

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, APRIL 24, 2023 7:00 P.M.
IN-PERSON AND VIRTUAL**

The April 24, 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_TKTx7WX4T5qIxE_IkKLaLA

Or an H.323/SIP room system:

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

Meeting ID: 987 8076 1787

Passcode: 915805

SIP: 98780761787@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 Sheila McGraw at sheila.mcgraw@alexandriava.gov or 703.746.4401, Virginia Relay 711.

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, APRIL 24, 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 March 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**
 - Bicycle Parking Near Transit Project
 - Dockless Mobility 2023-2024 Permit Year Updates
 - Patrick & Henry Streets No Turn on Red Restrictions
 - Six Month Stop Sign Update

CONSENT ITEMS

5. Disability Parking – 1210 Queen Street
6. On-Street Parking Removal – Daylighting Crosswalks at Mount Vernon Community School on East Uhler and Clyde Avenue

PUBLIC HEARING ITEM

7. Intersection Changes - Duke Street and West Taylor Run
8. City Code Amendment - Curb Cuts

INFORMATION ITEM

9. **STAFF UPDATES**
 - Duke Street In Motion

10. **COMMISSIONER UPDATES**

Next Meeting: Monday, May 22, 2023

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, MARCH 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, and Ashley Mihalik.

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT: T&ES – Katie North, Sheila McGraw, Ryan Knight, Alex Boulden, Alex Carroll, Max Devilliers, and Cuong Nguyen.

1. Announcement of deferrals and withdrawals: None.
2. Approval of the February 27, 2023, Traffic and Parking Board meeting minutes:

BOARD ACTION: Mr. Kane made a motion, seconded by Mr. Osborne to approve the minutes of the February 27, 2023, Traffic and Parking Board meeting. The motion carried unanimously.

3. **WRITTEN STAFF UPDATES:** The Board received written staff updates on Duke Street in Motion, Safe Routes to School walk audits, and follow-up information on the approved reserved disability parking space on the 2800 block of Main Line Boulevard as well as the taxi code changes and fares.
4. **PUBLIC DISCUSSION PERIOD:** Carolyn Griglione spoke about a vehicular crash that occurred on North Ivanhoe Street and how the stories reported by the drivers and Police Department differed significantly from what was recorded on video. Ms. Griglione suggested that cameras be installed at high-crash intersections to better understand the issues with such intersections first-hand. Mr. Osborne asked City staff if there are City-operated cameras for this very purpose and Mr. Knight confirmed there are but the footage cannot be recorded due to cost and the memory space required to do so, however, it's possible that the technology for video storage improves in the future which would allow the City to do so. Ms. Tucker asked if the Board would be required to vote on Duke Street-related proposals at their May 22 meeting and Ms. North responded that it would be an update in May and a vote in June. Mr. Kane thanked staff for their updates and requested that the City can improve its building code standards to meet demand for modified vehicles and Mr. Lewis agreed. Ms. Mihalik requested next steps for the Safe Routes to School program and Ms. Carroll responded that walk audits are being conducted (including in parking lots), City staff is reviewing comments site visit reports, and plan to publish the full report this summer. Mr. Lewis noted that the apartment building parking lot adjacent to Hammond Middle School is often used for pickup and

drop off, so adjacent private properties should also be included. Mr. Lewis stated that, if Duke Street is to be widened for bus priority lanes, then there needs to be a focus on pedestrian facilities and asked if planned headways for the bus corridor had already been established. Mr. Kane responded that there are dedicated pedestrian facilities planned throughout Duke Street with cyclist facilities as a secondary focus. The planners have not yet gotten to the point of headway management for the corridor because it is still undecided whether DASH or WMATA will operate the priority lanes. Mr. Knight added that the primary focus is on reducing bus travel times along the corridor especially relative to private vehicles.

CONSENT ITEMS

ISSUE: Mr. Kane requested to have both consent items removed from consent.

PUBLIC HEARING ITEMS

5. **ISSUE:** Consideration of a reserved disability parking space at 1516 Mt. Eagle Place.

DISCUSSION: Mr. Kane asked how many reserved disability parking spaces are currently in place on Mt. Eagle Place and Mr. Nguyen responded that there are now two because one was recently removed. Ms. Ebbers asked how often these spaces are recertified and Ms. North responded that they are recertified once per year. Resident Ms. North explained the sign was installed prior to the Board's vote because of the urgency of the resident's request and due to the short definitive timeframe for the temporary sign, and Ms. North assured the Board that the sign would be moved to the correct parking space.

PUBLIC TESTIMONY: LaQuita Barnes mentioned that the parking space that was chosen is not the same as the one shown in the docket and that the sign is very high up on the pole.

BOARD ACTION: Mr. Osborne made a motion, seconded by Ms. Bonnard to recommend the Director of T&ES install a reserved disability parking space at 1516 Mt. Eagle Place. The motion carried unanimously.

6. **ISSUE:** Consideration of a right turn lane and elimination of curbside eastbound lane on Sanger Avenue and North Beauregard Street.

DISCUSSION: Mr. Knight and Ms. Carroll presented the item to the Board. Mr. Kane asked how traffic is detected and Mr. Knight responded that signal timing is based upon vehicle detection on Sanger Avenue and the gap time between the drivers that are turning. Mr. Kane requested that a diagonal pedestrian crossing be considered at this intersection due to demand when traffic guards are present and Ms. Carroll responded that some changes to signal timing have already been made but that solution is under consideration, but the West End Transitway project might require that a diagonal

pedestrian crossing at this intersection be removed due to operations. Mr. Kane also requested that City staff consider including bicycle detection and bicycle facilities that cooperate with the rush hour parking restrictions on Sanger Avenue.

PUBLIC TESTIMONY: None.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Ebbers to recommend the Director of T&ES convert the curbside eastbound lane on Sanger Avenue at North Beauregard Street to a right turn lane. The motion carried unanimously.

7. **ISSUE:** Consideration of a Neighborhood Slow Zone Pilot in the Lynhaven neighborhood.

DISCUSSION: Ms. Carroll presented the item to the Board. Mr. Osborne asked about the impact of Ting on this project and Ms. Carroll responded that staff has already coordinated with Ting to eliminate any impacts/conflicts. Ms. Tucker asked if the included streets would normally qualify for speed cushions under the current standards and Ms. Carroll responded that they would not but staff will be using this pilot to learn lessons about those standards, among others, and will reevaluate those after 6 months of project completion. Mr. Kane asked why the pilot speed limit is capped at 20mph instead of 18mph or 15mph. Ms. Carroll responded that peer communities and New York City cap slow zones at 20mph and staff want a speed limit that is achievable. Mr. Kane asked if residents would have to wait another three years before the next Neighborhood Slow Zone is implemented and Ms. Carroll responded that this pilot is just one contributing piece informing the overall program so others could be implemented sooner than that. Mr. Kane asked why this pilot did not include Glebe Road and Ms. Carroll responded that there is a stormwater project planned for Glebe Road that will require reconstruction of the roadway so any changes planned for Glebe Road would be made after that project is completed. Mr. Kane asked if “Recommended Speed” or “Stay in your Lane” signs could be installed at each speed cushion, or that raised crosswalks be installed instead of mid-block speed cushions. Ms. Carroll responded that raised crosswalks are much more costly. Mr. Kane asked if gateway signs could include the neighborhood name and Mr. Lewis requested that the Board be notified prior to meetings that the Fire Department approves of such plans. Mr. Lewis also asked why the crosswalk at Reed Avenue and Wilson Avenue is diagonal to which Ms. Carroll responded that it was necessary due to the driveways on the north side of Reed Avenue. Mr. Lewis asked if there are any criteria for future Neighborhood Slow Zones and Ms. Carroll answered that those would be developed by 2024 and that staff would still install the same number of speed cushions even if the speed limit was lowered to 15mph.

PUBLIC TESTIMONY: Steve Walz, President of the Lynhaven Citizens Association, testified in support of the pilot and a 20mph speed limit as opposed to 18mph or 15mph. Mr. Walz also spoke in favor of a four-way stop along Montrose Avenue. Ms. Carroll responded that the City has standards for stop signs because stop signs control traffic, they don’t slow traffic, so cushions are better for calming traffic. However, further analysis into this request could be conducted in the future as needed.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Ebbers to recommend the Director of T&ES implement the Neighborhood Slow Zone Pilot in the Lynhaven Neighborhood.

8. **ISSUE:** Consideration of a City Code amendment for the Curb Cut Application Process.

DISCUSSION: Alex Boulden presented the item to the Board. Mr. Boulden stated that curb cut appeals could be for both approvals and denials; the goal is to make the process more objective. Transportation Engineering and Transportation Planning consider the transportation network when reviewing curb cut applications. Mr. Lewis, Ms. Tucker, and Mr. Osborne stated that they did not support additional restrictions to residents' ability to appeal a curb cut application. Mr. Kane and Ms. Ebbers felt that curb cut appeals should be handled by a different body because of the Board's purview not encompassing curb cuts in general.

PUBLIC TESTIMONY: Yvonne Callahan, Vice President of the Old Town Citizens Association, testified in opposition to additional restrictions to residents' ability to appeal a curb cut application.

BOARD ACTION: Ms. Ebbers made a motion, seconded by Ms. Tucker to defer this item until a future meeting to address the concerns related to the appeal process and allow for more outreach to residents.

INFORMATION ITEMS

9. **STAFF UPDATES:** None.
10. **COMMISSIONER UPDATES:** Mr. Kane provided the Board with the following updates:
- Duke Street Transitway Advisory Group will present their recommendation of alternatives on May 25, 2023, and will share with the Board earlier on
 - The Potomac Yard Metrorail Station access work is expected to be completed by May but there might be a delay
 - Approved low- and no-emission bus procurement
 - Ms. Mihalik reminded the Board that the West Taylor Run meeting on March 29, 2023, will recommend a solution for Phase 2

ADJOURNMENT

Ms. Tucker moved to adjourn the meeting, seconded by Ms. Mihalik. The motion was adopted unanimously. The meeting adjourned at 9:30 PM.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: April 24, 2023

DOCKET ITEM: 4

ISSUE: Written Staff Updates & Public Hearing Follow-up

A. Bicycle Parking Near Transit Project

In March 2023, the City of Alexandria began installing new bicycle parking facilities near transit stops. The VDOT funded project seeks to make transit more accessible to people who bike by installing new bicycle racks near bus stops on many routes throughout the city. The goal is to help with any “last mile” issues of getting to and from transit. Metrorail stations, which already have large amounts of bicycle parking, are not receiving new bike racks as part of this project.

Eisenhower Avenue, Beauregard Street, Van Dorn Street, Duke Street, King Street, and Mount Vernon Avenue are among the major corridors getting new bike racks. The City's Bicycle Parking web page has [a map showing the location](#) for all new bicycle parking as part of this project.

In addition to the new bike racks, the City is installing seven fix-it-stations that provide tire pumps and tools for simple bicycle maintenance and repair.

Installation of the bicycle parking near transit project is expected to be completed by the end of April.

Link: alexandriava.gov/BicycleParking#BicycleParkingatTransit

B. Dockless Mobility 2023-2024 Permit Year Updates

Permits: In March, 2023, four dockless mobility companies were approved to deploy scooters and e-bikes in the City for the 2023/2024 permit year: Bird, Lime, Link, and Spin. The application for each operator was reviewed and scored based on five criteria from the Alexandria Mobility Plan (Accessibility, Convenient, Equity, Safe, and Sustainable), as well as Past Performance in the City or comparable markets. Each company was approved with a vehicle cap based on a percentage of their requested vehicle cap, as seen in the table below. The permit year runs from April 1, 2023 through March 31, 2024.

Approved Dockless Operators April 2023-2024

	Scooters	E-bikes
Bird	450	100
Lime	205	100
Link	285	0
Spin	260	0
Citywide total	1200	200

Slow Zone Pilot: From February 21 to May 21, the City is running a slow zone pilot project in Robinson Landing, a neighborhood with high pedestrian activity. The intent of the slow zone is to reduce instances of rider/pedestrian conflicts. Dockless scooter and e-bike top speeds are limited to 8 miles per hour when they are ridden within the zone, based upon their GPS location. The public can submit feedback on the slow zone pilot by using [this form](#). If successful, the slow zone will be made permanent and may be expanded to other high pedestrian areas in the City. This tool is not being considered for use in general travel lanes alongside automotive traffic.

Slow Zone Pilot Area Robinson Landing



Alex311 Reporting: On April 3 2023, the City launched an enhanced Alex311 dockless vehicle reporting function. This allows dockless operators to more promptly retrieve vehicles that are improperly parked. Using the “Scooter Parking” option, residents may input the location, responsible company, vehicle ID number, the nature of the parking issue, and a picture of the vehicle. This will simultaneously open an Alex311 case and send the operator an email notification with all the information they need to retrieve the vehicle. The operator then notifies the City when the problem is remedied to close the case.

Alex311 Dockless Reporting Function

What is the nature of your request? * Required

Scooter Parking
 Scooter Enforcement
 Scooter Laws and Regulations
 General Inquiries


Please select which scooter / ebike company is responsible (please submit a separate ticket for each vendor): * Required

Please Select Option

What is the vehicle ID number? If you are not sure, please type "Not sure". * Required

What is the parking issue that you are reporting about the vehicle? * Required

Please Select Option

 Please provide the details of your request in the Additional Information box below.

Additional Information

Public Dashboard: In February 2023, the City published a [public dashboard](#) and rider heatmap of the most popular routes taken on dockless devices. Additionally, it showcases trip data in the City from the current month, the previous month, and all time, including total number of trips, total distance traveled, and estimated greenhouse gas savings.

Public Routes Dashboard Map

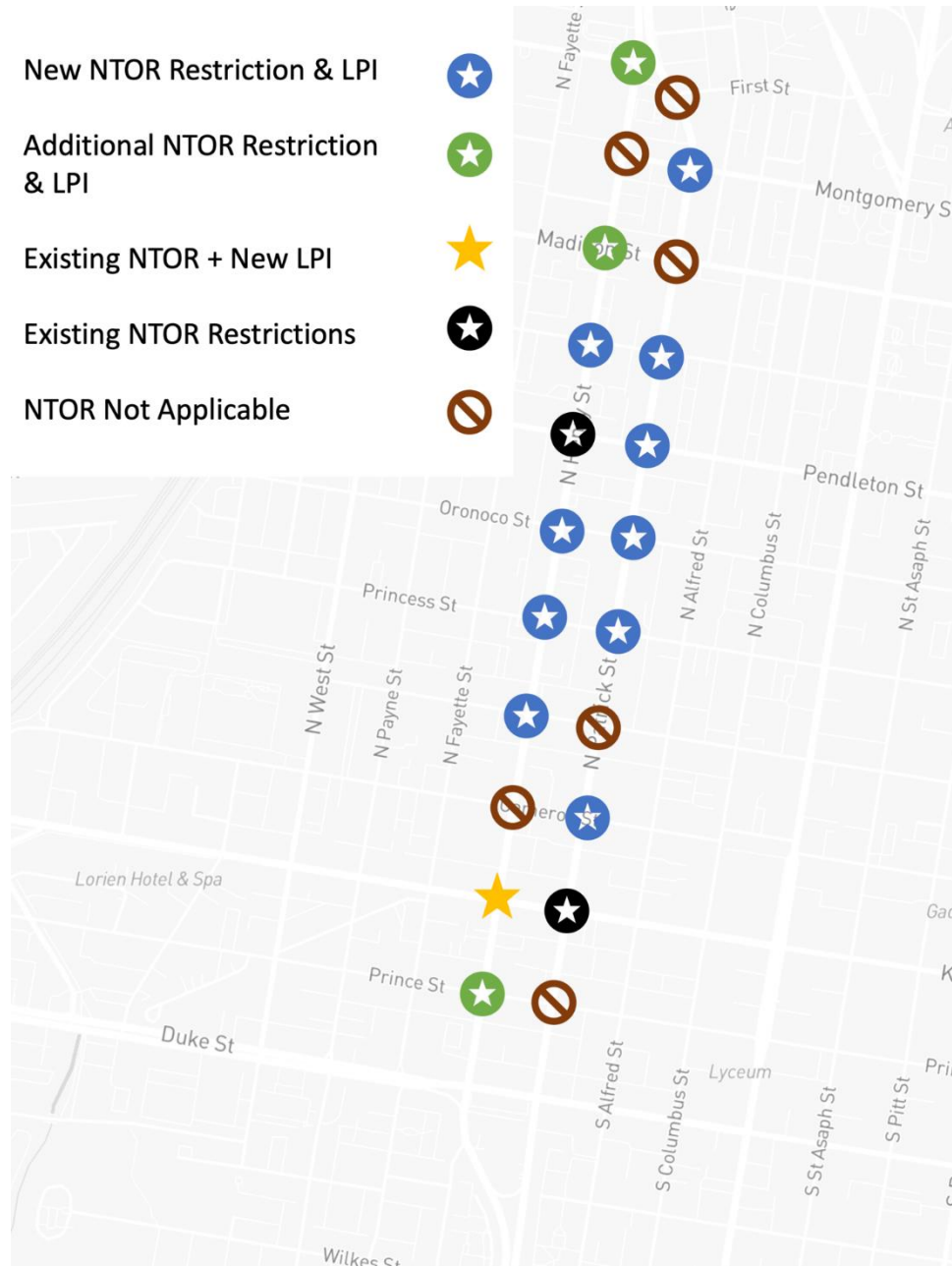


Additional information on the Dockless Mobility program may be found at <https://www.alexandriava.gov/DocklessMobility>

C. Patrick & Henry Streets No Turn on Red Restrictions

The Traffic & Parking Board approved the installation of “no turn on red” (NTOR) restrictions at 10 intersections along the Patrick and Henry Street corridors at its February meeting. At the Board’s request, staff analyzed three additional intersections. These intersections (First Street, Madison Street, and Prince Street at N Henry Street) will also receive new NTOR restrictions and Leading Pedestrian Intervals (LPI).

The following map shows the status of NTOR restrictions along the Patrick & Henry Street corridors. This information is available on the attached table.



Improvements to the intersection of Duke Street with Patrick and Henry Street are part of a separate project.

Implementation of NTOR restrictions started in April 2023. Once signs are posted at stop bars and on signal masts, staff will program LPIs at traffic signals at each intersection. Work is expected to be completed by the end of May.

D. Six Month Stop Sign Update

City staff has received nine (9) applications since the updated local-on-local stop sign requirements had been established. As well, staff has six (6) additional sign requests before adopted requirements. Not all applications will meet the new requirement but will still be reviewed under the standard Stop Sign Guidance. Staff expects to finish its review of existing applications before the end of June 2023. Below are notable updates:

- Luray Avenue Stop Sign request between Commonwealth Ave and Mt. Vernon Ave
 - Staff reviewed the request and found the locations to meet the new eligibility criteria, however wanted to meet with the community further to discuss potential concerns.
 - Staff contacted community in January 2023 and February 2023 for formal meeting follow-up. No response from community as of update.

- Mt. Ida Avenue and La Grande Avenue
 - Staff reviewed the request and found the location met the new eligibility criteria on Feb 22, 2023
 - Applicant obtained required community support on Feb 27, 2023
 - Staff will be installing stop-signs on Wednesday April 17, 2023. Civic association has been notified

- Mt. Vernon Trail Stop Sign Requests on roads near Canal Center
 - Request is to flip the stop signs from trail to road (Keep it two-way stop but make vehicles stop instead)
 - Staff collected trail counts at intersections of First Street, Montgomery Street, and Madison Street
 - Staff evaluating counts and will reach out to parks before proceeding with a formal plan
 - This will be a Traffic and Parking Board public hearing item in May or June 2023

- Kennedy Street and Hickory Street Stop Request
 - Received multiple requests from residents
 - Staff met with community on March 20, 2023 to get more information about concerns
 - Staff is engaged with community sponsor and will be finishing review this May 2023

- North Pickett St and Ivor Lane
 - Requestor reached out on status for yield to be made to a stop at three legged intersection
 - Approved but road falls on a partial Private/Public Road – still working with Encore (Apartment complex)

City of Alexandria, Virginia

Traffic and Parking Board

DATE: April 24, 2023
DOCKET ITEM: #5
ISSUE: Disability Parking – 1210 Queen Street

REQUESTED BY: Donna Lee Gallo, resident of 1210 Queen Street.

LOCATION: 1210 Queen Street

STAFF RECOMMENDATION: That the Board recommend that the Director of T&ES designate a disability parking space at 1210 Queen Street.

BACKGROUND: This disability parking space is proposed to go in front of the applicant's residence at 1210 Queen Street. This space is located in residential permit parking district 5 and is adjacent to Helen Miller/Bernard Hunter Park.

DISCUSSION: Donna Lee Gallo submitted a request for a disability parking space at 1210 Queen Street 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, Ms. Gallo 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 located in front of the residence at 1210 Queen Street. The requested street parking space can be seen in Attachment 2.

OUTREACH: The West Old Town Citizens Association and Commission on Persons with Disabilities were notified about this application and that it would be going before the board.

Attachment 1 Application



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

Applicant Name: Donna Lee Gallo
Address: 1210 Queen St. Condo 4
Date Application Received: 04/11/2023

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: 4/13/2023

Attachment 2 Proposed Disability Spot Location: 1210 Queen Street



City of Alexandria, Virginia

Traffic and Parking Board

DATE: April 24, 2023
DOCKET ITEM: #6
ISSUE: On-street parking removal – daylighting crosswalks at Mount Vernon Community School on East Uhler and Clyde Avenue

REQUESTED BY: T&ES Staff

LOCATION: East Uhler Avenue and Clyde Avenue.

STAFF RECOMMENDATION: That the Board recommend that the Director of T&ES remove five parking spaces adjacent to the Mount Vernon Community School and James M. Duncan Branch Library at the intersection of on East Uhler Avenue and Clyde Avenue.

BACKGROUND: Safe Routes to School Walk Audits conducted at Mount Vernon Community School (MVCS) in 2017 identified “limited visibility” at the intersection of East Uhler Avenue and Clyde Avenue as a concern. This limited visibility makes it challenging for drivers to see pedestrians, especially those walking with children and crossing the street to get to the library and school. The Walk Audit recommended removing parking to create more visibility and a safer crossing. On Wednesday, March 29, 2023, a parent was struck by a car while walking their child to school. The motorist was driving east on East Uhler Avenue. After stopping at the intersection with Clyde Avenue, the driver continued to drive east, where the slow-moving vehicle collided with the adult. The driver noted that direct light from the rising sun obstructed their view. The driver was issued a citation.

Based on the Walk Audit observations and the recent collision, staff recommend enhancing the safety of the intersection of East Uhler Avenue and Clyde Avenue by removing three parking spaces along East Uhler Avenue and two parking space on Clyde Avenue (Attachment 1).

DISCUSSION: Mount Vernon Community School is situated in the Del Ray neighborhood of Alexandria, Virginia. The school is located within a triangle created by intersection of Commonwealth Avenue on the west, Mount Vernon Avenue on the east, and East Uhler Avenue on the south. All 859 students need to cross one of these streets to get to school every day. Forty percent of students receive ACPS provided busing. The remaining students either walk, bike, or are driven to school.

Student drop-off occurs on the one-way portion of Clyde Avenue, in between the James M. Duncan Branch Library and the school. See Attachment 2 for a diagram of the drop-off pattern.

Drivers approach Clyde Avenue heading from east and west on East Uhler Avenue. Families walking from the south also arrive on campus via the intersection of East Uhler Avenue and Clyde Avenue. The interaction between large volumes of cars and pedestrians during drop-off and pick-up makes the intersection of East Uhler Avenue and Clyde Avenue challenging for all users to safely navigate.

Walk Audit Recommendations

The 2017 Safe Routes to School Walk Audit for the Mount Vernon Community School recommended several improvements for East Uhler Avenue to slow down traffic and make crosswalks safer by increasing visibility.¹

The first Walk Audit recommendation suggested improving sight lines by removing parking on the south side of East Uhler Avenue between Commonwealth Avenue and Clyde Avenue during school hours (7 a.m. to 4 p.m.). The staff recommendation before the Traffic & Parking Board differs from the Walk Audit recommendation in two ways:

- Instead of removing parking only during school hours, staff recommend permanently prohibiting parking at identified locations. This extends the safety benefit of increased intersection visibility to all times of day.
- Instead of only removing parking on the south side of East Uhler Avenue between Commonwealth Avenue and Clyde Avenue, staff recommend removing three parking spaces on East Uhler Avenue and two on Clyde Avenue. The staff recommendation concentrates parking removal at the locations that have the biggest impact for improving visibility.

Three other recommendations from the 2017 Walk Audit of MVCS relate to East Uhler Avenue:

First, is a recommendation to convert the high-visibility crosswalk at East Uhler Avenue and Clyde Avenue to a raised crosswalk to slow traffic. This recommendation has not been implemented due to cost and stormwater impacts, but the City will consider implementation in the future.

Next, is a recommendation to install a marked crosswalk along with curb extensions at East Uhler Avenue and Commonwealth Avenue. The City is currently working with a consultant to design several curb extensions along Commonwealth Avenue near MVCS, including the intersection with East Uhler Avenue. The designs will be included in a grant application to partially fund construction later this year.

The third, is a recommendation to increase the length of the pedestrian phase during school hours at East Uhler Avenue and Mount Vernon Avenue. This recommendation has already been implemented.

¹ <https://media.alexandriava.gov/docs-archives/localmotion/info/2017=7=31=mount=vernon=walk-audit-report.pdf>

Existing Parking Restrictions

In a densely populated neighborhood like Del Ray there is often high demand for on-street parking. As a result, people often park closer to the intersection than permitted by City Code (Sec. 10-4-41), which “prohibits parking within 20 feet from the intersection of curb lines or, if none, within 15 feet of the intersection of the surfaced portions of the streets.”² Three of the five parking spaces recommended for removal at the intersection of East Uhler Avenue and Clyde Avenue are within 20 feet of the intersection curb lines, meaning that parking in those spaces is currently prohibited.

Paving East Uhler Avenue

East Uhler Avenue, between Commonwealth Avenue and Mount Vernon Avenue, is part of the FY 2023 paving schedule. Following the completion of the paving, the City will re-install the high-visibility crosswalk across East Uhler Avenue at Clyde Avenue. It can also re-paint the crosswalks that cross Clyde Avenue on the north and south side of East Uhler Avenue. The City is exploring additional sign and paint treatments in preparation.

OUTREACH: The City held a public comment period on the proposed safety improvements at East Uhler Avenue and Clyde Avenue from April 6 to 13, 2023. A flyer describing the proposed safety improvement and parking removal was distributed to the houses located immediately at the intersection. Staff also notified the Del Ray Citizens Association of the proposed changes. Additionally, staff met with representatives of the MVCS PTA and the school principal. Comments received from the community acknowledged that some level of parking-removal would make the intersection of East Uhler Avenue and Clyde Avenue safer. Several of the emails encouraged the City to explore ways to make the area around MVCS safer.

The MVCS PTA submitted a letter that supports efforts to make pedestrians safer near MVCS, but takes a neutral position on the recommendation to remove parking. The letter expresses frustration that more Safe Routes to School Walk Audit recommendations from 2017 haven’t been implemented and encourages the City to coordinate with APD and ACPS to accelerate implementation.

The safety improvements near MVCS were discussed at the April 12 Del Ray Citizens Association meeting, but no formal comment was received from the group.

The full text of all submitted comments is available in Attachment 3.

² https://library.municode.com/va/alexandria/codes/code_of_ordinances?nodeId=PTIITHCOGEOR_TIT10MOVETR_CH4STSTPA_S10-4-41PAPRCELO

Attachment 1: MVCS – Safety Improvements at E Uhler Avenue and Clyde Avenue

SAFETY IMPROVEMENT – MOUNT VERNON COMMUNITY SCHOOL



Improve visibility of people walking in the crosswalk by removing five parking spaces at the intersection of E Uhler Avenue and Clyde Avenue.

- Remove 2 parking spaces at the stop bar on the south side of E Uhler Ave.
- Remove 1 parking space east of crosswalk on south side of E Uhler Ave.
- Remove 1 parking space on the west side of Clyde Ave at the intersection with E Uhler Ave.
- Remove 1 parking space at the stop bar on the east side of Clyde Ave at the intersection with E Uhler Ave.

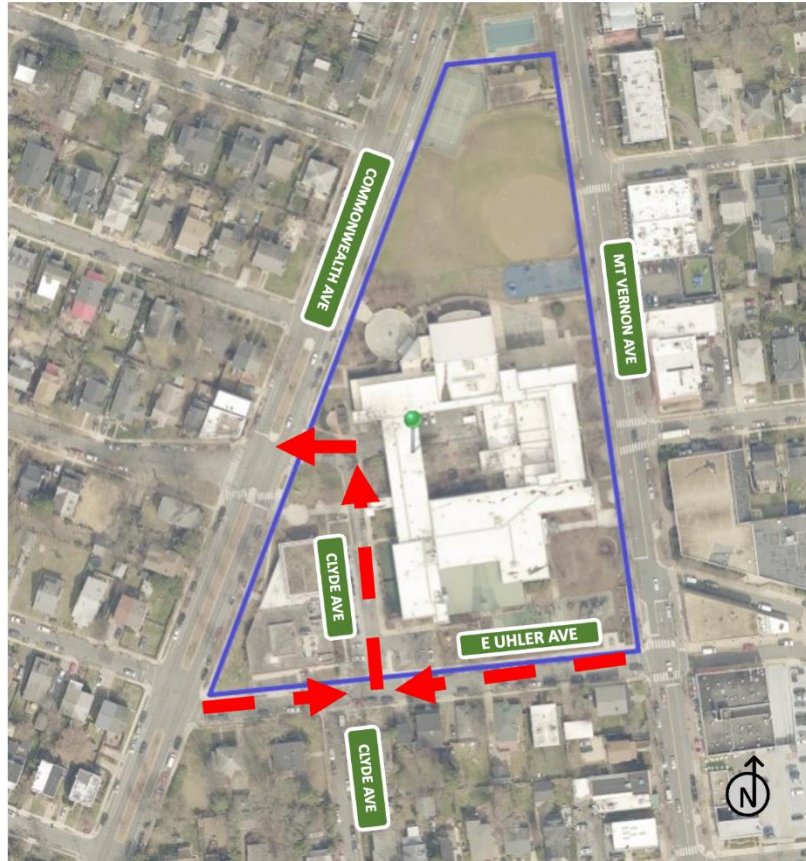
Attachment 2: MVCS – Drop-off Map

SAFETY IMPROVEMENT – MOUNT VERNON COMMUNITY SCHOOL

Drop-off at Mount Vernon Community School occurs on Clyde Avenue between the James M. Duncan Branch Library and the school.

To access the designated drop-off area, all drivers need to take E Uhler Avenue, whether they are driving from Commonwealth Avenue or from Mount Vernon Avenue.

After drop-off, cars continue north on Clyde Avenue before continuing onto Commonwealth Avenue.



Attachment 3: MVCS PTA Traffic & Parking Board Letter



April 13, 2023

Bryan Hayes
Complete Streets Coordinator
Department of Transportation & Environmental Services
City of Alexandria
301 King Street Room 3600
Alexandria, VA 22314

Dear Mr. Hayes,

On behalf of the Mount Vernon Community School (MVCS) PTA, we support proposals to ensure the safety of all individuals traveling to and from MVCS. This is a critical issue for our school which has had at least 3 incidents during drop-off this school year, including a teacher/parent being struck by a vehicle on March 29, 2023.

While we appreciate and support initiatives to improve the well-documented travel route safety issues, we believe the solution currently under consideration by the Traffic and Parking Board is an inadequate and incomplete solution to the ongoing safety issues at MVCS.

The MVCS PTA wishes to formally register our option on the current proposal to remove five (5) parking spaces at the East Uhler and Clyde Avenue intersection as part of the Safe Route to School program as **NEUTRAL**. We believe that any action should be taken in a coordinated manner between Alexandria Transportation & Environmental Services (TES), Alexandria City Police Department (ACPD), and Alexandria City Public Schools (ACPS). The current proposal, while a step in the right direction, is not the solution to our problem.

As you are aware this is an issue about which we have repeatedly contacted city leadership and we continue to see zero coordination between ACPS, ACPD, and TES.

In an effort to ensure that a comprehensive, workable, and reasonable solution is achieved, we implore the TES, the Alexandria Police Department and ACPS to work together in designing and implementing a single plan for making the MVCS drop off safer.

View on Removal of Parking Spaces

- The removal of the proposed spaces appears to be an enforcement of existing city requirements related to the distance between a stop sign, crosswalk, or intersection and where a car is allowed to park.

- If approved, enforcement and signage will be key. If these spaces are not clearly marked as no-parking, it increases the probability that these spaces will be used as short-term drop-off, increasing the chaos of the intersection.
- This action addresses one of the issues identified in 2017 audit (below). However, we would note that the proposed solution is not consistent with the previously proposed remedy. We would like more information on why the proposal from the walk audit is not being considered.

Sight lines are limited due to the offset nature and length of the intersection. Many drivers are unsure who has the right of way or quickly accelerate to enter the drop-off area	Remove parking on the south side of Uhler Ave between Commonwealth Ave and Clyde Ave during school hours (7:00 AM – 4:00 PM)	Short
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Lack of Action a Significant Concern

We appreciate that the city completed a Safe Routes to School “walk audit” in 2017. It is shocking to us how few of the recommendations have been implemented almost six years after the report. None of the audit recommended projects are included on the current project section on the city’s website. The only completed audit project is at Hume and Commonwealth – an important project, but approximately 5 blocks from the area of immediate concern and generally not an area where we see significant school related pedestrian crossings.

Further, there are several as “short” or “medium” timeframe goals highlights in the 2017 audit that should be addressed as soon as possible. For reference, the audit defines short as “within 1 year” and medium “within 3 years.” Clearly if this were a priority, more of this audit would have been implemented by now—six (6) years after the audit.

Key Recommendations that the Traffic and Parking Board Should Consider

- Fully implement recommendations to address the limited sightlines at the E Uhler Ave and Clyde Ave. The audit suggest the installation of a raised crosswalk to slow traffic.
- Install marked crosswalks and curb bump outs. This should include a plan to repaint existing crosswalks to heighten visibility of crossings. We have included a view of the crosswalk at E Uhler Ave and Clyde Ave from the public notice for this hearing as an example of the deferred maintenance of the current markings for these crossing.



- Installation of a pedestrian signal for Clyde Avenue crossing.
- Work on updating the now six-year-old audit to ensure safety and coordinate with other city agencies.

Full 2017 Audit Recommendations



Map ID	Issue	Recommendation	Timeframe*
1	Sight lines are limited due to the offset nature and length of the intersection. Many drivers are unsure who has the right of way or quickly accelerate to enter the drop-off area	Remove parking on the south side of Uhler Ave between Commonwealth Ave and Clyde Ave during school hours (7:00 AM – 4:00 PM)	Short
	Incoming traffic at the Clyde Ave entrance accelerates quickly to exit queue	Convert high visibility crosswalk to raised crosswalk to slow traffic	Short
2	Lack of marked crosswalks across Commonwealth Avenue between Del Ray Avenue and Mt. Ida Avenue	Install marked crosswalk along with curb bump outs to provide access across Commonwealth Ave	Medium
3	Lack of marked crosswalks across Commonwealth Avenue between Mt. Ida Avenue and Mt. Vernon Avenue	Install marked crosswalk, curb bump outs, and median refuge island to provide access across Commonwealth Ave	Medium

* Short = within 1 year, Medium = within 3 years, Long = 3 or more years



4	School zone flashing beacons operate before 7:00 AM	Review and adjust timing of school zone flashing beacons	Short
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* Short = within 1 year, Medium = within 3 years, Long = 3 or more years



Map ID	Issue	Recommendation	Timeframe*
5	Insufficient time for pedestrians to cross Commonwealth Ave	Add pedestrian only phase during school hours to allow for the safe crossing of Commonwealth Ave, and consider adding diagonal crossing	Short
	No pedestrian signal for the Clyde Ave crossing	Add pedestrian signal for the Clyde Ave crossing	Short
	Curb ramps are not properly aligned to crosswalks	Reconstruct curb ramps so that they adequately align with existing crosswalks	Short
6	Pedestrians have difficulty crossing Mt. Vernon Ave within allotted pedestrian time	Lengthen time for pedestrian phase during school hours; consider adding diagonal crossing	Short

* Short = within 1 year, Medium = within 3 years, Long = 3 or more years

In addition to the above referenced recommendations from the 2017 audit, the fact that both E Uhler and Clyde are extremely narrow came up in our conversation with Mr. Hayes. We wonder if making both E Uhler and Clyde one-way streets would create a better traffic flow for the neighborhood generally and would also contribute to improving pedestrian safety. If Clyde were one way south, away from the intersection and E Uhler were one way in either direction, traffic would be much more controlled than it is today.

We thank you for your consideration of our comments. If you have any questions, we can be reached at mvcsptaadvocacy@gmail.com or at 617-308-4443 or 202-494-8761.

Marina Carter
President
MVCS PTA

Edward Mills
Co-Chair
MVCS PTA Advocacy Committee

Terry Heubert
Co-Chair
MVCS PTA Advocacy Committee

Attachment 4: Public Comment

Hello Bryan,

My name is Amanda and I am a resident of 2406 Clyde Ave. We received your flyer about proposed safety changes to parking to increase pedestrian safety after the incident that occurred several days ago. I appreciate your concern for pedestrian safety in our neighborhood.

Below are some of my suggestions and concerns about removing the 5 parking spaces -

1. As a resident of this busy block, I can personally attest to the current challenges of finding parking spaces between school drop off/pickup, library patrons, patrons of restaurants, and other residents of Clyde/Uhler/Oxford. Removing 5 spaces is taking residential parking away from the 6 residents of 2406 Clyde Ave (we are an apartment unit) and others who live on the block.
2. Removing parking spaces seems like a low-cost option instead of adding more visible pedestrian infrastructure to increase the safety of pedestrians. Other busy spots in the area feature neon yellow pedestrian signs that flank both sides of the crosswalk with flashing lights. This in addition to repainting crosswalks to make them more visible seems like a great option.
3. One parking spot on the South side of Uhler noted in the flyer's diagram seems to be the most helpful to be removed because of the lack of visibility of that stop sign (the tree isn't helping visibility either).

Thank you for reaching out to residents to invite us to share our concerns!

Best,

Amanda Ebersole

Bryan,

Just wanted to drop a comment to support the plan to improve the crosswalks on Clyde and Uhler getting towards MVCS. Appreciate all that you do in TES and especially the complete streets work.

Thanks,

James Miceli

102A E Cliff St

Mr. Hayes,

My family supports removing parking on Clyde and Uhler especially during hours in which children are moving through the area. However, I wouldn't want to remove spaces for persons with disabilities if that is an option. Further, data and recommendations from Safe Routes to Schools should be integrated with Vision Zero. Together this data should be used to drive City decisions, such as curb cut approvals on Commonwealth and Uhler. I fully support Safe Routes to School recommendations including removing parking to improve student safety.

Sincerely,

Erin Rooks

Del Ray neighbor

Good Afternoon Bryan---

As mentioned yesterday, here are some of my Comments for the Upcoming Traffic Parking Board Meeting, later this month...

Please confirm receiving this e-mail + advise, if additional information is needed.....Thanks

Suggestions:

- Eliminating 2 Parking Spaces @ East Uhler Stop Sign, west direction
- Add "STOP" Lettering @ ALL 3- STOP Signs
- Add Speed Bumps
- Refresh Painted Crosswalks
- Add "Do NOT Block Driveways" Signs @ 6 Nearby Driveways
- Refresh "ONE WAY" Arrows + Signage @ Library, Playground + School Parking Lot
- Photos will be available of:
 - 1) Blocked Driveways

- 2) Condition of Crosswalks
- 3) Condition of STOP Signs
- 4) Condition of One Way Sign
- 5) Vehicles NOT Stopping @ East Uhler Stop Sign, west direction

Rebecca Kudla

Dear Mr. Hayes, in regard to the Mount Vernon community school drop off safety issues, I asked that you explore all available options:

- 1) Raised crosswalks
- 2) Better signage (PTA to provide)
- 3) No parking on Uhler Avenue during drop off hours
- 4) Employment of a crossing guard on Commonwealth Ave

The proposal you have is a start, but we need to implement the recommendations from the study from 6 years ago at a minimum AND explore all available solutions.

-Angela Mills, mother of a 3rd grader

Mr. Hayes,

We live at 105 E. Uhler Ave (see attached) in the second house from the subject intersection. We were first informed of proposed changes to the parking at the Clyde/E. Uhler Intersection by the signs posted 17-Apr on the adjacent telephone poles. We understand there was a comment period that closed 13-Apr so we are very disappointed that we, as neighbors who will be significantly impacted by the parking reduction, were not timely notified and given an opportunity to comment.

We understand and agree with the safety improvements sought on behalf of students at the adjacent school. We, however, have the following concerns with the proposed changes:

- 1) Two parking spaces be maintained as outlined in the Red Box on attached photo. How many feet of parking will be maintained (not counting the Radius to apron on our driveway)? Will two standard size vehicles fit in these spaces?

2) The school drop off and pickup (more so pickup) is a definite chaotic event each day that in our opinion impacts the safety of students/others more than the current subject intersection parking. Each day, several parents/guardians double park one E. Uhler Ave to drop off/pick up students - this is a definite safety hazard to both the students and anyone else using the street during this time. I don't think a week goes by without a driver on E. Uhler Ave voicing their frustration with prolonged horn honking.

3) Removing the 5 parking spaces as proposed will make a terribly inconvenient parking situation significantly worse for residents of E. Uhler Ave and Clyde Ave. We fortunately have 3 off street spaces so our life will be less impacted than others on the street—the house at corner of Clyde/Uhler has four apartments with two cars per apartment for total of eight that need to be parked (they have off street parking for two vehicles at max.) There are Duplexes under construction on the corner of E. Uhler Ave and Commonwealth that will also have four living units (two in duplex and two in the approved ADUs). There are four apartments at 111 E. Uhler Ave with residents having 8 or more vehicles depending on who is living in the apartments. Other houses on the 100 block of E. Uhler have two or more vehicles per home with 109 having an ADU and house with four or more vehicles for the residents of that unit.

There may be a spot for most of the residents vehicles when the school is not in session, library not open and Mt. Vernon Ave businesses not open. There is certainly not enough parking during the school day, when library in use and the Avenue businesses in operation.

Question - prior to making the proposed parking changes, did you study/observe the existing parking situation on E. Uhler or Clyde during school drop-off/pickup? Are those results available for impacted residents to review?


4) Attached is recent email we sent Mt. Vernon School, but did not receive a reply or response. Also attached is an email/correspondence regarding school pickup issues in past. We have a folder with more such incidents/emails.

What do we recommend - maintenance of of the two parking spots in Red Outline in attached photo given there is already a parking shortage on E. Uhler Ave that will be made worse by the proposed parking changes, improved enforcement of existing parking/traffic laws and improved “management” of the pickup/dropoff process so cars are not double parked or blocking neighbor's driveways.

Thank you,

Tom Bijak and Beverly Brunette
703-919-6733 105 E. Uhler Ave

Our home is 105 E. Uhler: (when we saw the signs posted on the telephone poles, we consulted with our neighbor Rebecca Kudla from 101 E. Uhler and she showed us this notice she received. I took a photo of it to become informed).



The City proposes improving visibility of people walking in the crosswalks by removing five parking spaces at the intersection of E Uhler Avenue and Clyde Avenue.

- Remove 2 parking spaces at the stop bar on the south side of E Uhler Avenue for safety reasons.
- Remove 1 parking space east of the crosswalk on the south side of E Uhler Avenue for safety reasons.
- Remove 1 parking space on the west side of Clyde Avenue at the intersection with E Uhler Avenue for safety reasons.
- Remove 1 parking space at the stop bar on the east side of Clyde Avenue at the intersection with E Uhler Avenue for safety reasons.

<https://www.alexandriava.gov/transportation-planning/safe-routes-to-school>

Recent email sent to Mt. Vernon School (note we have to send one or more such messages each year):



Tom C. Bijak

Mt. Vernon Issues March 30, 2023 at 3:14 PM

Parking on E. Uhler Ave. at after school pickup

To: regina.benavides@acps.k12.va.us

Ms. Benavides,

We know you have a lot of responsibilities and important work developing the children, but please take a couple of minutes to pass this on to the principal or whoever can get a message to parents/guardians about not blocking private driveways or the street during drop off and pickup.

Over the past year, the parking in the street/blocking driveways on E. Uhler Ave. has gotten progressively worse. Routinely, we've observed and had to deal with vehicles double parked or parked in front of our driveway blocking our ability to enter or exit. At times, cars have been parked in our driveway to pickup their children.

We try to schedule our work and errands so we do not return or exit with our vehicles during drop off or pickup, but we simply sometimes need to. Right now, I'd say the parking/pickup situation is a bit out of control.

Today, when my wife came home from shopping with a load of groceries/other, there was a car parked blocking our driveway with no one in the vehicle. My wife had to honk the horn until a parent/guardian finally came from the playground with a school child to move their vehicle.

The inconsideration of the few offending persons is really starting to grate on us...

Anything you can do to help alleviate this problem would be most appreciated.

Thank you,

Tom and Beverly
703-919-6733
105 East Uhler Avenue

Sample Email from previous issues sent to Mt. Vernon School:



James Bartlett

Mt. Vernon Issues February 16, 2017 at 3:36 PM

Re: "Blocked Driveways" +" Illegal Parking"

To: Peter Balas, Cc: Liza Burrell-Alana, James J. Bermudez, Tom Bijak

[Details](#)

Sure. I'll ask, but it will likely depend on their call volume.

Jamie

James Bartlett, Assistant Director
Health, Safety & Risk Management
Department of Educational Facilities

Alexandria City Public Schools

1340 Braddock Place
Alexandria, VA 22314

703-619-8295 (office)
571-221-8501 (cell)

Jamie,

Can we ask for some parking enforcement support around dismissal time? Say 215-3? I am usually out there and can also point out the issues

Pete

It sounds like you're doing the right thing, Peter. Our next step would be to sic Parking Enforcement on them. Unfortunately, parking in guy's driveway isn't even something you could give someone a ticket for. Rude behavior isn't against the law.

Jamie

James Bartlett, Assistant Director
Health, Safety & Risk Management

Department of Educational Facilities

Alexandria City Public Schools
1340 Braddock Place
Alexandria, VA 22314

703-619-8295 (office)
571-221-8501 (cell)

----- Original Message -----

Hello Tom,

I will absolutely remind parents and also see how I can deploy more staff to monitor that at dismissal time. I thought we were doing better but what you describe is totally unacceptable.

I am also copying central office staff who work with safety and emergency management and they may be able to lend a hand and assess the situation as well.

I appreciate your email and for the opportunity to remedy this situation so we can continue our good neighbors relationship!

Pete

Mr. Balas,

We're totally aware that you have a very demanding job and that you're not responsible for policing the streets/parking, but at dismissal today I came home and couldn't use my driveway because a parent was parked in it (not in front on the street, but fully in my driveway). Sure the parent apologized and left, but I had to park in the middle of the street and get out to ask them to move plus back up the street so their car could get out of my driveway— not a safe thing to do with all the children at dismissal, but I couldn't go forward because Uhler was block in front of me as well.

Further, someone hit my daughter's car parked in front of our house causing several hundred dollars damage that we recently repaired— it happened during school hours, but we honestly don't know who did. Her car is parked in our driveway to keep it off the street and the parent that used our driveway today was up close against her car.

We would appreciate a gentle reminder to parents/guardians at pickup to not use or block the residents' driveways.

I hate alteractions, but sometimes it just wears on you...

Thank you.

Tom Bijak
tombijak@comcast.net
105 E. Uhler Avenue.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: April 24, 2023
DOCKET ITEM: #7
ISSUE: Intersection Changes – Duke Street and West Taylor Run

REQUESTED BY: T&ES Staff

LOCATION: Intersection of West Taylor Run Parkway, Duke Street and Telegraph Road ramp

STAFF RECOMMENDATION: That the Board recommend to the Director of T&ES that the Duke Street Pilot Phase II Mitigation be made permanent, restricting access from West Taylor Run Parkway to the Telegraph Road ramp.

BACKGROUND: The Duke Street Mitigation Pilots aimed to reduce regional cut-through traffic on neighborhood streets and to shift traffic to major arterials. As part of this, the pilots focused on signal times and access changes. The second phase of the pilot reinstated the signal timing changes from Phase I and restricted access to the Telegraph Road ramp directly from West Taylor Run Parkway. The goals of this phase:

- Reduce West Taylor Run Parkway traffic further than that of phase I
- Continued reduction of neighborhood cut-through traffic
- Reduce congestion on eastbound Duke Street stemming from the backup at the West Taylor Run Parkway signal

By reducing this congestion along Duke Street, using the arterials will be a preferable alternative for cut-through traffic, further reducing traffic on residential streets.

The pilot was originally slated to end on March 31, 2023 but was recommended to extend to May 31, 2023 by the Traffic and Parking Board at the request of City Staff to address data collection and civic associations input to explore the possibility of extending the pilot permanently.

City staff did collect additional data between February and March 2023 and found that all the goals were met.

DISCUSSION: Staff collected multiple traffic counts over the course of the Pilot (August 2022, October 2022, January 2023, February 2023, March 2023). Staff also used traffic counts from 2019 in order to help calculate differences of volumes. In addition to the traffic count data staff used Streetlight 2019 and 2022 sources to help calculate regional cut-through traffic. As part of the cut-through analysis (2019 versus 2023) staff found that:

- Quaker Lane volume increased by 39%
- West Taylor Run Parkway decreased by 54%
- Cambridge Road decreased by 48%
- Yale Drive decreased by 76%
- Fort Williams Parkway decreased by 47%

Based on the increase on Quaker Lane and the decreases on the neighborhood roadways cut-through traffic re-directed to Quaker Lane, all traffic cut-through goals have been met.

A notable statistic found that the Telegraph Ramp peak hour volumes met or exceeded pre-COVID volumes (2019). This is important as a probable outcome of this pilot that as access improved to get onto Telegraph Road from Duke Street due to the free-flow lane onto Telegraph Road, it's possible that regional (including local) traffic to get to Telegraph Road from other areas increased due to improved reliability and travel times on Duke Street.

The travel times and congestion goals were measured using INRIX software and qualitative field reviews. INRIX software uses data from commercial and public fleets, as well as connected vehicles to be able to determine travel times, speeds, travel time reliability, and congestion on arterial roadways, such as Duke Street. The data found that travel times on Duke Street eastbound decreased between 5% and 10% during the peak hours but remained relatively the same in the westbound direction of Duke Street. Staff noticed less stop-and-go traffic on eastbound Duke Street, especially during the peak hours. Staff also observed that pedestrian activations can cause the free-flow lane to back-up similar to before but reverts to flowing operations after a cycle or two.

Overall, the pilot successfully met the goals for pilot phase II. Staff presented the outcomes and recommendations to the public on March 29, 2022.

The West Taylor Run Parkway and Duke Street Capital Project is expected to be finalized this spring. A public meeting was held on Monday, April 17th 2023. More information about the capital project will be presented during a future traffic and parking board meeting.

Based on the civic associations support and the supporting data, staff are recommending to extend the pilot permanently until the construction of the West Taylor Run Capital project slated for FY26-27.

OUTREACH:

- Staff met with Traffic and Parking Board on October 25th to present preliminary data about the progress of the pilot and also public input about Quaker Lane and access from the neighborhoods to Telegraph Road.
- Staff met with nearby civic associations about the progress of the pilot and questions about extending the pilot permanently on Feb 13, 2023. At this meeting we heard support from the associations to continue the pilot and feedback about concerns that were similar to the March 29th meeting. (attached civic association letter)
- Staff presented the outcomes and recommendations to the public virtually on March 29, 2022. A recording of the presentation can be found here https://alexandria.granicus.com/ViewPublisher.php?view_id=29&coa_view_id=29&coa_clip_id=5808
- Community and civic association feedback were the following:
 - AM impacts on Duke Street need to be explored
 - Congestion at Duke Street and Quaker Lane intersection
 - Access to Telegraph Road
 - Improved safety using the Dove Street access.
 - Duke Street and Cambridge Road vehicle interactions on the service roads
 - General signal operations at West Taylor Run
 - Focus on other corridors such as King Street and westbound Duke Street
- Staff acknowledges the concerns and will monitor and tweak accordingly. If the board concurs with the recommendation, staff will begin reviewing the above concerns as the pilot infrastructure will become permanent.
- Staff has informed impacted civic associations of the April 2023 Traffic and Parking Board meeting and City Staff's recommendation to make the pilot permanent.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: April 24, 2023
DOCKET ITEM: #8
ISSUE: City Code Amendment – Curb Cuts

REQUESTED BY: City Staff

LOCATION: Citywide

STAFF RECOMMENDATION: That the Board endorses the proposed changes to simplify and streamline the Curb Cut approval process and in considering future appeals the board will make determinations based on safety, traffic, and parking related factors.

BACKGROUND: Section 5-2-14 of the City Code outlines the process to approve a curb cut, which are commonly known as driveway aprons. Typically, new construction on a property requires some access to the site in the form of a curb cut. However, under the current process, curb cuts are evaluated and permitted separately from the grading plan or other plans for development on the property. This has created an inefficient and duplicative process that can result in undercoordinated reviews. With regard to the curb cut process, the Traffic and Parking Board is charged with reviewing and having final authority on any appeals to curb cut requests. This is typically infrequent, but does provide a body to consider these requests when they occur. Currently, there is not a specific reference in the Code to the criteria that should be considered when deciding on an appeal, although the Board’s purpose as described in Section 5-8-2 would be a basis for making a decision.

Staff has proposed an amendment to the City Code (Attachment 1) to clarify and to streamline the review and approval process and address the following issues:

- First, the existing ordinance currently states that individuals can apply for a permit for a curb cut or a “sidewalk crossover” of a curb cut. However, the City does not issue permits solely for sidewalk crossovers. Rather, the City treats sidewalk crossovers as an element of curb cuts and the curb cut permitting process.
- Second, the current process regularly involves duplicative and parallel review processes when curb cut applications accompany grading plan submissions, which address surface elevation, drainage and zoning requirements for structures as a part of the land development process.

- Lastly, the existing ordinance requires final approval by the City Manager that cannot be delegated to the Director of Transportation and Environmental Services (“T&ES”) or any other designated agent.

DISCUSSION: Staff presented this Code amendment to the Board in March. One proposed change included confining the appeal process to requests that did not comply with minimum criteria. Several Board members expressed concerns with the proposed changes to the appeals process, noting support for not limiting the opportunities for an appeal. However, other Board members noted concern with not having any criteria for which to consider an appeal. Staff has removed the proposed changes to the appeal process in this amendment and recommends the Board use the Board’s purpose as outlined in Section 5-8-2 in deciding these appeals which charges the Board to “consider matters concerning substantial changes to traffic and on-street parking regulations” and when considering “these matters, the board shall prioritize safety of all users when making recommendations.”

Staff also heard from the Old Town Civic Association that there should be no changes to who can make an appeal. Due to these concerns, the appeals section is not being modified and there are no changes to who is permitted to appeal a curb cut decision.

The remaining changes to streamline the process will still be proposed to the City Council in May. Below is a detailed breakdown on how the proposed amendment affects the approval authority, the workflow associated Development Site Plans, Development Special Use Permits, Grading Plans and Standalone curb cuts, and the removal of the “sidewalk crossover” reference.

Removal of Reference to Sidewalk Crossovers

Staff proposes removing references to sidewalk crossovers in Code Section 5-2-14. The City does not issue permits for sidewalk crossovers, which are instead considered an element of the overall curb cut permitting process. Removing references to sidewalk crossover permitting and review, therefore, clarifies the City’s permitting actions.

Approval Authority: This Code modification delegates the approval of curb cut applications from the City Manager to the T&ES director or any designated agent.

Approval Process Workflow: In general, there are three separate paths through which a curb cut request could flow. Below is a breakdown of how each workflow is affected.

1) Site Plan and Special Use Permit Review Process:

No changes are being proposed to the workflow for curb cuts proposed on site plans and special use permits. Currently, curb cuts proposed on site plans and special use permits are approved through the site plan process and do not require any additional routings, as outlined in the original Code language. *See* Code § 5-2-14(a) (“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.”).

2) 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 overall review of the grading plan and eliminating the additional routing. Grading plans will be routed to all appropriate staff for feedback. With staff feedback, the approval decision of the curb cut will be conveyed to the applicant with the approval decision of the associated grading plan.

3) Individual curb cuts:

No changes are proposed to the workflow associated with the review of an individual curb cut request.

The City Council will consider the proposed curb cut process changes at their meetings in May. Staff recommends the Board endorse these changes to the City Code.

OUTREACH: Staff has notified the Alexandria Federation of Civic Associations about this proposed City Code amendment and offered to address questions. The Federation was also notified that this code modification has been docketed on the Traffic and Parking Board agenda for April and will be considered by City Council in May. Also, staff has coordinated this modification with the Old Town Civic Association in response to questions and concerns they had. Lastly, this code modification has also been presented to NAIOP.

Attachment 1 Proposed Changes to the Curb Cut Section of the City Code

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 that are submitted pursuant to section 5-6-224(d), site plans that are submitted pursuant to 11-400, and special use permits that are submitted pursuant to 11-500 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 and sidewalk crossovers. 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.
- (c) With the exception of all applications for curb cuts identified in subsection (g), prior to filing a curb cut or sidewalk crossover 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 or sidewalk crossover 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 or sidewalk crossover 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 or site 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 owner 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 (ed)(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 VDOT's Functional Classification
- (2) One Curb cut per lot
- (3) Curb Cut is located greater than 50' away from a bus stop
- (4) Curb Cut is located greater than 30' from an intersection
- (5) Curb Cut has adequate sight stopping distance
- (6) Curb Cut Meets T&ES Construction Standards

(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)