405 S Union St	22 July, 2022
Brooke Caldwell		405 S Union St	23 July 2022

S. Union St.

We the undersigned residents hereby request that the City add residential pay by phone signage on the 400 Block of ~~Vander~~ Street. We understand that if this signage is posted, any vehicles without the applicable district sticker or guest/visitor pass will be subject to a parking fee to park on the block. We understand that residents will be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest or visitor passes to allow guests to park on the street.

Resident Name (Printed)	Resident Signature	Address	Date
David Johnson		407 S Union St.	7-28-22

We the undersigned residents hereby request that the City add residential pay by phone signage on the 400 Block of ^{S. Union St.} ~~Union~~ Street. We understand that if this signage is posted, any vehicles without the applicable district sticker or guest/visitor pass will be subject to a parking fee to park on the block. We understand that residents will be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest or visitor passes to allow guests to park on the street.

Resident Name (Printed)	Resident Signature	Address	Date
Ann Heert	<i>Ann Heert</i>	409 S Union	6/20/22



**Petition for Adding Residential Pay by Phone Signage within a
Residential Permit Parking District**

Block Contact: Michael P Jamroz
Address: 100 Pommander Walk, Alexandria, VA 22314
Telephone: 202 361-4065
Email: mpjamroz@gmail.com

Requested Block: 400, 500, 600 + 700 blocks of S. Union

Submit Completed Petition to:

Mail: Department of Transportation and Environmental Services
Mobility Services Division
Attn: Parking Planner
421 King Street, Suite 235
Alexandria, VA 22314

Email:

megan.oleynik@alexandriava.gov
Phone: (703) 746-4034

400, 500,
600 & 700

We the undersigned residents hereby request that the City add residential pay by phone signage on the ~~Block~~ Block of S. Union Street. We understand that if this signage is posted, any vehicles without the applicable district sticker or guest/visitor pass will be subject to a parking fee to park on the block. We understand that residents will still be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest or visitor passes to allow guests to park on the street.

Resident Name (Printed)	Resident Signature	Address	Date
Michael P Samroz	Michael Samroz	150 Commander Walk Alexandria, VA 22314	8/15/21
K.S. Masterson	Kelley S. Masterson	101 Commander Wk Alexandria, VA 22314	8/23/21
John A. Bell	John A. Bell	100 Gibson	9/14/21
Famy Fries	Famy Fries	101 Franklin St	9.26.21
MARY EISENHOWER	Mary Eisenhower	101 Franklin St.	9/26/21

Please note signatures from residents who are not the listed owner of the residence.

Staff Only: _____ Number of Households on the block
 _____ Number of Households that signed petition
 _____ Percentage of Households



**Petition for Adding Residential Pay by Phone Signage within a
Residential Permit Parking District**

Block Contact: Michael P Jamroz
Address: 100 Pomander Walk, Alexandria, VA 22314
Telephone: 202 361 4065
Email: mpjamroz@gmail.com
Requested Block: all of Pomander Walk

Submit Completed Petition to:

Mail: Department of Transportation and Environmental Services
Mobility Services Division
Attn: Parking Planner
421 King Street, Suite 235
Alexandria, VA 22314

Email: megan.oleynik@alexandriava.gov
Phone: (703) 746-4034

We the undersigned residents hereby request that the City add residential pay by phone signage on the all of Block of Pomander Street. We understand that if this signage is posted, any vehicles without the applicable district sticker or guest/visitor pass will be subject to a parking fee to park on the block. We understand that residents will still be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest or visitor passes to allow guests to park on the street.

Resident Name (Printed)	Resident Signature	Address	Date
Dan Davison	<i>[Signature]</i>	104 Pomander	7/20/21
Norma Gants	NORMA GANTS	103 Pomander	7/20/21
Nora Mead Brownell	NORA MEAD BROWNELL	105 Pomander	7/20/21
Louise Nelson	<i>[Signature]</i>	82 Pomander Dr. West	7/20/21
Laura & Mike Jamroz	Laura Jamroz	100 Pomander West	7/21/21
Kleber S. Masterson, Jr.	<i>[Signature]</i>	101 Pomander West	7/21/21
KRIS ANEDON	<i>[Signature]</i>	111 Pomander West	7/23/21
Miki Von Bire	<i>[Signature]</i>	111 Pomander West	7/23/21
Wanda / Luke Mayer	<i>[Signature]</i>	108 Pomander West	7/25/21
EP & Kim Haston	<i>[Signature]</i>	823 Pomander	7/26/21
Allison Wines	<i>[Signature]</i>	106 Pomander	7/27/21
David McLaughlin	<i>[Signature]</i>	109 Pomander	8/2/21

Please note signatures from residents who are not the listed owner of the residence.

Staff Only: _____ Number of Households on the block
 _____ Number of Households that signed petition
 _____ Percentage of Households



**Petition for Adding Residential Pay by Phone Signage within a
Residential Permit Parking District**

Block Contact: Henry Brooks
Address: 122 Gibbon, Alexandria, VA 22314
Telephone: 703 582 7688
Email: hbrooks-1@comcast.net

Requested Block: 100 block of Gibbon

Submit Completed Petition to:

Mail: Department of Transportation and Environmental Services
Mobility Services Division
Attn: Parking Planner
421 King Street, Suite 235
Alexandria, VA 22314

Email: megan.oleynik@alexandriava.gov
Phone: (703) 746-4034

We the undersigned residents hereby request that the City add residential pay by phone signage on the 100 Block of Gibbon Street. We understand that if this signage is posted, any vehicles without the applicable district sticker or guest/visitor pass will be subject to a parking fee to park on the block. We understand that residents will still be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest or visitor passes to allow guests to park on the street.

Resident Name (Printed)	Resident Signature	Address	Date
Edward Silverman	<i>[Signature]</i>	120 Gibbon St Arlington Va	9/3
John A. Pottigler	<i>[Signature]</i>	100 Gibbon	9/12/21
MICHAEL S. MORGAN	<i>[Signature]</i>	118 Gibbon	7/14/21
HENRY S. Brooks	<i>[Signature]</i>	132 Gibbon	12 Sept 21
* Robert B Hamilton	<i>[Signature]</i>	114 Gibbon	14 Sept 21
Paul Peas	<i>[Signature]</i>	110 Gibbon	9/21
Dan Talbot	<i>[Signature]</i>	104 Gibbon	6/21/22

Please note signatures from residents who are not the listed owner of the residence.

* renter

Staff Only: _____ Number of Households on the block
 _____ Number of Households that signed petition
 _____ Percentage of Households

Resident Name (Printed)	Resident Signature	Address	Date
Carol Anne Caputo	<i>[Signature]</i>	108 Gibbon St	9/12/21
BENEDICT CAPUTO	<i>[Signature]</i>	108 GIBBON ST	9/12/21

Resident Name (Printed)	Resident Signature	Address	Date
Christopher Hallett	<i>[Signature]</i>	112 Gibbon St.	Sep 22, 2021
Megan Hallett	<i>[Signature]</i>	112 Gibbon St.	22 Sept 2021

Attachment 3

Parking Utilization Analysis Results

Tuesday, 9/6/2022 at 5:00 PM:

- 400 b/o S Union along houses: 5 spaces
 - 4 occupied (0 permits) = 80% occupied
 - 80% of spaces taken by non-residents
- 400 b/o S Union along park: 12 spaces
 - 11 occupied (3 permits) = 92% occupied
 - 67% of spaces taken by non-residents
- 500 b/o S Union: 16 spaces
 - 12 occupied (0 permits) = 75% occupied
 - 75% of spaces taken by non-residents
- 100 b/o Gibbon: 21 spaces (excl. No Parking zone 7am-5pm)
 - 18 occupied (11 permits) = 86% occupied
 - 33% of spaces taken by non-residents
- 600 b/o S Union: 26 spaces
 - 14 occupied (10 permits) = 54% occupied
 - 15% of spaces taken by non-residents
- 100 b/o Pommander: 12 spaces (excl. H/C space)
 - 7 occupied (7 permits) = 58% occupied
 - 0% of spaces taken by non-residents
- 600 b/o Pommander: 11 spaces
 - 7 occupied (5 permits) = 64% occupied
 - 18% of spaces taken by non-residents

Tuesday, 9/13/2022 at 5:00 PM:

- 600 b/o S Union: 26 spaces
 - 13 occupied (12 permits) = 50% occupied
 - 4% of spaces taken by non-residents
- 100 b/o Pommander Walk: 12 spaces
 - 8 occupied (7 permits) = 67% occupied
 - 8% of spaces taken by non-residents
- 600 b/o Pommander Walk: 11 spaces
 - 6 occupied (5 permits) = 54% occupied
 - 9% of spaces taken by non-residents
- 400 b/o S Lee: 19 spaces
 - 12 occupied (12 permits) = 63% occupied
 - 0% of spaces taken by non-residents

Friday, 9/16/2022 at 7:00 PM:

- 600 b/o S Union: 26 spaces
 - 23 cars (12 permits) = 88% occupied
 - 46% of spaces taken by non-residents
- 100 b/o Pommander: 12 spaces (excl. H/C space)
 - 11 cars (10 permits) = 92% occupied
 - 8% of spaces taken by non-residents
- 600 b/o Pommander: 11 spaces
 - 11 cars (7 permits) = 100% occupied
 - 36% of spaces taken by non-residents
- 400 b/o S Lee: 19 spaces
 - 19 cars (15 permits) = 100% occupied
 - 21% of spaces taken by non-residents

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 26, 2022

DOCKET ITEM: 12

ISSUE: Parklets: More than 3 parklets on a block – 1100 Block of King Street

REQUESTED BY: Transportation and Environmental Services (T&ES) staff

LOCATION: 1100 block of King Street

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES approve four commercial parklets on the 1100 block of King Street beginning October 1, 2022.

BACKGROUND: Per the City’s Parklet Requirements, “if a proposed parklet is located on a block with three or more existing parklets, the application will be reviewed by the Traffic and Parking Board.” Over the last two years, temporary parklets have been operated on the south side of this block by three restaurants: Augie’s, Vaso’s, and Los Cuates. Vermilion Restaurant & Bar reopened in July 2022 and built a temporary parklet at 1120 King Street, making it the fourth parklet on the 1100 block of King. All four businesses have indicated to staff that they intend to apply for an official parklet permit that is required starting October 1, 2022.

The 1100 block of King Street is between Henry Street and Fayette Street (Attachment 1). There is 3-hour metered parking on both sides of the block from 8AM-9PM, Monday-Saturday. The block is commercial with a mix of restaurants and retail shops. The four parklets currently use approximately 6 spaces on the south side of the block. No parklets are proposed at this time for the north side of the block, providing a total of 15 car parking spaces, 5 in-street bike racks, and 2 Pick-up/Drop-off spaces for the block. This block is also one block away from the City’s public parking lot on the 100 block of S. Henry Street and one block from the garage on the 100 block of N. Fayette Street.

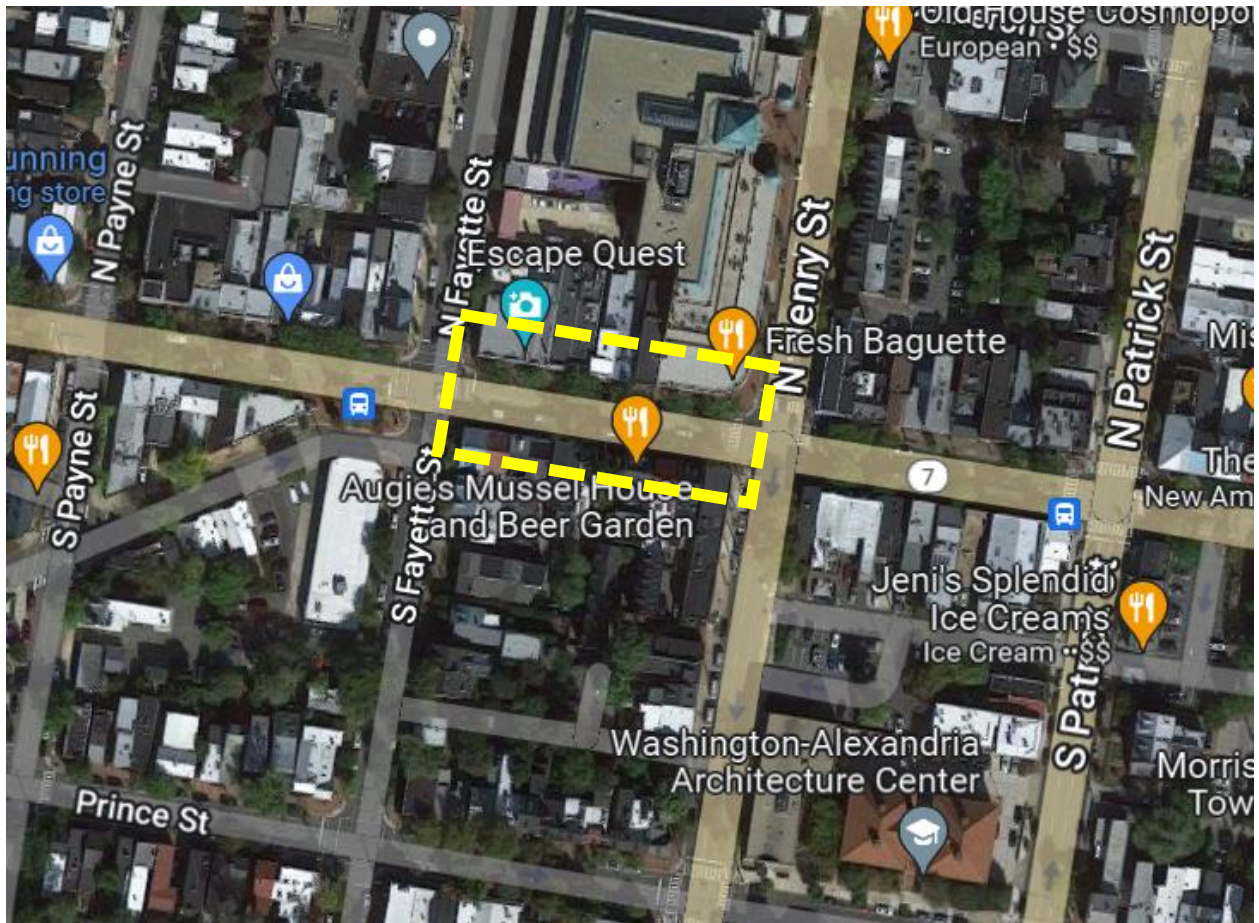
DISCUSSION: When the Board approved the Parklet Requirements in 2021, there was some concern for not having a cap on the number of parklets on each block. As a result, the Board requested an additional review for any blocks that had requests for more than three parklets. This was intended to allow staff and the Board to consider more closely the impact to the loss of parking for the specific location.

City staff have found that the four parklets on the 1100 block of King have contributed greatly to the vibrancy and success of that block over the past two years. All four businesses have plans to beautify and improve their parklets by October 1 to meet the Parklet Requirements and Outdoor

Dining Design Guidelines. Upper King Street has often struggled to create an active and vibrant experience that is common on blocks of King Street closer to the waterfront. Staff and Old Town Business Association have found that the parklets on this block have created a sense of place that supports these restaurants as well as other businesses on this and adjacent blocks. The additional loss of parking can be accommodated on other blocks and in nearby off-street parking lots and garages. Staff support the allowance of more than 3 parklets on this block.

OUTREACH: Per the Parklet Requirements, each business has notified their property owners (if applicable) as well as their neighbors on their block and the Old Town Civic Association that they plan to participate in the permanent parklet program beginning October 1, 2022. A public notice for each of these parklets was posted at each address on August 29, 2022, to notify passersby as well. As of the publishing of this docket, no concerns have been received. In addition, Old Town Business Association strongly supports the allowance of four parklets on this block.

Attachment 1:
Location



City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 26, 2022
DOCKET ITEM: 13
ISSUE: Parklets: 1700 Fern Street (Ramparts Tavern)

REQUESTED BY: Transportation and Environmental Services (T&ES) staff

LOCATION: 1700 Fern Street

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES approve a commercial parklet for Ramparts Tavern on the 1700 block of Fern Street beginning October 1, 2022.

BACKGROUND: Per the City's Parklet Requirements, businesses intending to operate a commercial parklet must notify all the neighbors on their block and their building's property owner(s) and any other tenants as well as the civic association that presides over their neighborhood. In addition, the City is required to post a public notice about the parklet for 14 days to receive comments. Over the last two years, Ramparts Tavern operated a temporary parklet on the south side of this block and has applied for a permanent parklet permit to participate in the permanent program beginning October 1, 2022.

The 1700 block of Fern Street is between N Quaker Lane and Kenwood Avenue (Attachment 1). There is 2-hour parking on both sides of the block from 9AM-5PM, Monday-Saturday. The block is commercial with a mix of restaurants and retail shops. The parklet currently uses approximately 3 parking spaces on the south side of the block. No other parklets are proposed at this time for this block, providing a total of 14 car parking spaces and 5 in-street bike racks for the block. These businesses are also served by a small parking lot on the south side of the development with 50+ spaces.

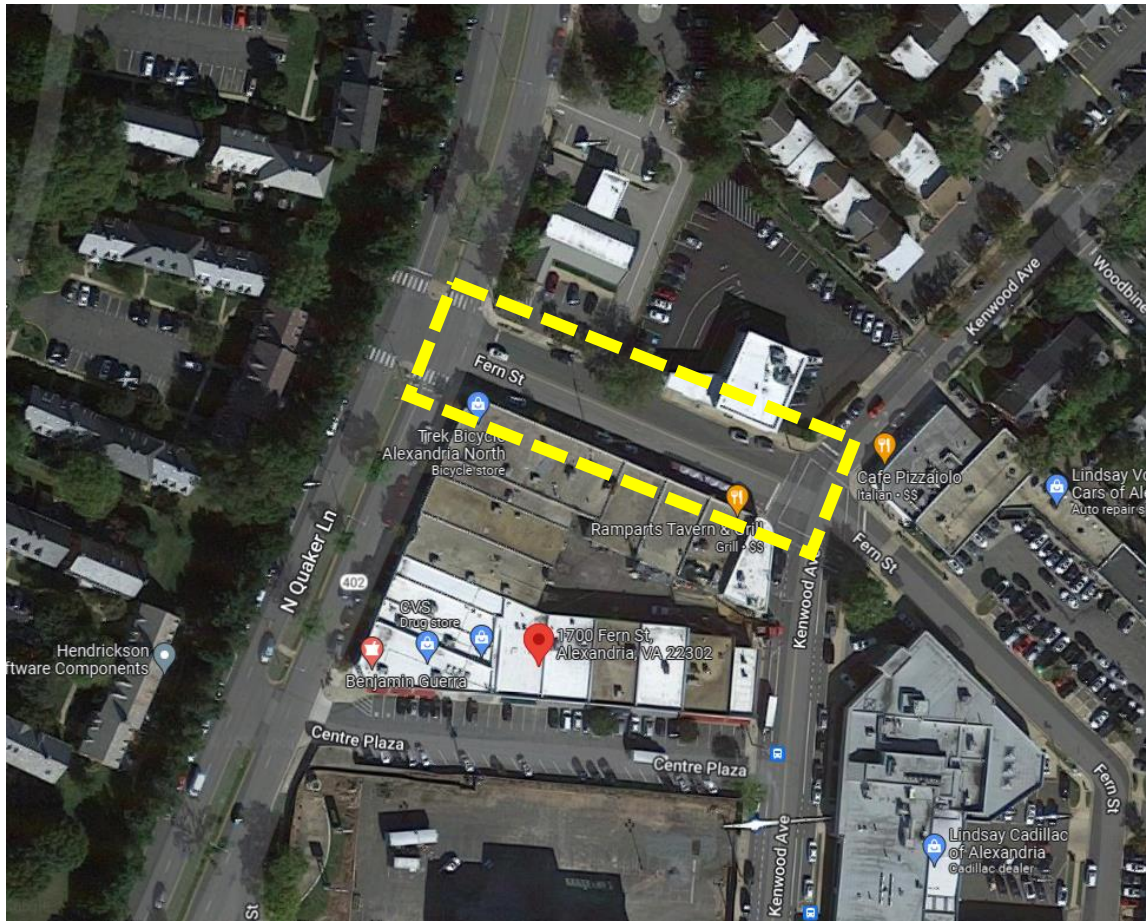
DISCUSSION: When the Board approved the Parklet Requirements in 2021, City staff and the Board wanted to ensure that neighboring businesses and the public had the opportunity to raise concerns with specific parklets applying for a permanent parklet. As a result, significant outreach requirements were added to the parklet permit application process, including notifying the public by way of public notice posters. A local resident, Sean Gallagher, saw the sign for Ramparts Tavern and reached out to City staff with questions about the parklet and program in general. City staff responded to all questions and notified the business. Mr. Gallagher checked with other businesses in the immediate vicinity and found that some were interested in having Ramparts

Tavern's permit application brought before the Board as a public hearing item. Specific details about the objection to the parklet have not been provided.

City staff have found that the parklet at Ramparts Tavern has contributed greatly to the vibrancy and success of that block over the past two years. As with all the other parklet operators, Ramparts Tavern will beautify and improve their parklet by October 1 to meet the Parklet Requirements and Outdoor Dining Design Guidelines (see proposed site plan in Attachment 2). City staff have found that the parklet on this block has created a sense of place that supports this restaurant while also improving the pedestrian experience in this area. The additional loss of parking can be accommodated on other blocks and in the nearby parking lot. Staff support permitting the permanent parklet for Ramparts Tavern on this block.

OUTREACH: Per the Parklet Requirements, Ramparts Tavern has notified their property owners as well as their neighbors on their block that they plan to participate in the permanent parklet program beginning October 1, 2022. A public notice for this parklet was posted near the address on August 29, 2022, to notify the public as well.

Attachment 1:
Location



Attachment 2:
Parklet Site Plan

