

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, MARCH 27, 2023 7:00 P.M.
IN-PERSON AND VIRTUAL**

The March 27, 2023 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_gS5AQdeRTymoRnGsrelYig

Or an H.323/SIP room system:

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

Meeting ID: 999 7101 6612

Passcode: 915805

SIP: 99971016612@zoomcrc.com

Passcode: 915805

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

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

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

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, MARCH 27, 2023 7:00 P.M.
IN-PERSON AND VIRTUAL**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the February 27, 2023 Traffic and Parking Board meeting minutes.
3. **PUBLIC DISCUSSION PERIOD**
[This period is restricted to items not listed on the docket]
4. **WRITTEN STAFF UPDATES & PUBLIC HEARING FOLLOW-UP**
 - Duke Street In Motion
 - Safe Routes to School Walks Audits at 5 ACPS Campuses
 - Disability Parking – 2800 block of Main Line Boulevard
 - Taxi Code Changes and Fares

CONSENT ITEMS

5. Disability Parking - 1516 Mt. Eagle Place
6. Intersection changes - Right turn lane and elimination of curbside eastbound lane on Sanger Avenue and North Beauregard Street

PUBLIC HEARING ITEM

7. On-street parking removal and speed limit reduction – Lynhaven Neighborhood Slow Zone Pilot
8. Code amendment – Curb Cuts

INFORMATION ITEM

9. **STAFF UPDATES**
10. **COMMISSIONER UPDATES**

Next Meeting: Monday, April 24, 2023

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, FEBRUARY 27 2023, 7 P.M.
IN-PERSON AND VIRTUAL MEETING**

MINUTES

BOARD MEMBERS PRESENT:

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

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT:

- Hillary Orr, Deputy Director, T&ES
- Katye North, Division Chief, T&ES
- Sheila McGraw, Principal Planner, T&ES
- Max Devilliers, Urban Planner II, T&ES
- Bryan Hayes, Complete Streets Coordinator, T&ES
- Daniel Scolese, Civil Engineer IV, T&ES
- Daphne Kott, Project Director, DPI
- Murphy Ng, Associate Technical Project Manager, DPI
- Cuong Nguyen, Civil Engineer I, T&ES

1. Announcement of deferrals and withdrawals: None.
2. Approval of the January 23, 2023, Traffic and Parking Board meeting minutes:

BOARD ACTION: Mr. Osborne made a motion, seconded by Ms. Mihalik to approve the minutes of the January 23, 2023, Traffic and Parking Board meeting. The motion carried unanimously.

3. **PUBLIC DISCUSSION PERIOD:** No comments were received for the public discussion period.
4. **WRITTEN STAFF UPDATES:** The Board received written staff updates on the Duke Street & Route 1 Intersection Safety Audits, Safe Streets & Roads for All (SS4A) Grant, King-Callahan-Russell Access to Transit Project Update, Oakville Construction Parking, Fillmore Ave Parking, and City Parking Garage Hourly Rate Changes.

Ms. Tucker asked if the temporary signage regarding the new parking rates would remain in place and how else these changes could be advertised. Ms. North responded that they would remain in place until they needed to be taken down due to wear and tear. Also, ParkMobile is working to add a pop-up message in the app notifying users of this rate changes. The City's parking page also has information on these changes.

Mr. Kane asked for an update on the taxicab meter rates and Ms. North responded that the City Council has asked City staff if there is more that we can do to support the taxicab companies operating in Alexandria and will look to Arlington and DC for best practices. Fares will be reconsidered in September.

CONSENT ITEMS

Mr. Kane requested to move Item Number 5 to the Public Hearing. Ms. Tucker seconded the motion, and it was unanimously approved.

5. **ISSUE:** Consideration of implementing a Curbside Pick-up and Loading Zone on the 500 block of North Henry Street.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Bonnard to recommend the Director of T&ES install 'Active Loading and Curbside Pickup Only' signage for the three parking spaces closest to Pendleton Street, in front of 540 North Henry Street. The motion carried unanimously.

6. **ISSUE:** Consideration of Residential Permit Parking on the 700 Block of Bluemont Avenue.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Bonnard to recommend the Director of T&ES install 2-hour parking restrictions from 8:00 AM to 5:00 PM, Monday through Saturday, Residential Permit Parking (RPP) District 13 permit holders exempt on the 700 block of Bluemont Avenue. The motion carried unanimously.

7. **ISSUE:** Consideration of installing Disability Parking on the 2800 block of Main Line Boulevard.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Bonnard to recommend the Director of T&ES to designate a disability parking space on the 2800 block of Main Line Boulevard at the northwest corner with Seaton Avenue. The motion carried unanimously.

PUBLIC HEARING ITEMS

8. **ISSUE:** [Formerly Item Number 5] Consideration of "No turn on red" (NTOR)

restrictions at ten locations on the Patrick & Henry Street corridor.

Mr. Kane asked if Madison Street, the width of the roadways, and the timing of signals could be considered for changes in conjunction with the elimination of turns on red along Henry and Patrick Streets. Mr. Scolese stated that narrowing lane widths during paving is already being considered and the timing of the signals is already set up to accommodate drivers who are driving exactly 25 miles per hour. Steve Milone asked why Prince and Cameron Streets were not included in this project. Mr. Hayes stated that changes to both Madison and Prince Streets would have negatively affected traffic flow, so City staff would need to develop separate plans to eliminate right turns on red from those two streets. Mr. Milone also requested City staff implement Leading Pedestrian Intervals (LPIs) along Washington and Duke Streets and eliminate all pedestrian push buttons in Old Town as well.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Ebbers to recommend the Director of T&ES install No Turn on Red restrictions at 10 intersections with Patrick Street and Henry Street as well as continue studying solutions for enabling and eventually implementing No Turn on Red restrictions on Prince and Madison Streets. The motion carried unanimously.

9. **ISSUE:** Consideration of Duke Street and West Taylor Run Parkway Pilot Extension Request.

DISCUSSION: Daniel Scolese presented the item to the Board requesting a two-month extension for the pilot to continue research due to lack of robust Origin-Destination data via StreetLight over the last year. Other features of StreetLight are still usable and robust, however. Mr. Osborne noted that there is significantly more congestion on Duke around Fort Williams Parkway now likely due to this pilot. Ms. Orr stated that the plan has always been and will continue to be to close West Taylor Run's access to Telegraph Road permanently, and the purpose of the pilot is to determine how the ramp to Telegraph Road will be altered.

PUBLIC TESTIMONY: None.

BOARD ACTION: Ms. Tucker made a motion, seconded by Mr. Kane to approve a two-month extension of the access restriction from West Taylor Run Parking onto the Telegraph Road entrance from eastbound Duke Street through May 2023. The motion carried unanimously.

10. **ISSUE:** Consideration of a Right Turn Lane Removal to allow for an Enhanced Crosswalk between Hoffman Street & Anchor Street.

DISCUSSION: Murphy Ng presented the item to the Board. Design is expected to be complete by the fall and project completion by summer 2025, which the Board requested be expedited. Mr. Kane requested that the removed trees (2) would be replaced elsewhere. The curb ramps will be the entire width of the crosswalk and the pedestrian signals on the south side are expected to be

placed on WMATA land south of the sidewalk and its handrail, which is planned for as a way to prevent pedestrians from walking on the grass. Mr. Kane requested a raised crosswalk that crosses Grist Mill Road and new accommodation for westbound cyclists that currently use the right turn lane that is to be removed. Ms. Tucker noted the significant distance between this proposed crosswalk and the crosswalks at Mill Race Lane and Stovall Street, and inquired whether flexposts could be installed prior to 2025 to remove the right turn lane prior to project completion. The existing crosswalks at Hoffman Street would be eradicated after project completion and the bike racks and fire hydrant on the north side would be relocated.

PUBLIC TESTIMONY: None.

BOARD ACTION: Ms. Mihalik made a motion, seconded by Mr. Osborne to recommend the Director of T&ES remove the westbound right turn lane from Eisenhower Avenue to Hoffman Street. The motion carried unanimously.

11. **ISSUE:** Consideration of a recommendation to update the Residential Permit Parking (RPP) District 9 Boundary to remove the Montgomery Center property.

DISCUSSION: Katy North presented the item to the Board. Once this property is removed from RPPD 9, it would require a City Code amendment to become eligible again via the Board and City Council. The City Code enables the City Council to review these situations beyond typical conditions, such as if a parking problem is demonstrated. Mr. Osborne asked about how construction workers will get to the site, to which Ms. North responded that T&ES Permits and Planning & Zoning handle that. Ms. North also noted that the existing parking restrictions signage along each side of the existing Montgomery Center is not exempt for permitholders and that would remain the case after project completion.

PUBLIC TESTIMONY: None.

BOARD ACTION: Ms. Tucker made a motion, seconded by Ms. Bonnard to approve the recommended Residential Permit Parking (RPP) District 9 Boundary update for the Director of Transportation Environmental Services (T&ES) to remove the Montgomery Center property. The motion carried unanimously.

12. **ISSUE:** That the Board approve the edits to the approved Parklet Requirements.

DISCUSSION: Max Devilliers presented the item to the Board. Mr. Kane asked why City staff proposed changing the term from ‘permanent’ to ‘annual’, to which Mr. Devilliers responded that the parklet permits are issued on an annual basis due to the nature of Certificates of Insurance expiration dates. Ms. Mihalik asked if the parklet permit and the sidewalk dining permit could be merged, to which Mr. Devilliers responded that City staff is already working on that and hope to complete by the start of the following permit cycle (October 1, 2023). Mr. Lewis asked if City staff confirm that these applicants also have a valid business license with the City when applying, to which Mr. Devilliers responded that he would need to confirm with T&ES

Permits that that is being verified during application review. Mr. Devilliers also noted that short-term parklet applicants must now provide similar information as part of their application as well, and there is now a map of each parklet in the city available to the public in OpenData. City staff is also trying to encourage more businesses to apply for public parklets, and this update to the Parklet Requirements was meant to make those somewhat more appealing.

PUBLIC TESTIMONY: None.

BOARD ACTION: Mr. Osborne made a motion, seconded by Ms. Mihalik to approve the edits to the approved Parklet Requirements. The motion carried unanimously.

INFORMATION ITEMS

13. STAFF UPDATES: None.

14. COMMISSIONER UPDATES: Mr. Kane provided the Board with the following updates:

- Transportation Commission received an update from City staff on the Capital Bikeshare and Dockless Mobility programs. There are now 61 CaBi stations, with funding for approximately 9 more, while some will be replaced entirely due to end-of-life. It's not clear how many complaints about dockless mobility devices there are but City staff is working to improve that, as well as implementing a Slow Zone for those devices around the waterfront and Robinson Landing.
- Mr. Kane asked if there is work to remove parking from in front of the 128 bus stops that are currently being obstructed, to which Ms. North responded that City staff will be doing that work gradually alongside paving projects and resident requests.

ADJOURNMENT

Mr. Osborne moved to adjourn the meeting, seconded by Ms. Tucker. The motion was adopted unanimously. The meeting adjourned at 9:00 PM.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: March 27, 2023

DOCKET ITEM: 4

ISSUE: Written Staff Updates & Public Hearing Follow-up

A. Duke Street In Motion

In the Fall of 2022, Duke Street in Motion project team solicited input to inform which busway design concepts should be advanced for further design and analysis. Based on this input – which did not show broad consensus on any of the major tradeoffs – along with an understanding of site conditions, preliminary analysis and the guiding principles, the Advisory Group recommended the following busway concepts be advanced for analysis for near term implementation:

- Segment 1 (Ripley to Jordan): Center and Curb Running
- Segment 2A (Jordan to Wheeler): Hybrid and Mixed Traffic
- Segment 2B (Wheeler to Roth): Bidirectional and Mixed Traffic
- Segment 3: Center and Curb Running

Center Running could still be considered in the long-term for Segment 2, but the impacts seemed to be too significant and costly to be feasible in the near term.

An update was provided to Council at the February 14th Legislative Meeting. The approximately one hour presentation can be found at the [2 hour and 41 minute mark of the Council meeting](#).

On February 17, the Advisory Group discussed curb features in more detail. Curb features in this process are defined as elements behind the curb, which may include bicycle facilities, green space, pedestrian facilities, and service roads.

The Project Team’s proposal for curb features focused on improvements to the north side of the street with a continuous bicycle facility. In some sections without right of way constraints, this took the form of a separated cycle track and a wider sidewalk. In more constrained environments, it included a shared use path. Where feasible, additional green space was proposed.

There was broad consensus on the Advisory Group that safety should be a top priority in the design of curb features. There was also broad consensus, though not unanimity, that a continuous bicycle facility should also be deemed a priority and that a separated facility from pedestrians should be accommodated to the extent possible. Most members recognized the importance of green space, but not to the detriment of safety.

NEXT STEPS: The planned schedule going forward is as follows:

March:

- Launch of *Hello Duke Street!* – a campaign to share information and collect feedback via texting to “chat” with in multiple languages and meet people where they are
- Continuation of targeted outreach to more impacted stakeholders and businesses
- March 16 Advisory Group meeting to discuss engagement, a template recommendation, and updated design progress

April:

- Public engagement period starting at the April 13 Advisory Group meeting on analysis of two busway alternatives and curb features
- April 20 Community Open House

May:

- May 22 a Traffic and Parking Board presentation
- May 25 Advisory Group meeting to recommend preferred design for each segment of the corridor

June:

- Board and Commission endorsements including Traffic and Parking Board
- City Council Public Hearing consideration of Advisory Group’s recommended alternative

Summer/Fall:

- Finalize planning and analysis before detailed design begins

B. Safe Routes to School Walks Audits at 5 ACPS Campuses

The City of Alexandria is conducting Walk Audits as part of its Safe Routes to School Program. The goal of the Walk Audits is to identify infrastructure improvements and other recommendations that will make it safer and easier for children to walk and bike to school. The five school locations are:

- Ferdinand T. Day Elementary School
- George Washington Middle School
- Francis C. Hammond Middle School
- Alexandria City High School (King Street)
- Alexandria City High School (Minnie Howard)

The City is currently requesting community feedback on walking and biking conditions around the five campuses. Parents, students, school staff and administrators, and people who live or work near each school are encouraged to share their comments. The [online feedback form](#) is accepting comment until April 2.

These walk audits, in addition to community input, will result in recommendations for safety improvements around these schools. This project is the second phase in the City’s Safe Routes to School walk audit efforts. [The first phase of walk audits](#) was completed in 2017 for 13 ACPS elementary and K-8 schools. The City is actively implementing recommendations from these walk audits, and over half of the approximately 250 recommendations are either complete or in progress.

The Phase 2 Walk Audits are supported by a technical assistance grant awarded by the [Metropolitan Washington Council of Governments’ Transportation-Land Use Connections Program](#).

C. Disability Parking – 2800 block of Main Line Boulevard

The Traffic & Parking Board approved the installation of a designated disability parking space on the 2800 block of Main Line Boulevard at its February meeting. Follow up is provided for Traffic and Parking Board members who raised questions about the request.

The resident moved into 731 Seaton Avenue (the Avalon at Potomac Yards) on December 6, 2022, and discovered on December 7, 2022, that their modified vehicle (a Chrysler Pacifica, 2019) had issues entering and exiting the garage without scraping the floor at the top of the concrete ramp. The vehicle was modified by the company, Roll-X, to have a side-entry ramp with a drop-down floor for accessibility. Thus, the van is lower to the ground, and continuing to scrape the undercarriage could negatively impact the vehicle.

After Avalon’s legal department reviewed the resident’s complaint, Avalon management told the resident on December 28, 2022, that the garage was ADA-compliant and no further modifications to the garage ramp would be made. The resident was notified that they had until close of business on January 4, 2023, to move out of the building, penalty-free, or they could remain a resident and simply have the parking fee of \$85.00 per month waived. Moving out at that time was not feasible for the resident, so the resident opted for the latter option.

City engineers have reviewed the plan for 731 Seaton Avenue again and the plan shows that the garage entry ramp slope is 10%, which is the standard slope for ramps and meets the

requirements of the Virginia Building Code. The City does not have its own proprietary building code and developers need only meet the requirements of the presiding code. The Fair Housing Act Design Guidelines and the ADA Standards do not address ground clearance requirements for vehicular ways, driveways, or garage driveway ramps.

D. Taxi Code Changes and Fares

At the February 25, 2023 meeting, the City Council considered the changes to the Taxi section of the City Code that the Board reviewed in January. The Council approved the increase to the initial meter charge from \$3 to \$4. Additionally, they discussed the vehicle age limit requirement and recommended an increase to 15 years for non-hybrid vehicles and 17 years for hybrid vehicles. The Council asked staff to review further changes to the Code to support this industry, including evaluating elimination of the vehicle age requirement and modifications to the fares. As discussed at previous meetings with the Board, staff will be working with a Board subcommittee this fall to discuss additional changes.

When considering the changes to the City Code, the Board also recommended the City Manager approve a second surcharge of \$0.50 for one year. City Code Section 9-12-132 outlines the process for approving surcharges. These can be approved by the City Manager in the event he determines there is a sudden increase in the cost of gasoline. Last March this was approved in response to the rising fuel costs. However, given that the cost of gas has dropped to \$1 less than the cost last year, there is less justification to support this surcharge. Therefore, the surcharge will not be implemented, but changes to the overall fare structure can be discussed with the Board subcommittee this fall.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: March 27, 2023
DOCKET ITEM: 5
ISSUE: Consideration of a request to designate a disability parking space at 1516 Mt. Eagle Place

REQUESTED BY: Geoffrey Burke, resident of 1516 Mt Eagle Place.

LOCATION: 1516 Mt. Eagle Place

STAFF RECOMMENDATION: That the Board recommend that the Director of T&ES designate a disability parking space at 1516 Mt. Eagle Place.

DISCUSSION: Mr. Burke submitted a request for a disability parking space at 1516 Mt. Eagle Place through the administrative process covered under section 5-8-117 of the city code. The application is provided in Attachment 1. Based on the application, Mr. Burke meets the requirements in section 5-8-117 for a disability parking space. However, this section of the City's code does not apply to condominiums, so this request is being presented to the Traffic and Parking Board for consideration. The proposed disability parking space is about 200 feet away from his home. The requested street parking space can be seen in Attachment 2.

Attachment 1: Application



TRANSPORTATION & ENVIRONMENTAL SERVICES
MOBILITY SERVICES DIVISION
STAFF REVIEW OF A DISABILITY PARKING SPACE APPLICATION

Applicant Name: Geoffrey Burke
Address: 1516 Mount Eagle Place
Date Application Received: 2/17/2023

Application Requirements per City Code 5-8-117:

(Field Staff – check appropriate box for #1, #5, and #7)

(Office Staff – check appropriate box for #2, #3, #4 and #6)

1. Off-street parking exists at this location: Yes; No
2. Applicant has a valid Virginia DMV disabled parking license plate or placard: Yes; No
3. Applicant resides at the address in front of which the space is requested: Yes; No
4. Applicant's vehicle is registered to the requested address: Yes; No
5. Legal parking is available in front of the applicant's address: Yes; No
6. Medical certification received: Yes; No
7. Disability parking space already exists on this block face: Yes; No

Applicant Is Applying For A Waiver (If Yes, Check Waiver Type) Yes; No:

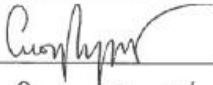
- Block Face Limit
- Legal Parking Space Not Available on Applicant's Side of the Street

Please provide the Permit Office with the following information by: _____
(Date)

1. Picture of the applicant's residence showing the location of the requested disability parking space.
2. A picture of any existing (or previously existing) off-street parking space located on the property of the applicant.
3. A picture and a notation on the attached aerial photograph showing the exact location of any existing on-street parking space **on the same side of the block** as the disability space requested in the application.
4. Pictures and notations on the attached aerial photograph associated with the request(s) for a waiver.

Field Staff Recommendation:

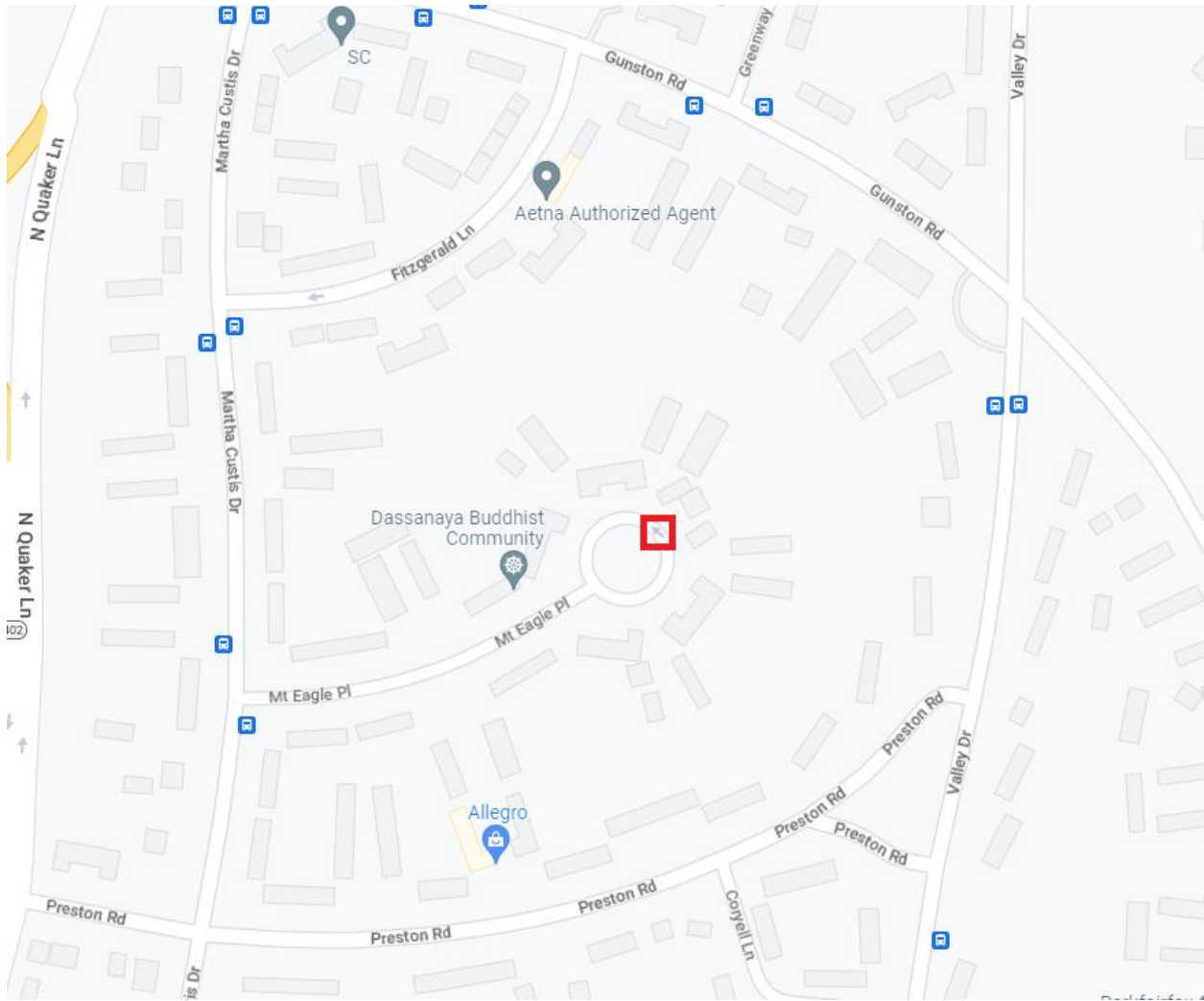
- Recommend approval because all requirements are met.
- Recommend denial for requirements that are not met, as indicated in Application Requirements shown above.

Signature: 

Print: Cuong T. Nguyen

Date: 3/9/2023

Attachment 2: Location Arial View



Attachment 3: Location Street view



City of Alexandria, Virginia

Traffic and Parking Board

DATE: March 27, 2023

DOCKET ITEM: 6

ISSUE: Consideration of Operational Changes at the Intersection of Sanger Avenue and North Beauregard Street

REQUESTED BY: City Staff

LOCATION: Sanger Avenue & North Beauregard Street

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

- Convert the eastbound thru-right lane on Sanger Avenue into a right-only lane.
- Eliminate the curbside eastbound lane on Sanger Avenue east of North Beauregard Street for up to 80 feet.

BACKGROUND: In 2017, the City completed walk audits for all 13 elementary and K-8 schools as part of its Safe Routes to School (SRTS) Program. The purpose of these audits was to identify issues for students getting to and from school and develop recommendations for improvements.

DISCUSSION: North Beauregard Street and Sanger Avenue is an intersection on the West End of Alexandria (Attachment 1). North Beauregard Street is classified as a Minor Arterial, serving higher volumes of vehicle traffic for moderate distances. Sanger Avenue west of Beauregard Street is classified as a local street, and east of Beauregard Street it is classified as a Major Collector. This intersection draws high volumes of people walking and biking and provides access to William Ramsay Elementary School, William Ramsay Recreation Center, Holmes Run Trail, Dora Kelly Nature Park, and numerous apartment communities. It is also part of the future West End Transitway route.

One of the recommendations from the William Ramsay Elementary SRTS Walk Audit is to convert the eastbound thru-right lane on Sanger Avenue to a right-turn only lane (Attachment 2). This would eliminate the need for two receiving lanes on the other side of the intersection. With only one receiving lane needed, the outer lane could be converted to a curb extension to reduce pedestrian crossing distances and slow vehicular traffic through the intersection. Because Sanger Avenue east of Beauregard Street has off-peak parking, this would also reduce confusion and

conflicts for any eastbound drivers on Sanger Avenue proceeding through the intersection when off-peak parking is in effect.

Staff performed an analysis of the intersection and found that the thru-right lane is primarily being used as a right-turn lane already, so converting it to a right-turn only lane would have minimal impact on traffic operations. The analysis also found that pedestrian volumes are relatively high at this intersection, so a curb extension would provide safety benefits associated with a shorter crossing distances and slower turning vehicles.

This project is part of a broader effort to implement SRTS recommendations for William Ramsay Elementary School, including signal timing improvements and sidewalk widening.

OUTREACH: The City reached out to William Ramsay Elementary School and the adjacent multifamily housing communities for comment on proposed operational changes to the intersection. The principal of William Ramsay stated verbally that pedestrian safety improvements are needed on North Beauregard Street to make it easier and safer for families to walk to school. No additional public comments were received.

ATTACHMENTS:

Attachment 1: Project Location

Attachment 2: Map of Proposed Improvements

Attachment 1

Project Location



Map of Project Location



Streetview of Project Location; Sanger Avenue looking east toward North Beaugard Street

Attachment 2

Map of Proposed Improvements



City of Alexandria, Virginia

Traffic and Parking Board

DATE: March 27, 2023

DOCKET ITEM: 7

ISSUE: Consideration of a Speed Limit Reduction and Modifications to Parking in the Lynhaven Neighborhood to Support a Neighborhood Slow Zone

REQUESTED BY: City Staff

LOCATION: Lynhaven neighborhood, or the area bounded on the north by East Reed Avenue, on the south by East Glebe Road, on the west by Commonwealth Avenue, and on the east by Richmond Highway.

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

- Remove 7 on-street parking spaces in the Lynhaven Neighborhood to support safe pedestrian crossings
- Reduce the speed limit from 25 mph to 20 mph on all local streets within the Lynhaven slow zone boundaries

BACKGROUND: In 2017, the City adopted the Vision Zero Action Plan to eliminate traffic fatalities and severe injuries and improve traffic safety citywide. One strategy recommended in the plan is to develop a neighborhood slow zone program to reduce vehicle speeds.

Neighborhood slow zones are designated areas designed for slower travel speeds. They are typically installed around residential neighborhoods, schools, libraries, parks, and other sensitive land uses that draw vulnerable road users. Slow zone treatments often consist of lower speed limits, gateway treatments, speed cushions, improved crossings, and other traffic calming measures. Slow zones are intended to be small, contained areas and are self-enforcing through the use of signs and traffic calming treatments. Slow zones have been implemented internationally and in the United States, including in New York and Philadelphia.

In 2022, the Alexandria City Council approved an ordinance authorizing speed limits as low as 15 mph in business and residential districts.

The City is implementing a Neighborhood Slow Zone Pilot Project as a first step in creating a broader Neighborhood Slow Zone Program. Staff selected the Lynhaven neighborhood as the location for the pilot due to its residential nature, proximity to a school, park, and recreation

center, and history of community concerns regarding speeding and cut-through traffic. The City expects to use lessons learned from the pilot project and from other jurisdictions to develop parameters for a Neighborhood Slow Zone Program in Fiscal Year 2024.

DISCUSSION: Lynhaven is a neighborhood in northeast Alexandria bordered by East Reed Avenue (Major Collector) to the north, East Glebe Road (Minor Arterial) to the south, Commonwealth Avenue (Major Collector) to the west, and Richmond Highway (Principal Arterial) to the east (Attachment 1). The internal streets of the Lynhaven neighborhood are all local streets serving medium-density residential uses. Lynhaven is within the walk zone for Cora Kelly Elementary School, which is coupled with the Chick Armstrong Recreation Center. Lynhaven is also home to a neighborhood park and is proximate to multiple bus routes.

Residents of the Lynhaven Citizens Association have shared concerns about speeding, cut-through traffic, and drivers failing to stop for pedestrians on multiple occasions. Staff performed an investigation and found that the majority of trips on Montrose Avenue in particular were cut-through trips that originated and ended outside of Lynhaven.

To mitigate these issues, the City developed plans to install a number of traffic calming and pedestrian safety and access improvements. Key features of the plan include (Attachment 2):

1. Reducing the speed limit on local Lynhaven streets from 25 mph to 20 mph
2. Painted curb extensions, custom “Neighborhood Slow Zone” signs, and pavement markings indicating the 20 mph speed limit at all entrances to the neighborhood
3. Speed cushions on East Reed Avenue, Montrose Avenue, Wesmond Drive, Evans Lane, and Lynhaven Drive
4. New crosswalks to enhance pedestrian access within the neighborhood, particularly to the park, school, and bus stops
5. Daylighting at new crosswalks to enhance pedestrian safety by making people walking more visible with the removal of 7 parking spaces

Items #1 and #5 require review by the Traffic & Parking Board.

OUTREACH: The City has engaged with the Lynhaven neighborhood regularly on this project since 2021. Staff attended multiple civic association meetings, mailed project flyers to all neighborhood residents, and coordinated with civic association leadership to disseminate information and gather resident feedback.

Staff received numerous comments both via the civic association as well as directly from residents. Several residents expressed a desire to see more treatments on East Reed Avenue, and the City responded by adding two sets of speed cushions and two crosswalks on East Reed to the project plans. While some residents expressed concerns about aspects of the project, the vast majority of resident comments provided to staff have been supportive (Attachment 3).

ATTACHMENTS:

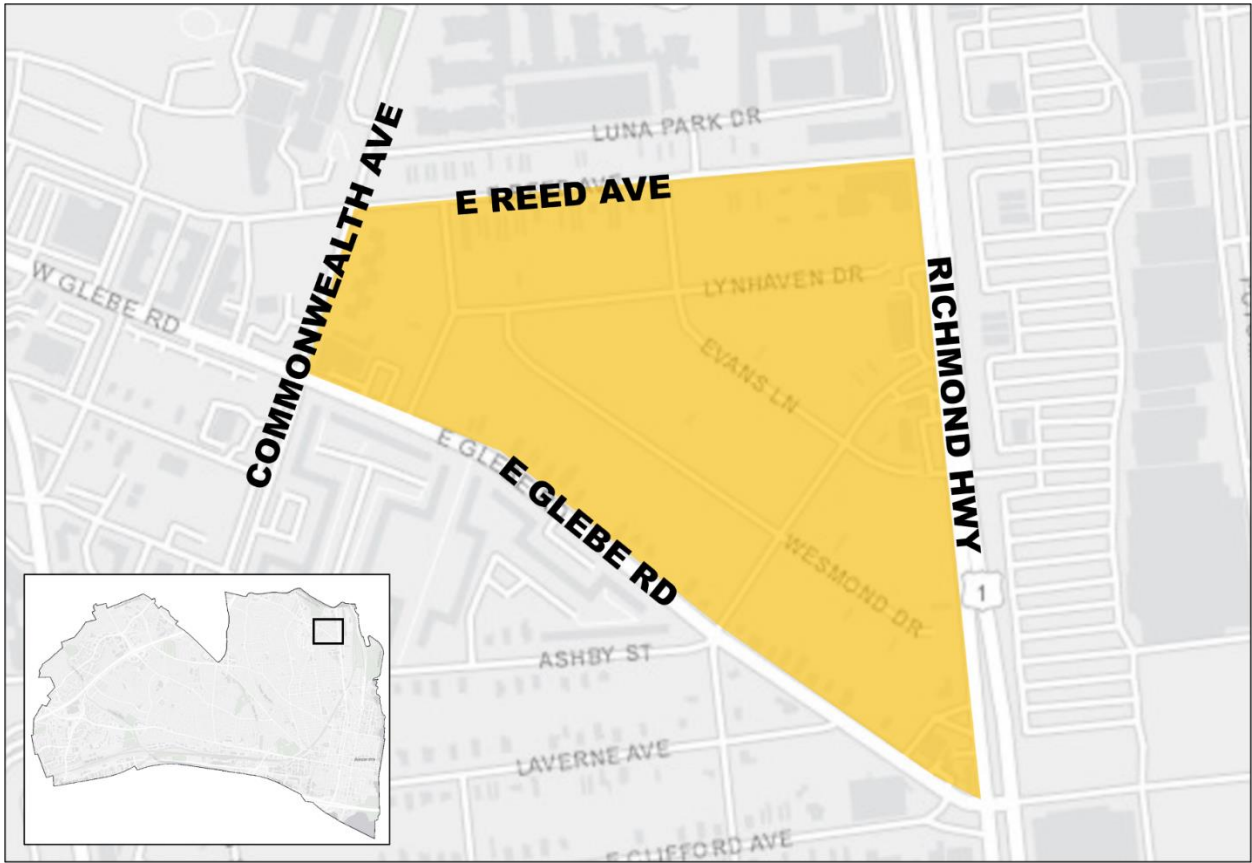
Attachment 1: Project Location

Attachment 2: Project Flyer and Map of Proposed Improvements

Attachment 3: Lynhaven Citizen Association Letter of Support and Community Comments

Attachment 1

Project Location



Attachment 2

Project Flyer and Map of Proposed Improvements



LYNHAVEN NEIGHBORHOOD SLOW ZONE PILOT PROJECT



In 2021, the City began the Lynhaven Neighborhood Slow Zone Pilot Project to respond to past neighborhood concerns about traffic safety. The purpose of this project is to create a “neighborhood slow zone” to encourage safer, more welcoming streets in Lynhaven. This project includes two changes that must be reviewed by the City’s Traffic & Parking Board:

Lower Speed Limit:

To encourage slower speeds in the neighborhood, the City is proposing a 20 MPH speed limit for Montrose Ave, Wesmond Dr, Evans Ln, Wilson Ave, and Lynhaven Dr.

New Crosswalks & Parking Changes:

This project includes new crosswalks to make it easier and safer to walk to parks, the school, bus stops, and around the neighborhood. To ensure visibility of people using the crosswalks, some on-street parking is recommended to be removed. The proposed parking removals are shown in the enclosed map. The detailed design plans are also available on the project webpage, linked below.



Additional Information:

Traffic & Parking Board Public Hearing:
alexandriava.gov/TrafficParkingBoard

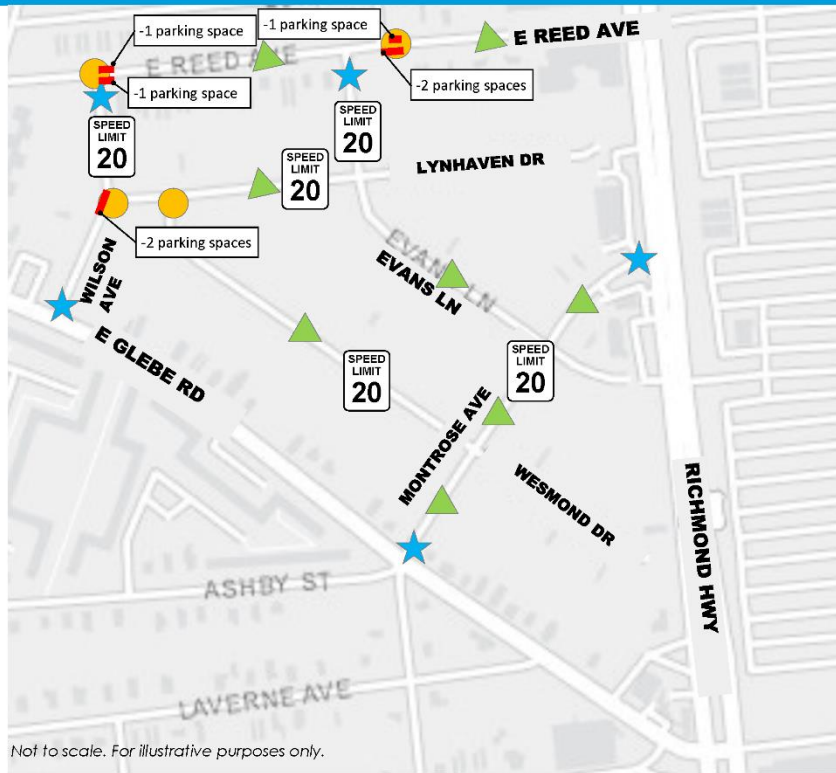
Lynhaven Slow Zone Project Webpage:
alexandriava.gov/go/2928

A public hearing will take place at the [March 27 Traffic & Parking Board meeting](#). Please send any comments to Alexandria.Carroll@alexandriava.gov by [March 3](#). Residents are also invited to participate at the public hearing either in person or via Zoom.

Alex Carroll (she/her)
Complete Streets Program Manager
Department of Transportation & Environmental Services
City of Alexandria
Alexandria.Carroll@AlexandriaVA.gov

LYNHAVEN NEIGHBORHOOD SLOW ZONE

Project Features & Recommendations to the Traffic & Parking Board



Legend:

- New crosswalk
- ★ Painted curb extension and gateway signs
- ▲ Speed cushion
- SPEED LIMIT 20 New speed limit*
- Parking change*

*Requires Traffic & Parking Board review

To view the detailed design plans, visit the project webpage at: alexandriava.gov/go/2928

Not to scale. For illustrative purposes only.

Attachment 3
Community Comments

Letter from the Lynhaven Citizens Association:



March 14, 2023

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

Dear Alex,

The Lynhaven Citizens Association supports implementation of the Lynhaven Neighborhood Slow Zone Pilot Project. We have reviewed the 90% Plan and ask that the Traffic and Parking Board approve its implementation.

The LCA is aware of the limited street parking available to residents and visitors, particularly on days in which there are parking limits due to street sweeping. We also recognize that there is the need for new crosswalks, as shown in the Plan, to improve safety in the neighborhood. Therefore, we support adding the crosswalks and removal of the seven parking spaces. We appreciate the changes from the earlier drafts of the Plan that reduced the number of affected parking spaces.

The LCA has previously requested that a four-way stop sign along Montrose Avenue be included in the Plan to slow and discourage cut-through traffic. While we still support adding a four-way stop sign, we support the 90% Plan as presented with the speed cushions. We will want to see how effective the speed cushions are at slowing traffic along Montrose Avenue and improving the safety at the cross-street intersections. As this is a pilot program, we ask that the City remain open to future changes along Montrose Avenue if the speed cushions are not as effective as hoped in slowing and lessening cut-through traffic.

We also thank you and other staff for your regular communication and consideration of LCA and our neighborhood residents' comments as this Plan has been developed.

Please let me know if you have any questions.

Sincerely,

Stephen Walz

Stephen Walz
President, Lynhaven Citizens Association

Cc: James Lewis, Chairperson, Traffic and Parking Board
Katy North, Division Chief of Mobility Services, T&ES
Corey Faherty, LCA Transportation Lead

Comments from Individual Residents:

Note: The following comments were received in relation to the notice of the March 27 Traffic & Parking Board Public Hearing. Additional community comments have been received earlier in the project process.

From: Adam Oaks <awoaks@gmail.com>
Sent: Thursday, February 9, 2023 8:06 PM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: [EXTERNAL]Lynhaven Slow Zone Parking Impact

Dear Ms. Carroll,

As you and your team work to finalize plans for the Lynhaven Slow Zone, please consider the following:

- Parking has been among the most common point of friction among Lynhaven community members for many years
- Removal of seven parking spots will undoubtedly worsen already challenging parking conditions in the Lynhaven neighborhood
- All options to minimize the loss of parking caused by the slow zone project should be considered

Specific recommendation:

- Limit the total number of parking spots lost to no more than 5

Thank you your consideration of my input.

Best regards,
Adam Oaks

Lynhaven Resident

From: Trey Beauregard <vybeauregard@gmail.com>
Sent: Saturday, February 11, 2023 9:25 AM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: re: Lynhaven Neighborhood Slow Zone Pilot Project

I see that the initially proposed speed limit of 15mph was increased to 20mph. What's the story here?

In traveling at a comfortable speed down Montrose and Wesmond, an average of about 18mph is what I've found to be most appropriate. And we know speed limits are treated as "suggestions" and "openings for negotiation".

In my opinion, lowering it only to 20mph will have no impact on the speed of traffic through our neighborhood.

Vance Beauregard
337 Wesmond

From: Wes Sudduth <wstryke@gmail.com>
Sent: Saturday, February 11, 2023 11:58 AM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Cc: Erin Hill <elavhill@gmail.com>
Subject: [EXTERNAL]Comments on Lynhaven Neighborhood Slow Zone Pilot Project

Good morning, Alex -

We are residents of the Lynhaven Neighborhood and live at 149 East Reed Avenue. We received the mailer from the City about the Lynhaven Neighborhood Slow Zone Pilot Project and the public hearing scheduled for the March 27th Traffic & Parking Board meeting. In advance of that hearing, we wanted to provide the following comments for consideration:

1. We fully support the creation of the Lynhaven Neighborhood Slow Zone Project proposed in the mailer, including a lower speed limit of 20 MPH, new speed cushions, new crosswalks, and parking spot changes.
2. We have experienced that it is very difficult to see when we are pulling from our cul-de-sac at 131/141 E Reed Ave onto Reed Ave, due to the parked cars lining the south side of Reed Ave. The risk of a car accident in this spot is increased by the fact that many cars traveling eastbound on Reed Ave will speed up in this area in order to beat the red light at the intersection of Reed Ave and Richmond Hwy.

A few years ago, the City removed one of the parking spots on Reed Ave to help address this risk. The lower speed limit and the speed cushion proposed in the Slow Zone Project for this area will further help address this risk. In addition, we propose that a mirror be added to the north side of Reed Ave to help drivers pulling out of our cul-de-sac check for any cars traveling eastbound on Reed Avenue. There is a large utility pole directly across from our pullout which would be suitable to hold a large mirror.

Please let us know any questions. Thanks!

Best regards,
Wes Sudduth & Erin Hill

From: E Knott <knotteric4@gmail.com>
Sent: Tuesday, February 14, 2023 9:48 AM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: [EXTERNAL]Feedback on Lynhaven Slow Zone Pilot

Hello Ms. Carroll,

I received the recent mailing showing the 90% design stage for the Lynhaven slow zone. In general I support the proposed design. I do think that 15mph would be preferable to a 20mph speed limit, but this is better than what we have.

In observing traffic as a driver and pedestrian, and in looking at state wide statistics, the biggest safety issue around traffic is distracted driving. This needs to be addressed in consistent enforcement. Design improvements can go part of the way here but more enforcement is needed.

Thanks,

Eric Knott
149 Lynhaven Drive

Sent from my iPhone

From: Caroline Walz <cewalz@gmail.com>
Sent: Thursday, February 16, 2023 9:01 AM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: [EXTERNAL]Lynhaven Neighborhood Slow Zone Pilot Comment

Good Morning,

I am writing to express my support for the 90% design plans for the Lynhaven Neighborhood Slow Zone project exactly as designed.

I live on E Reed Ave, and am greatly concerned by current conditions which enable speeding and lack any safe pedestrian crossing from Commonwealth to Route 1. Adding speed cushions and crosswalks is exactly what this road needs to encourage drivers to slow down and have awareness of their surroundings and provide the neighborhood safe ways to cross the street. I am not concerned by the removal of parking spaces; there is almost always ample parking on E Reed Ave. If we can't make pedestrian improvements because we constantly protect car infrastructure then we will never achieve Vision Zero and build a better built environment for everyone, not just drivers. I look to the city to champion these improvements and to stand up for all their citizens, particularly those of us who walk and bike in the city and are put in danger by ever faster and heavier cars.

Furthermore, I support the speed cushions through the rest of the neighborhood too. We know from years of experience that the most effective methods to reduce driver speeds are changing

the physical environment such that drivers must slow down. Reducing the speed limit is great but it will mean very little if there are no physical changes that encourage drivers to drive slower.

Thank you,
Caroline Walz

From: Lindsey Bachman <lindsey.bachman@gmail.com>
Sent: Sunday, February 19, 2023 6:01 PM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: [EXTERNAL]Lynhaven slow zone

Hi,

These comments are for the Traffic & Parking Board before their vote next month on the Lynhaven neighborhood slow zone proposal.

I'm a resident of Lynhaven and I fully support the proposed slow zone plan for Lynhaven including a speed limit reduction, removal of parking spaces to create crosswalks and speed cushions.

I walk the neighborhood several times a day with my dog and to volunteer at Cora Kelly. I'm hopeful these changes will make it safer for everyone to get around.

Thank you.
Lindsey Bachman
310 E Glebe Rd, Alexandria, VA 22305

From: Donna M Murray <transmgmnt1@gmail.com>
Sent: Monday, February 20, 2023 10:09 AM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: re: Lynhaven Neighborhood Slow Zone Pilot Project

Good morning! I live at 240 Evans Lane, Alexandria VA 22305 and I fully support this Slow Zone Pilot Project. I'd ask that we look at traffic safety in Lynhaven even more holistically. Love to see parking prohibited on one side of Montrose at the curve where Montrose meets Route 1/Richmond Highway. Cars coming off Route 1 to beat the lights or cut through to Del Ray, cruise into the neighborhood and there simply isn't enough space with cars parked on both sides of the street.

Greater parking enforcement would also help considerably.

Thank you for your efforts on this project and go full steam ahead!!

Best,

Donna M Murray
240 Evans Lane
703/408-0579

Sent from my iPhone

From: Nathan <nfortner@gmail.com>
Sent: Tuesday, February 21, 2023 8:28 AM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: [EXTERNAL]Lynhaven Neighborhood Slow Zone Pilot Project Feedback

Good morning!

My family received a letter in the mail from T&ES regarding the upcoming Lynhaven Slow Zone project. Let me start by saying that I am very excited for this project to get off the ground. I think it will go a long way toward making Lynhaven a better place to live, especially with the upcoming Potomac Yard Metro opening in May, which will hopefully encourage more people to drive less and walk or bike more.

I am very glad to see the addition of the crosswalks on Reed Avenue, they are very much overdue. Currently, the lack of crosswalks makes accessing the DASH bus stops on the northern side of the street very dangerous. The loss of a grand total of 7 parking spaces shouldn't even be noticed (especially considering how most homes in the neighborhood have dedicated alley parking anyway).

I only have two concerns. First off, pedestrian access across Richmond Highway and E. Glebe Rd. remains a secondary concern of the city. Crosswalk lights at E. Reed have been out for weeks now, the slip lane at Evans Ln. remains as an unnecessary hazard, and the wait times for crossing are still very long. Traffic calming along E. Glebe appears to be indefinitely limited to speed signs and mounted RRFBs (one of which was destroyed in December and still hasn't been replaced. Hopefully the city will address these in the near future; after all, having a neighborhood slow zone to encourage pedestrian activity is rather pointless if you have to cross these barriers to access pedestrian amenities.

Secondly, I really wish that T&ES would get past the community feedback stage of this project. The project was started in 2020, and supposed to be completed by 2022. Yet, here we are, holding more meetings in March of 2023. I understand the desire to get feedback on a pilot project so that the best possible product may be delivered, but this is becoming farcical. There is little to be gained by holding more public hearings on the matter. Please, just get paint and pavement on the ground!

Thanks,
Nathan Fortner

From: David Niersbach <david.t.niersbach@gmail.com>
Sent: Saturday, February 25, 2023 10:50 AM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: Re: Lynhaven Neighborhood Slow Zone Project

Dear Alexandria,

I am a resident of the Lynhaven Neighborhood. I am a driver, walker, and cyclist along with two young children. I unfortunately can not make the March 27th public hearing but would simply like to say thank you to you and your colleagues for the work you're doing to make our neighborhood, and all of Alexandria, a safe place to transit. I know you will likely hear a lot of loud voices with concerns particularly around parking but just know that there are indeed residents such as myself who support your efforts and recognize that removing a few parking spaces to make it a safer place for all modalities of transit is more than worth it.

Thank you again,
David

From: Meghan Knott <meghan.e.knott@gmail.com>
Sent: Monday, February 27, 2023 10:49 AM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: [EXTERNAL]Lynhaven Slow Zone

Good morning,

I am writing in support of the proposed plan. As a long-time resident who walks and uses public transportation, the need for more crosswalks and a slower zone would make my life a lot easier. As a mother, whose child has to navigate these spaces, it becomes even more important.

Thanks,
Meghan

From: Sean <thunderbird1983@hotmail.com>
Sent: Monday, February 27, 2023 3:17 PM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: [EXTERNAL]Lynhaven Neighborhood Slow Zone Pilot Project comments

Sean Tindall
145 E Reed Ave
Alexandria, VA 22305
3609614411

I fully support the proposed items included in the slow zone project. However near our residence there are still a number of problems that this plan does not address on E Reed Ave. 1 Speed humps will help but drivers still gun it to make the light at route 1. I believe the entire area from Corra Kelly school to route 1 should be a 15-20 MPH zone. Second proposed removal of parking spots help but people consistently park in non parking spots that currently exist at 131 E Reed Ave and in front of the fire hydrant at 141 E Reed Ave. This creates a safety issue As a number of my neighbors have been hit or nearly hit leaving our driveway due to drivers wanting to make the light at route 1. Our neighbors have been calling 311 but we receive infrequent enforcement and last time my wife called the police indicated they no longer respond to calls that are not safety in nature. This is a safety issue for us with 11 small children in our driveway. Also the day care 180 E Reed Ave across the street does not seem to have a location to drop off and pick up as they are constantly blocking our driveway and non parking spaces during these times creating an additional dangerous safety issue. Greater enforcement or frequent parking officer patrols could reduce some of these issues.

I don't know how to stress the importance of these safety issues

Thanks,
Sean Tindall

From: Jamie Richards <jrichards759@gmail.com>
Sent: Friday, March 3, 2023 2:47 PM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: Re: [EXTERNAL]Feedback: Lynhaven Neighborhood Slow Zone

Hi Alex,

I hope your 2023 is going splendidly! I am writing to reiterate our full support for the latest version of the Lynhaven Slow Zone plan. Notably, many residents recently voiced their strong support for the plan in the Lynhaven Citizens Association's (LCA) Facebook group – which I trust our LCA leadership is sharing back with you.

Thank you for your hard work on this project! We are appreciative.

Have a great weekend,
Jamie

From: j j <030478dc@gmail.com>
Sent: Friday, March 3, 2023 8:34 PM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: [EXTERNAL]Lynhaven Neighborhood Slow Zone Pilot Project

Alex,

I live on E Reed Ave.

Thank you for the new crosswalk on E Reed. Since Cora Kelly is on Reed Ave, I am surprised there are no crosswalks on E Reed.

I am absolutely against speed cushions. Please consider alternatives like the Pedestrian Caution and reflector pillars in the middle of the road to reduce speed on Mount Vernon Ave in front of Mount Vernon School. Please consider this rather than speed bumps (most streets in Lynhaven are less than a football field and 8 speed cushions seems unreasonable).

"The perfect is the enemy of the good"

I choose to live in Lynhaven. Therefore, I accept that Route 1 is noisy, the airport is noisy, and Arlington sewage treatment plant smells...a lot. Such is life in the city :).

thank you for your timely,
respectfully,

john roy
47 E Reed Ave.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: March 27, 2023
DOCKET ITEM: 8
ISSUE: Consideration of a request to adopt the policy update to the curb cut ordinance

REQUESTED BY: City Staff

LOCATION: 301 King Street Suite 4130

STAFF RECOMMENDATION: That the Board makes a recommendation to the City Council to amend and reordain Section 5-2-14 of Article A (GENERAL PROVISIONS) of Chapter 2 (STREETS AND SIDEWALKS) of Title 5 (TRANSPORTATION AND ENVIRONMENTAL SERVICES) of the Code of the City of Alexandria, Virginia, 1981, as amended.

BACKGROUND: Staff identified that the current curb-cut review process involves duplicative and parallel review process and requires final approval by the City Manager. To improve the process for both applicants and the City, the proposed ordinance seeks to modify the curb cut approval process by streamlining the review process and delegate approval authority to the Director of T&ES or any designated agent. Further, all proposed curb cuts are subject to an appeal process regardless of their size and impact to the public, which is heard by the Traffic and Parking Board.

DISCUSSION: The proposed changes to the existing process are outlined below.

Approval Authority and Appeals:

This code modification would delegate the approval decision to the director of T&ES or any designated agent, rather than require City Manager review.

Appeal Process:

Currently, an appeal on the decision regarding any curb cut can be initiated by either the applicant or adjacent property owner. The Traffic and Parking Board renders the final decision on these appeal cases. This proposed modification will allow for appeals only when the curb cut request does not meet the standards of the City, which are listed below. If any one of the items is not met, then an appeal will be available to both the applicant and or any adjacent property

owners. Appeals will be considered by the Traffic and Parking Board, and the Board's decision will be final. This change will reduce the number of appeals that are heard by the Traffic and Parking Board and limit the appeals to curb cuts that are truly contentious.

- The curb cut is on a roadway that has a classification no greater than local per the most recently approved and adopted VDOT's Functional Classification
- One Curb cut per lot
- Curb Cut is located greater than 50' away from a bus stop
- Curb Cut is located greater than 30' from an intersection
- Curb Cut has adequate sight stopping distance
- Curb Cut Meets T&ES Construction Standards

Approval Process Workflow:

There are three typical paths through which a curb cut request could flow. Attachment 3 provides a workflow that illustrates each path a curb cut could follow as the result of this proposed code modification.

DSP/DSUP Review Process: No changes are being proposed to the workflow for curb cuts proposed on DSUP/DSPs. Currently curb cuts proposed on Development Special Use Permit (DSUP) or Development Site Plan (DSP) are approved through the site plan process and don't require any additional routings and are outlined in the original code language.

Standalone curb cuts: No changes are proposed to the workflow associated with the review of a standalone curb cut.

Grading Plan Review Process: Currently, when a curb cut is proposed to be added or modified within a grading plan, the applicant is required to make a separate submission for the review and approval of the curb cut shown on their grading plan. Implementing this proposed code modification would simplify the review of curb cuts proposed within a grading plan by incorporating the curb cut review into the grading plan review process and eliminate addition routing for staff feedback. The approval decision of the curb cut will be conveyed to the applicant with the approval decision of the associated grading plan.

OUTREACH: This code modification has been presented at NAIOP. NAIOP supported the code modification and had very few questions relating to road classifications and how we measure distance from an intersection. These questions were answered during that meeting. The next steps for the application is a presentation at City Council's April 11th legislative meeting and a presentation at City Council's April 15th public hearing.

ATTACHMENTS:

Attachment 1: Ordinance Cover page

Attachment 2: Curb Cut Modification Ordinance

Attachment 3: Ordinance Workflow

Attachment 1 Curb Cut Modification Cover

Introduction and first reading: 04/11/23

Public hearing: 04/15/23

Second reading and enactment: 04/15/23

INFORMATION ON PROPOSED ORDINANCE

Title

AN ORDINANCE to amend and reordain Section 5-2-14 of Article A (GENERAL PROVISIONS) of Chapter 2 (STREETS AND SIDEWALKS) of Title 5 (TRANSPORTATION AND ENVIRONMENTAL SERVICES) of the Code of the City of Alexandria, Virginia, 1981, as amended.

Summary

This ordinance is an update to the City Code provisions governing curb cuts. The purpose of this amendment is to revise the text and add provisions in Sections 5-2-14(a)-(l), which will clarify and streamline the curb cut permitting process and will ensure that the Director of the Department of Transportation and Environmental Services and designees have the authority to approve applications for such permits. Revisions to this ordinance clarify that the City does not accept individual applications for sidewalk crossovers, which are considered to be an element of a curb cut. The proposed modifications will also streamline the application process by consolidating curb cut applications with grading plan applications, where appropriate, altering public notice requirements, and eliminating the appeals process for curb cuts that have only a minor impact.

Sponsor

Department of Transportation and Environmental Services

Staff

Emily Baker, Deputy City Manager

Christina Brown, Deputy City Attorney

Lindsay Dubin, Assistant City Attorney

Lalit Sharma, PE, Deputy Director, DROW, T&ES

Katy North, Division Chief, Mobility Services, T&ES

Ryan Knight, Division Chief, Traffic Engineering, T&ES

Alex Boulden, PE, Senior Utility Engineer, T&ES

Sam Shelby, Principal Planner, Land Use Services, P&Z

Authority

§ 2.03(a), Alexandria City Charter

Estimated Costs of Implementation

None

Attachments in Addition to Proposed Ordinance and its Attachments (if any)

1. Curb Cut Ordinance Modification Cover
2. Modified Curb Cut Ordinance
3. Modified Curb Cut Ordinance Workflow
4. Curb Cut Modification Presentation

Attachment 2 Modified Curb Cut Ordinance

ORDINANCE NO. _____

AN ORDINANCE to amend and reordain Section 5-2-14 of Article A (GENERAL PROVISIONS) of Chapter 2 (STREETS AND SIDEWALKS) of Title 5 (TRANSPORTATION AND ENVIRONMENTAL SERVICES) of the Code of the City of Alexandria, Virginia, 1981, as amended.

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That Section 5-2-14 of the Code of the City of Alexandria, Virginia, 1981, as amended, be, and the same hereby is, amended by deleting the text shown in strikethrough and adding the text shown in underline as follows:

Sec. 5-2-14 - ~~Sidewalk crossovers and~~ Curb cuts generally.

- (a) No person shall establish, build, construct, reconstruct, repair, or alter any curb cut ~~or sidewalk crossover~~, either temporary or otherwise, within the public right-of-way or on the public streets in the city, without first having obtained a written permit from the city, as provided in this section. Nothing in this section, however, shall apply to any curb cut ~~or sidewalk crossover~~ which is shown on a site plan that has been approved under title 5, chapter 5 of this code.

- (b) Persons seeking a permit for a curb cut ~~or sidewalk crossover~~, which is neither temporary nor the replacement or repair of an existing curb cut ~~or sidewalk crossover~~, shall make application to the director of transportation and environmental services on a form prescribed by the director. Curb cuts proposed with grading plans, site plans, and special use permits do not require a separate curb cut application and shall be reviewed and approved in conjunction with the review and approval of those other plans and permits. Individual curb cut applications, which are curb cuts that are not proposed with a grading plan, site plan, or special use permit, are submitted on a standalone basis. The curb cut criteria under subsection (d) applies to all curb cuts. ~~Within five (5) calendar days of filing an application and on a form prescribed by the director, the permit applicant shall notify the owners of all adjacent property of his application and of their opportunity to oppose the application by submitting a written statement to the director that states their opposition and the reasons for their opposition. Thereafter, the applicant shall certify to the director that he has notified all adjacent property owners as required by this subsection. Any adjacent property owner who wishes to oppose the application shall submit a written statement to the director within five (5) days of receiving notice. Fourteen (14) days after the filing of the application or as soon as reasonably possible thereafter, the director shall study the proposed curb cut or sidewalk crossover and forward the application and any written statement filed by an adjacent property owner, along with his findings and recommendations, to the city manager or any designated agent.~~

- (c) With the exception of all applications for curb cuts identified in subsection (g), prior to filing a curb cut application, and on a form prescribed by the director of transportation and environmental services, the applicant shall notify the owners of all adjoining properties that are on the same side of the street as the proposed curb cut of their opportunity to provide comments by submitting a written statement to the director. Thereafter, the applicant shall certify to the director that the applicant has notified all adjacent property owners as required by this subsection. Any adjacent property owner on the same side of the street who wishes to submit a written statement on the proposed curb cut must submit the written statement to the director within five (5) days of receiving notice.
- (d) The city manager, or any designated agent, shall approve the permit application and issue a written permit only when he finds:
- (1) that the location and operation of the curb cut ~~or sidewalk crossover~~ will not interfere unreasonably with vehicular and pedestrian traffic, the demand and necessity for parking spaces, and means of ingress and egress to and from adjacent properties.
 - (2) that the health, welfare and safety of the public will not be impaired unreasonably by the curb cut ~~or sidewalk crossover~~.
 - (3) that the curb cut ~~or sidewalk crossover~~ is of adequate width under existing conditions and circumstances.
 - (4) that the plans submitted comply with the standard specifications of the city for public work of like character, and that the design of the curb cut ~~or sidewalk crossover~~ has been approved by the director of transportation and environmental services as being in accord with city specifications; provided, however, that the city manager, or any designated agent, may grant variances from these specifications when strict application of the specifications will prohibit or unreasonably restrict the use of property.
 - (5) that the costs of construction, as estimated by the director of transportation and environmental services, have been paid for by the applicant if the work on the curb cut ~~or sidewalk crossover~~ is to be done by the city or a contractor employed by the city; however, if the applicant for a permit under this section elects to do the work himself or through his own contractor, he or his contractor shall comply with the requirements of article E of chapter 2 of this title.
- (e) For independent curb cut applications, the director of transportation and environmental services or any designated agent shall study the proposed curb cut and communicate the City's approval decision within thirty (30) days after the filing of the curb cut application. Curb cuts that are proposed as part of a grading plan shall follow review timelines associated with those applications.

(f) With the exception of all applications for curb cuts identified in subsection (g), Notice of the city manager's decision on whether to approve the curb cut permit application shall be mailed by the director of transportation and environmental services or designated agent to the applicant and to each adjacent property owner who had submitted a written statement under subsection (b) opposing the application. With the exception of all applications for curb cuts identified in subsection (g), Any applicant or any such adjacent property owners who are on the same side of the street and are aggrieved by the manager's curb cut permit application decision may appeal the decision to the traffic and parking board by filing a written notice of appeal with the director within 15 days of the date of the decision. The director shall forward the appeal to the traffic and parking board and schedule it to be heard at the next regularly scheduled meeting of the board. The director shall also notify the applicant and any adjacent property owner who has filed a notice of appeal of the date, time and place of the board meeting at which the appeal will be heard. No construction work shall begin on any curb cut or sidewalk crossover which is the subject of an appeal until the appeal has been decided by the board. In deciding an appeal, the board shall afford the applicant and any adjacent property owner an opportunity to present his views on the application and the manager's curb cut permit application decision. The board may affirm, modify or overturn the manager's decision; provided, however, that it may modify or overturn the decision only if it concludes that the manager or designated agent clearly erred in applying the factors in subsection (e)(1) through (5) to the application. The decision of the board shall be final, and no further appeal shall lie to city council.

~~(g) If the applicant elects to have the city do the work on the curb cut or sidewalk crossover covered by the permit and the expense of construction amounts to more than the estimated cost, the applicant shall pay the additional amount to the city; in cases where the expense of construction amounts to less than the estimated cost, the city shall refund the excess to the applicant.~~

(g) Subsections (c) and (f) do not apply to applications for any curb cuts that meet all of the following criteria:

- (1) The curb cut is on a roadway that has a classification no greater than local, per the most recently approved and adopted Virginia Department of Transportation Functional Classification.
- (2) There is only one curb cut per lot.
- (3) The curb cut is located more than 50 feet away from a bus stop.
- (4) The curb cut is located more than 30 feet from an intersection.
- (5) The curb cut has adequate sight stopping distance per Virginia Department of Transportation Standards, and
- (6) The curb cut meets transportation and environmental services construction standards per City Memo to industry No. 23-01.

(h) Where an application for a permit under this section pertains to a curb cut ~~or sidewalk crossover~~ which is temporary in nature or which exists but is in need of repair or replacement, the application shall be made to the director of transportation and

environmental services who, after giving due regard to the considerations enumerated in subsection (ed) ~~and (g)~~ above, may issue a permit, and, if a permit is issued, he shall prescribe the type of construction to be used and, when the curb cut ~~or sidewalk crossover~~ is temporary in nature, he shall also prescribe the time the permit shall be in effect and shall require a reasonable bond or contract of insurance to save the city harmless from any claim of whatsoever nature which may arise as a result of the use of the temporary curb cut ~~or sidewalk crossover~~.

- (i) No curb cut ~~or sidewalk crossover~~, either temporary or otherwise, shall be of a greater width than 40 feet at the property line, except in those instances in which, in the opinion ~~of the city manager and upon recommendation~~ of the director of transportation and environmental services, the maximum safety and convenience of the general public demand a greater width.
- (j) The granting of a permit application under this section shall not be considered as vesting any property interests in the applicant. Use of any curb cut ~~or sidewalk crossover~~ by the applicant or his successor or their patrons shall constitute an agreement by the applicant or his successors, as the case may be, to pay for the maintenance and repair thereof and to indemnify and save harmless the city from any claim for damages to persons or property by reason of the maintenance and use thereof.
- (k) In the event the use of any curb cut ~~or sidewalk crossover~~ should be discontinued for a period exceeding 12 months, authority to maintain the same may, at the discretion of the city manager, be forfeited and the director of transportation and environmental services may proceed to restore the curb, gutter and sidewalk to a condition conforming with the curb, gutter and sidewalk on each side thereof.
- (l) The city manager is hereby empowered to close any curb cut ~~or sidewalk crossover~~ when its continued use is not necessary for access to the property it is designed to serve and it is being used by the public as a thoroughfare, or when its continued use would unreasonably interfere with public uses of the street, would constitute a serious menace to the safety of the public by reason of want of repair, or would not be in the public interest for any other reason. If the menace is caused solely by disrepair or need for reconstruction, use of the curb cut, ~~or sidewalk crossover~~ may be continued after repair or reconstruction, by the city at the expense of the person for whose convenience or profit the same was permitted. (Code 1963, Sec. 33-15; Ord. No. 3176, 1/24/87, Sec. 1)

Section 2. That Section 5-2-14 as amended pursuant to Sections 1 of this ordinance, be, and the same hereby is, reordained as part of the City of Alexandria City Code.

Section 3. That this ordinance shall become effective sixty (60) after the date and at the time of its final passage.

JUSTIN WILSON
Mayor

Attachment 3 Modified Curb Cut Ordinance Workflow

