

TRAFFIC & PARKING BOARD PUBLIC HEARING

June 27, 2022

City Hall – Alexandria, VA

Hybrid meeting will start at 7:00 PM



Welcome!

The Traffic and Parking Board is utilizing a hybrid meeting format for the first time - please bear with us if we encounter any technical difficulties

Public Comment:

- Via e-mail: signed up in advance
- In-person: use sign-up form
- Via Zoom: use 'Raise Hand' feature in Zoom
 - *9 with phone audio

Agenda

Welcome & Introductions

1. Deferrals and Withdrawals
2. Approval of Minutes
3. Written Staff Updates & Public Hearing Follow-up
4. Public Discussion Period

Consent Items:

5. Potomac Ave & Glebe Rd Improvements

Public Hearing Items:

6. Stop Sign at Dartmouth Rd & Vassar PI
7. Curbside Loading Locations

Information Items:

8. Staff Updates
9. Commissioner Updates

Approval of the Minutes

Written Updates & Public Hearing Follow-Up

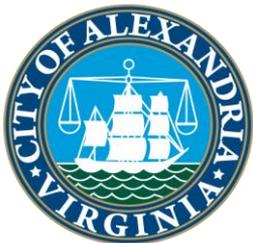
Public Discussion Period

This period is restricted to items not listed on the docket

Bus-Only Lane on East Glebe Road at Potomac Avenue

Agenda Item 5

Presenter: Ms. Orr

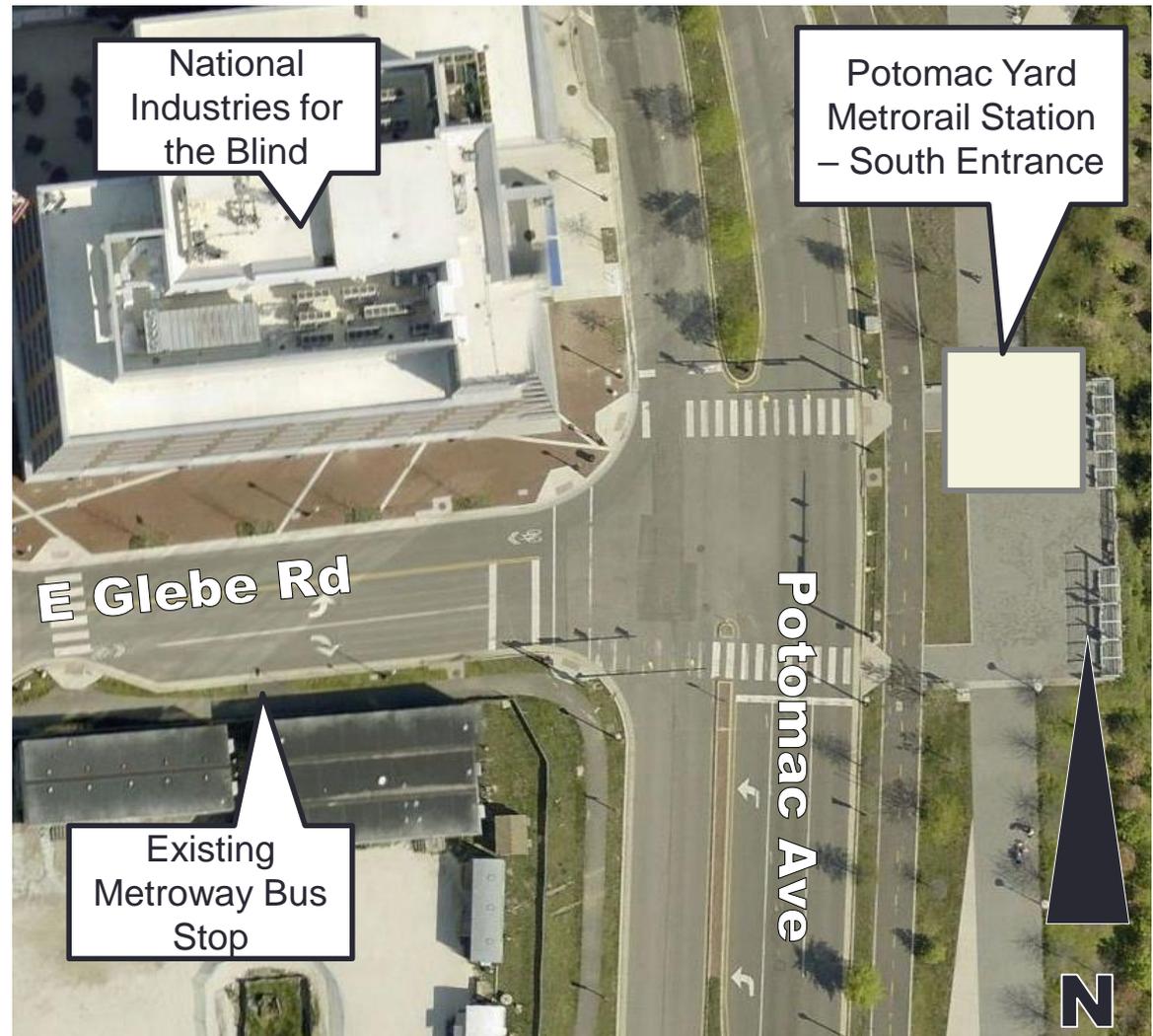


Background

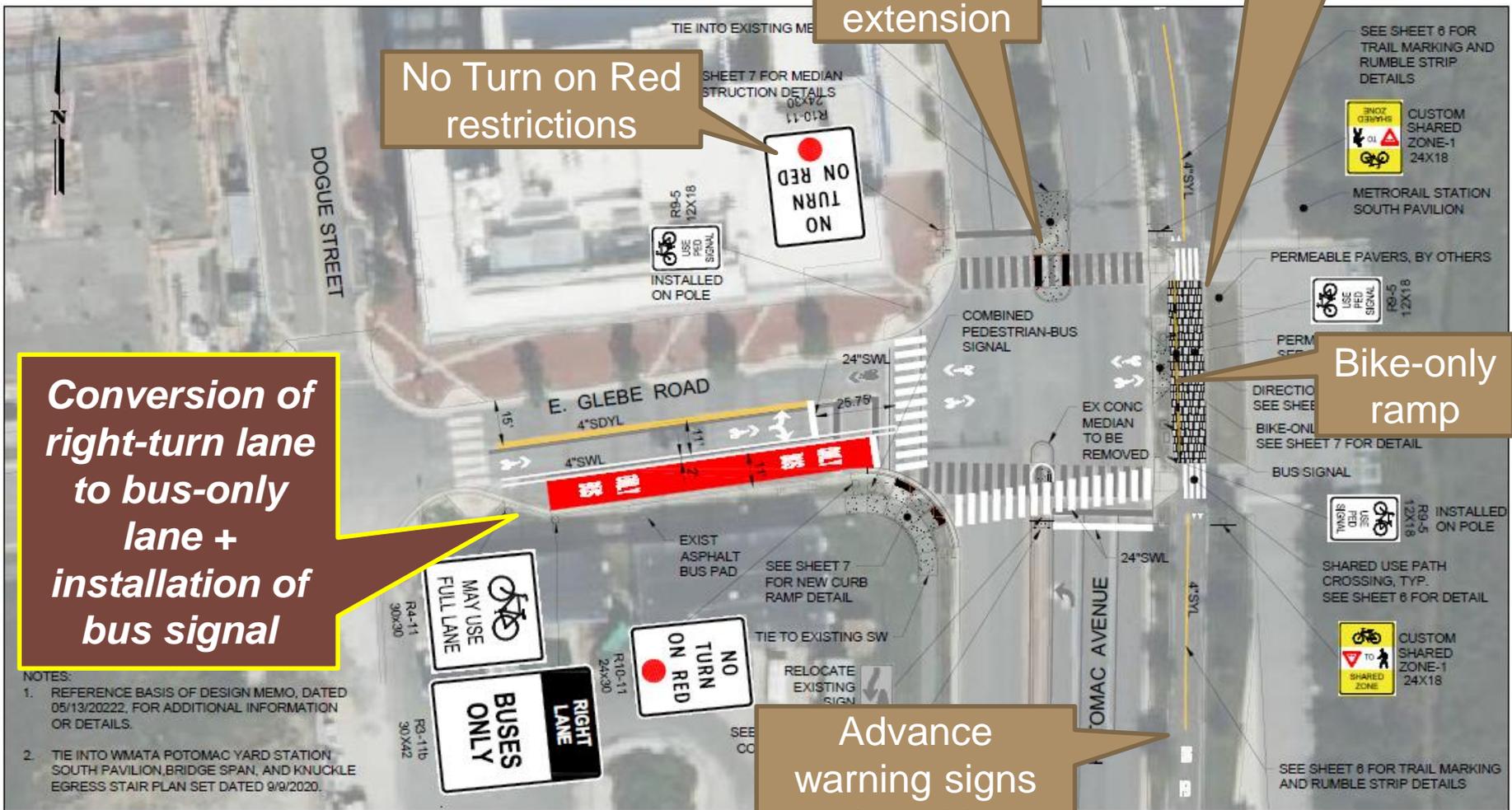
Potomac Yard
Metrorail Station
opening Fall 2022

Additional bus
service planned on
Glebe Road

Improvements to
facilitate safe access
to and from the new
Metro station



Proposed Improvements



No Turn on Red restrictions

Median extension

Pavers to calm trail traffic near Metro entrance

Conversion of right-turn lane to bus-only lane + installation of bus signal

Bike-only ramp

Advance warning signs and markings

- NOTES:
1. REFERENCE BASIS OF DESIGN MEMO, DATED 05/13/2022, FOR ADDITIONAL INFORMATION OR DETAILS.
 2. TIE INTO WMATA POTOMAC YARD STATION SOUTH PAVILION, BRIDGE SPAN, AND KNUCKLE EGRESS STAIR PLAN SET DATED 9/9/2020.

SEE SHEET 8 FOR TRAIL MARKING AND RUMBLE STRIP DETAILS

CUSTOM SHARED ZONE-1 24X18

METRO RAIL STATION SOUTH PAVILION

PERMEABLE PAVERS, BY OTHERS

PERM...

DIRECTION SEE SHEET...

BIKE-ONLY SEE SHEET 7 FOR DETAIL

BUS SIGNAL

TRANSIT SIGNAL 12X18 R9-5 INSTALLED ON POLE

SHARED USE PATH CROSSING, TYP. SEE SHEET 8 FOR DETAIL

CUSTOM SHARED ZONE-1 24X18

SEE SHEET 8 FOR TRAIL MARKING AND RUMBLE STRIP DETAILS

TIE INTO EXISTING ME...

SHEET 7 FOR MEDIAN STRUCTURE DETAILS

R10-11

R9-5 12X18

USE PED SIGNAL

INSTALLED ON POLE

NO TURN ON RED

COMBINED PEDESTRIAN-BUS SIGNAL

EX CONC MEDIAN TO BE REMOVED

24" SWL

25.75'

4" SDYL

4" SWL

EXIST ASPHALT BUS PAD

SEE SHEET 7 FOR NEW CURB RAMP DETAIL

TIE TO EXISTING SW

RELOCATE EXISTING SIGN

SEE...

OC...

DOGUE STREET

POTOMAC AVENUE

Community Engagement

Direct engagement
with:

- ✓ Potomac Yard
Metrorail
Implementation Group
- ✓ National Industries for
the Blind
- ✓ WMATA + DASH
- ✓ Local advocacy
organizations

Comment themes:

- Minimize conflicts at station
entrance
- Facilitate improved access
for people with limited or no
sight
- Support for No Turn on Red
- Improve access for all road
users

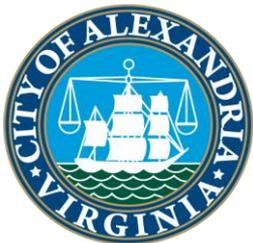
Recommendation

That the Board recommend converting the eastbound right-turn-only lane to a bus-only lane, and converting the eastbound left-turn-only lane to a left-turn and right-turn lane at the intersection of Potomac Avenue and Glebe Road.

All-way Stop Sign at Vassar Place and Dartmouth Road

Agenda Item 6

Presenter: Mr. Nguyen



Location



Views



Looking East



Looking West

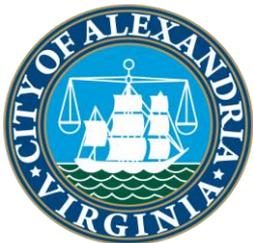
Staff Recommendation

The Board recommend the Director of T&ES deny the request for all-way stop control at Dartmouth Road and Vassar Place

Consideration of a request to install 'Active Loading and Curbside Pickup Only' signage at 16 different locations

Agenda Item 7

Presenter: Mr. Devilliers



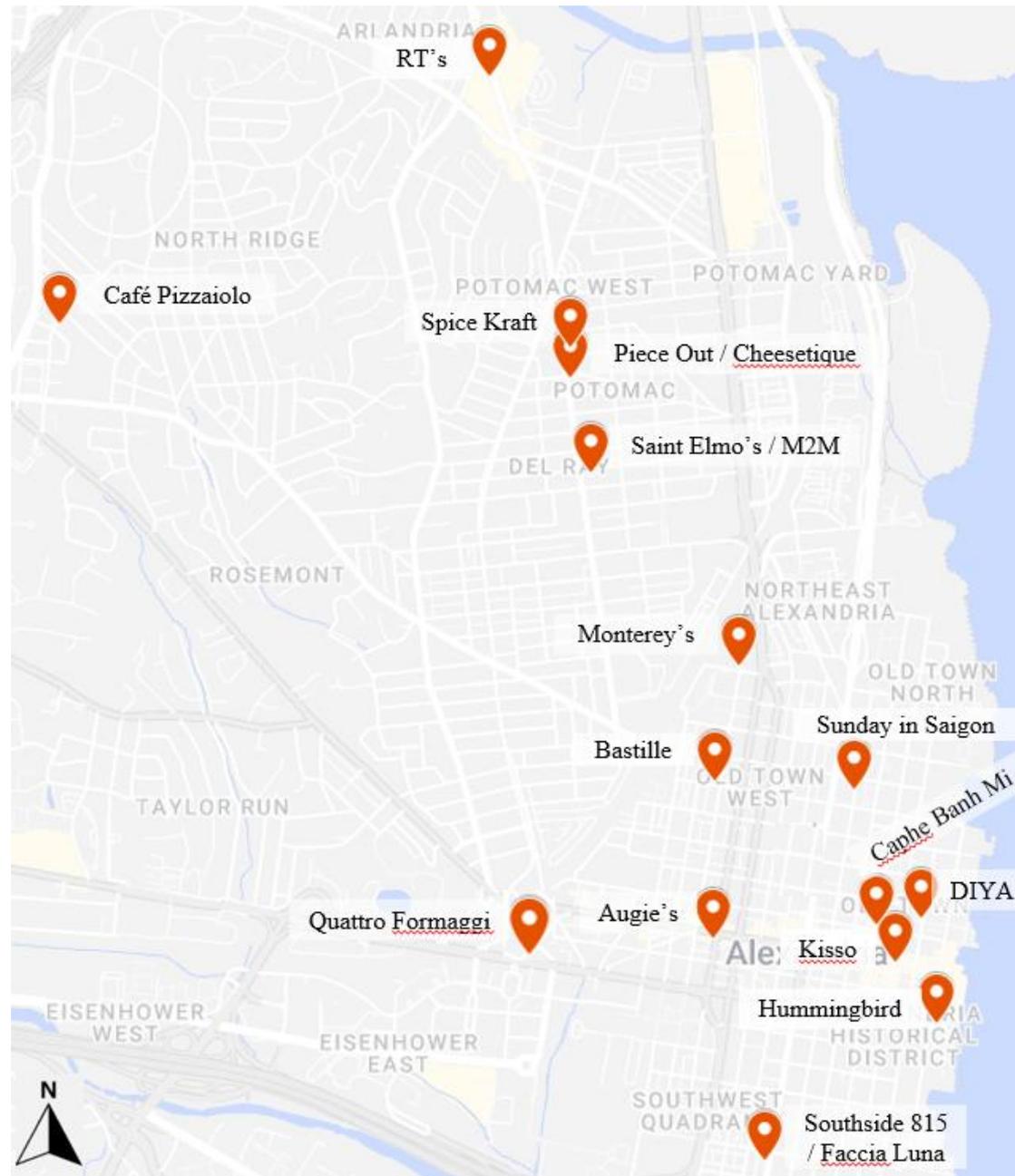
Former Temporary Signage



New Permanent Signage



Overview Map of Each Location



Outreach

- Old Town Civic Association
- Old Town Business Association
- North Old Town Independent Citizens Association
- Braddock Metro Citizens' Coalition
- Del Ray Citizens Association
- Del Ray Business Association
- North Ridge Citizens Association
- West End Business Association

Staff Recommendation

Recommend that the Board recommend the Director of T&ES install 'Active Loading and Curbside Pickup Only' zones at:

1 Duke Street

218 North Lee Street

101 South Fairfax Street

405 Cameron Street

801 South Washington Street

1725-B Duke Street

1102 King Street

1205 Pendleton Street

1000 North Fayette Street

682 North Saint Asaph Street

205 East Howell Avenue

2419 Mount Vernon Avenue

2607 Mount Vernon Avenue

3804 Mount Vernon Avenue

1623 Kenwood Avenue

2312 Mount Vernon Avenue

Information Items

Staff & Commissioner Updates

Staff Updates

- Mount Vernon Ave North – Complete Streets Project
- 2021/2022 Annual Report – Goals for the year

Commissioner Updates

Update on Mount Vernon Avenue North Complete Streets Project

Agenda Item 8

Presenter: Ms. Orr



Project Overview

Scope

- Signalized intersection improvements on Mt. Vernon Avenue between Glebe Road and Four Mile Road

Background

- Arlandria-Chirilagua Plan (2021)
- Alexandria Mobility Plan (2021)
- Alexandria Transit Vision Plan (2019)
- Vision Zero Action Plan (2017)
- Transportation Master Plan: Pedestrian & Bicycle Chapter (2016)

Project Goals

- Improve pedestrian safety
- Reduce vehicle speeds
- Minimize conflicts between users
- Improve access to transit
- Preserve parking

Funding

- \$2M in grant funding from the Virginia Department of Transportation

Existing Conditions

Intersections

- 4 signalized intersections

Crashes

- 3 fatal pedestrian crashes 

Transit

- Multiple bus routes; 8 bus stops
- Limited bus stop amenities

Cross-Section

- 4 lanes between Four Mile Rd and Russell Rd; transitions to 2 lanes + parking



Existing Conditions

Intersections

- 4 signalized intersections

Crashes

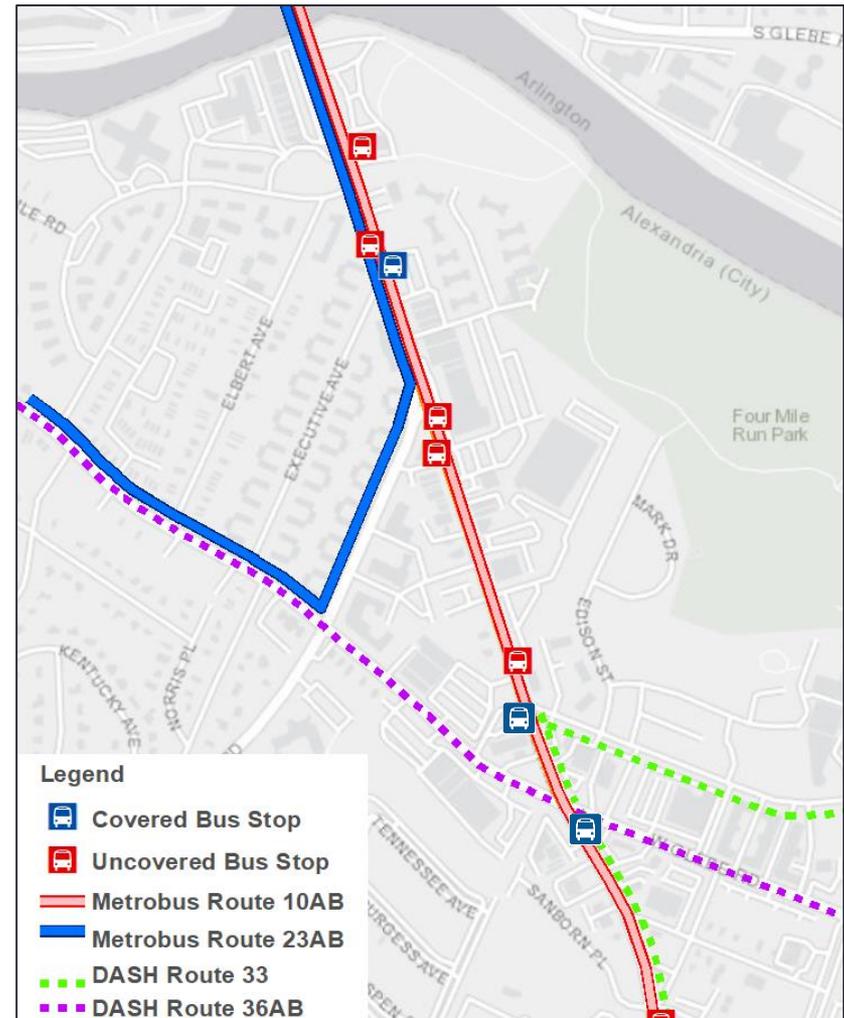
- 3 fatal pedestrian crashes

Transit

- Multiple bus routes; 8 bus stops
- Limited bus stop amenities

Cross-Section

- 4 lanes between Four Mile Rd and Russell Rd; transitions to 2 lanes + parking



Past Community Comments



- Variety of modes
 - High instances of people walking, riding the bus, bicycling, and driving
- Desire for:
 - Additional crosswalks
 - More and better bus shelters
 - Bicycle lanes
 - Reduced speeding and cut-through traffic
 - Preserving parking
 - More green space
 - Minimal traffic congestion

Conceptual Design + Community Engagement



Community Outreach May-June 2022

- Project webpage
- Direct stakeholder communication
- Posters at bus stops
- eNews announcement
- Social media
- Online feedback form
- In-person public meeting
- All materials bilingual

Four Mile Road

Existing

- Access to Four Mile Run Park Trail and Casa Chirilagua
- Long crossing distances
- Four Mile Rd approach treated as multiple lanes



Four Mile Road

Design Option 1 of 1



Curb extensions to reduce crossing distances, provide more sidewalk space, reduce vehicle-pedestrian conflicts, and slow turning vehicles

Four Mile Road

Design Option 1 of 1

3.4★

Average Rating



Based on **204** responses



53% **liked** this option



19% **disliked** this option



28% were **neutral** or had **no opinion**

What people liked:

- Curb extensions reduce crossing distances (60%, 125 respondents)
- Tighter corners slow down turning vehicles (55%, 114)
- Signal timing adjustments reduce wait times for people crossing (51%, 106)

What people disliked:

- No bicycle facilities

“Needs clarity for bikes crossing from Four Mile Run Trail.”

- Alexandria resident, online survey

Executive Avenue

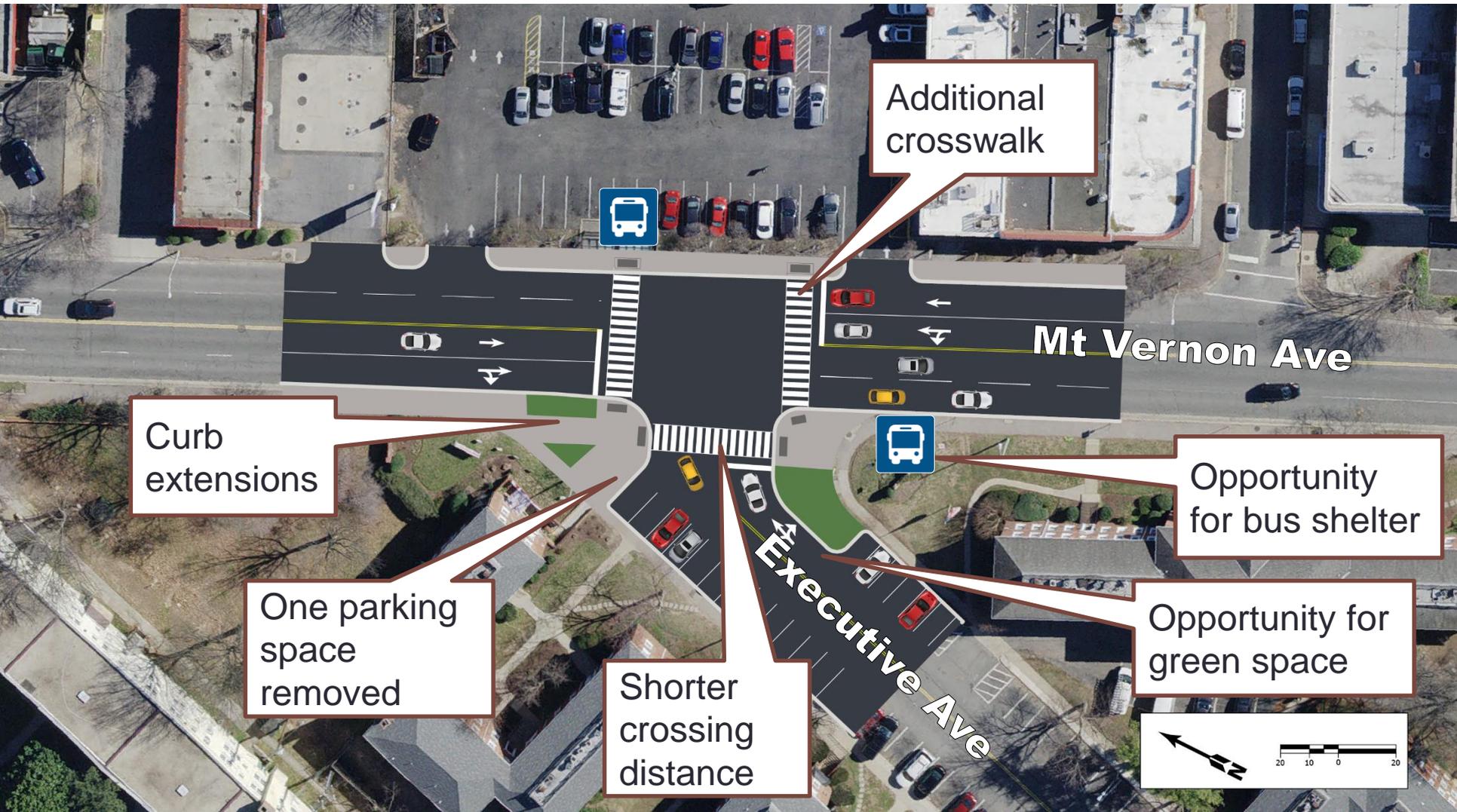
Existing

- Long crossing distances
- Fast turns onto Executive Avenue
- Limited crossing opportunities
- Limited bus stop amenities



Executive Avenue

Design Option 1 of 1



Additional crosswalk

Mt Vernon Ave

Curb extensions

Opportunity for bus shelter

One parking space removed

Shorter crossing distance

Opportunity for green space

Executive Ave



Executive Avenue

Design Option 1 of 1

“This is a high priority.”

- Alexandria resident, online survey

3.8★

Average Rating



Based on **189** responses

 70% **liked** this option

 13% **disliked** this option

 17% were **neutral** or had **no opinion**

What people liked:

- Curb extensions reduce crossing distances (69%)
- Tighter corners slow down turning vehicles (58%)
- Shelter for southbound bus stop (56%)
- Opportunity to add green space and pedestrian amenities (62%)
- Additional crosswalk provides easier access to bus stop (52%)

What people disliked:

- Tight corners are more challenging for drivers
- No bicycle facilities

Russell Road

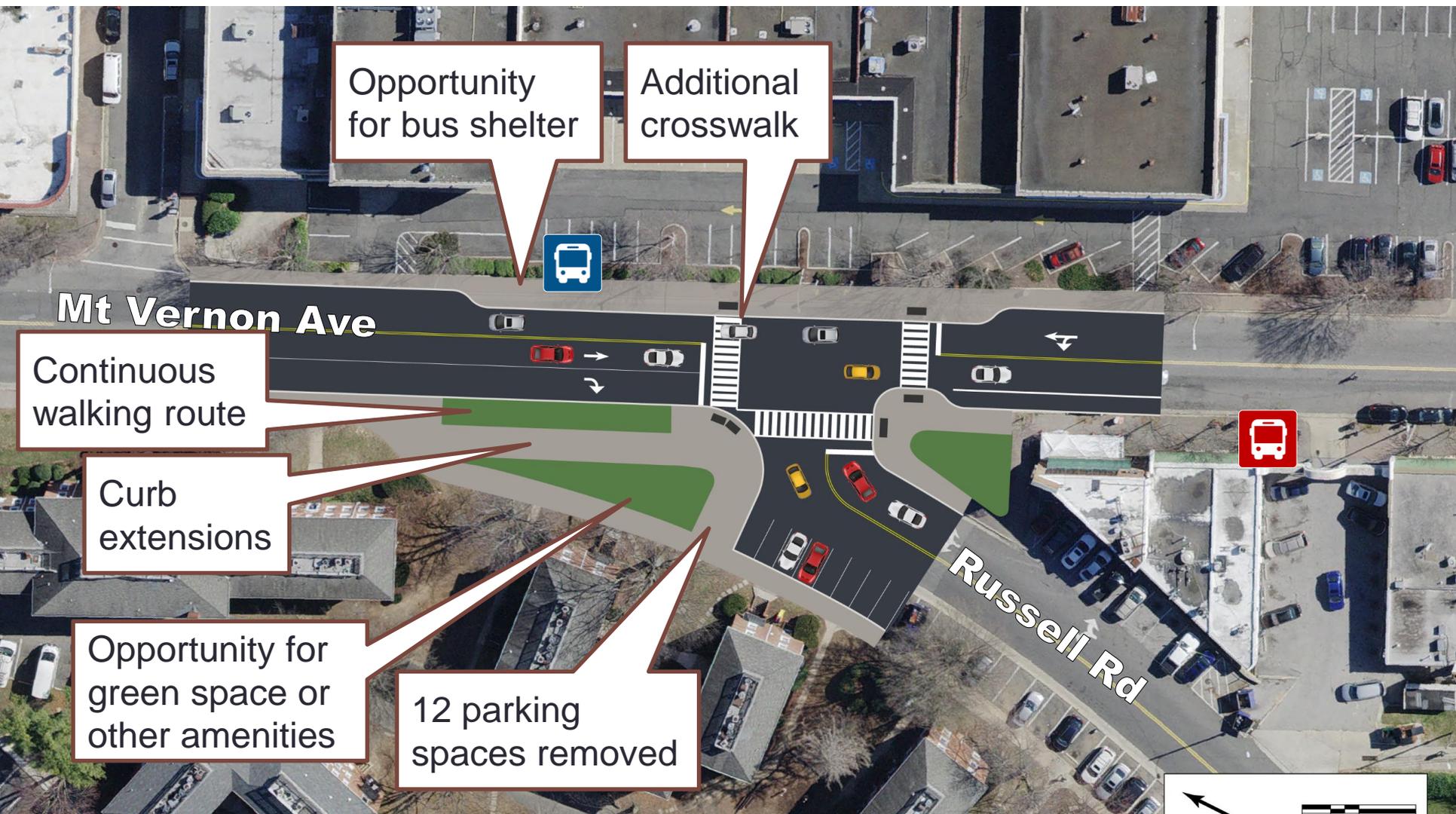
Existing

- Long crossing distances
- Fast turns onto Russell Rd
- Limited crossing opportunities
- Inconvenient pedestrian route
- No bus stop amenities



Russell Road

Design Option 1 of 2



Opportunity for bus shelter

Additional crosswalk



Mt Vernon Ave

Continuous walking route

Curb extensions

Opportunity for green space or other amenities

12 parking spaces removed

Russell Rd



Russell Road

Design Option 1 of 2

"Hate to lose so many parking spaces but the benefits here seem ample enough to justify it."

- Alexandria resident, online survey

3.6★

Average Rating



Based on **188** responses

What people liked:

- Closed slip lane provides safe, continuous walking path across Russell Road (69%, 131 respondents)
- Adds a crosswalk (68%, 130)
- Reduces crossing distances (65%, 124)
- Curb extensions slow turning vehicles (51% 97)
- More sidewalk space and potential for landscaping or furnishing (58%, 111)

What people disliked:

- Concern about closed slip lane creating traffic backups
- Loss of parking

 63% **liked** this option

 19% **disliked** this option

 18% were **neutral** or had **no opinion**

Russell Road

Design Option 2 of 2



On-street parking and dedicated turn lane

Possible opportunity for bus shelter

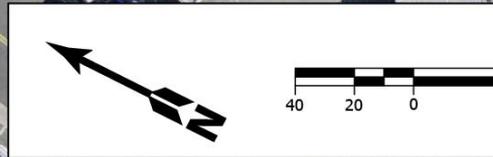
Additional crosswalk

Continuous walking route

Opportunity for green space or other amenities

8 parking spaces removed

Curb extensions



Russell Road

Design Option 2 of 2

Confusing with parking two ways.

- Alexandria resident, online survey

3.0★

Average Rating



Based on **168** responses

What people liked:

- Closed slip lane provides safe, continuous walking path across Russell Road (58%, 98 respondents)
- Adds a crosswalk (65%, 109)
- Reduces crossing distances (59%, 99)
- More sidewalk space and potential for landscaping or furnishing (52%, 88)

What people disliked:

- Concern that closed slip lane could cause traffic backups
- Parking spaces prevent opportunity for more green space

 42% **liked** this option

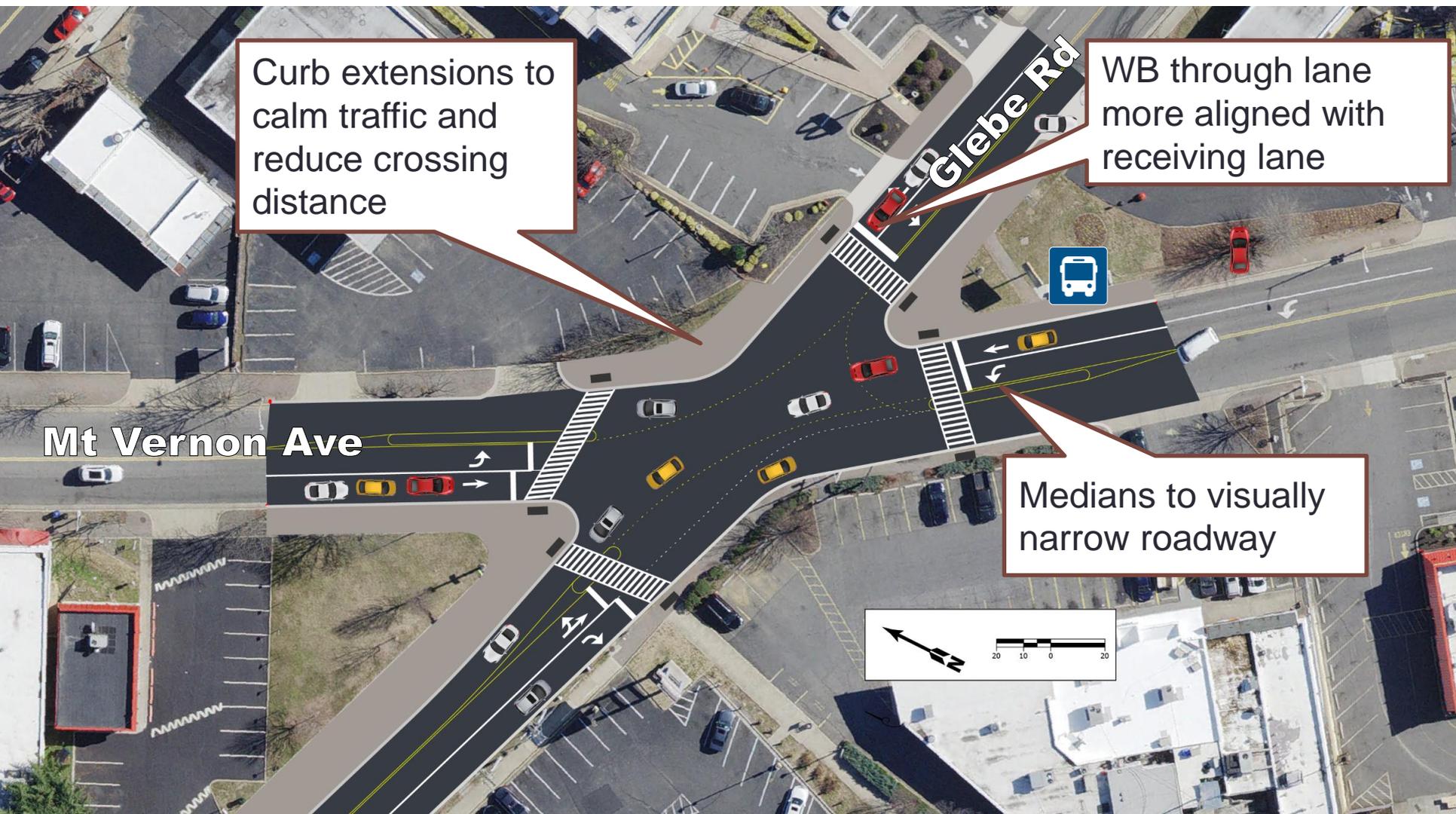
 36% **disliked** this option

 22% were **neutral** or had **no opinion**



Glebe Road

Design Option 1 of 3



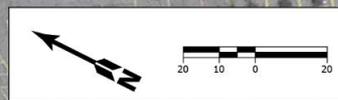
Curb extensions to calm traffic and reduce crossing distance

WB through lane more aligned with receiving lane

Medians to visually narrow roadway

Mt Vernon Ave

Glebe Rd



Glebe Road

Design Option 1 of 3

2.9★

Average Rating



Based on **186** responses



36% **liked** this option



33% **disliked** this option



31% were **neutral** or had
no opinion

What people liked:

- **Reduces crossing distances and angles** (65%)

What people disliked:

- **No significant improvements**
- Intersection still **skewed**

“Seems to prioritize vehicle throughput and makes only modest pedestrian improvements.”

- Alexandria resident, online survey

Glebe Road

Design Option 2 of 3

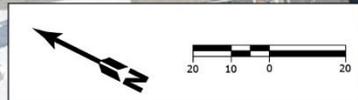


Modified roundabout reduces vehicle speeds and reduces opportunity for severe crashes

Mt Vernon Ave

Pedestrian refuge areas

Reduced crossing distances



Glebe Road

Design Option 2 of 3

“ I actually like it, but to be blunt, I think people would freak out.”
- Alexandria resident, online survey

3.4★

Average Rating



Based on **169** responses

What people liked:

- **Pedestrian refuge** areas on all sides of intersection (63%)
- Ensures continuous **traffic flow** at safe speeds (60%)
- **Reduces crossing distances** (68%)
- **Reduces number of crash points** and likelihood of severe crashes (59%)
- Provides opportunity to create **green space** or a neighborhood gateway (59%)

What people disliked:

- Seems **confusing** for drivers
- **No bicycle** facilities

 56% **liked** this option

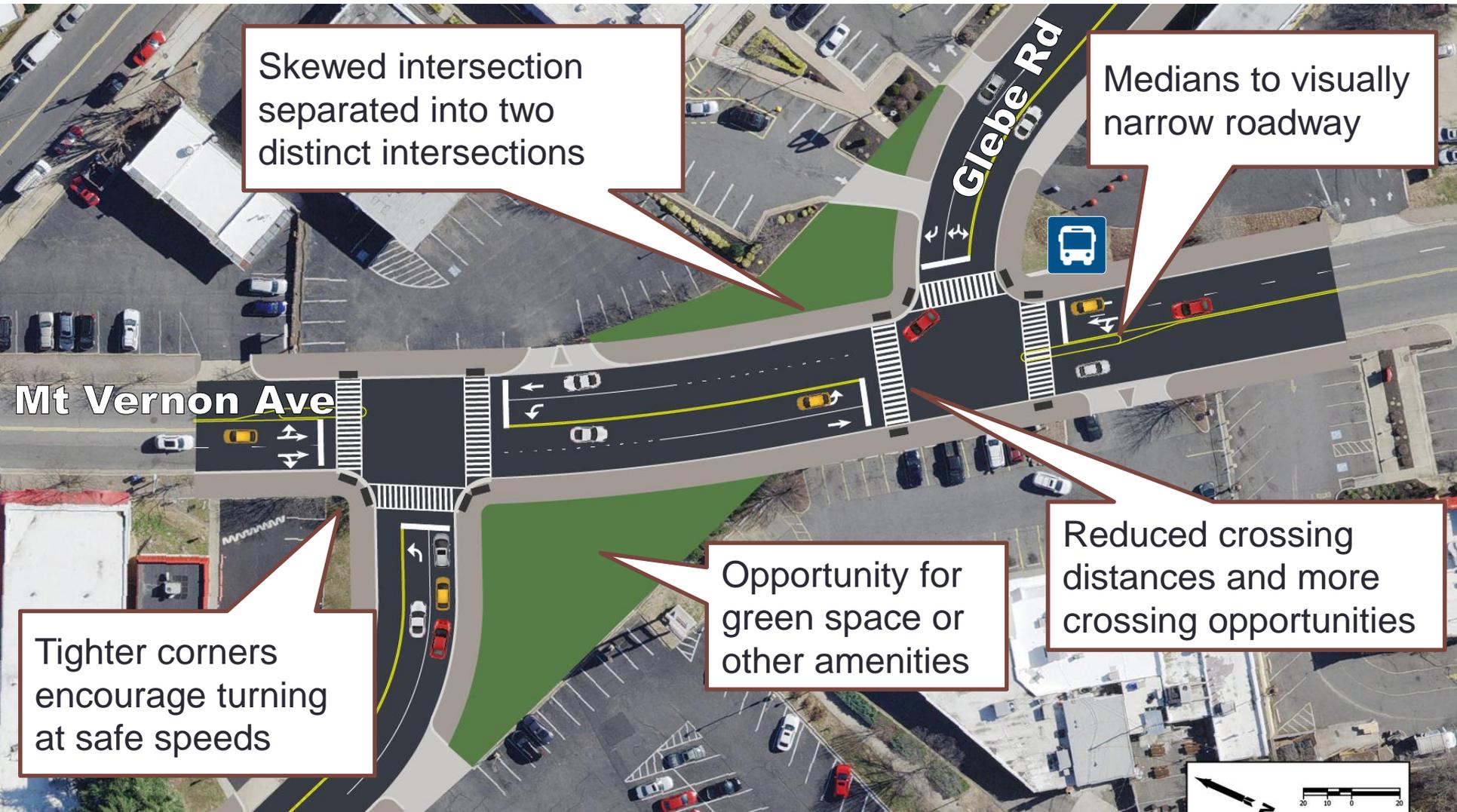
 36% **disliked** this option

 8% were **neutral** or had **no opinion**



Glebe Road

Design Option 3 of 3



Skewed intersection separated into two distinct intersections

Medians to visually narrow roadway

Mt Vernon Ave

Glebe Rd

Tighter corners encourage turning at safe speeds

Opportunity for green space or other amenities

Reduced crossing distances and more crossing opportunities



Glebe Road

Design Option 3 of 3

"I like traffic being safer and not driving as fast but I don't like overall jamming up the traffic by making things less continuous."

- Alexandria resident, online survey

2.8★

Average Rating



Based on **185** responses

What people liked:

- **Reduces crossing distances** for pedestrians (63%)
- **Tighter turns** slow turning vehicles (55%)
- More pedestrian **crossing opportunities** (59%)
- Opportunity to add green space, benches, bike parking, or **amenities** to new pedestrian space (52%)

What people disliked:

- Concern that additional signal will create **congestion**
- Additional intersection creates **additional conflict points**
- Concern about **bus travel time** impacts



33% **liked** this option



43% **disliked** this option



24% were **neutral** or had **no opinion**

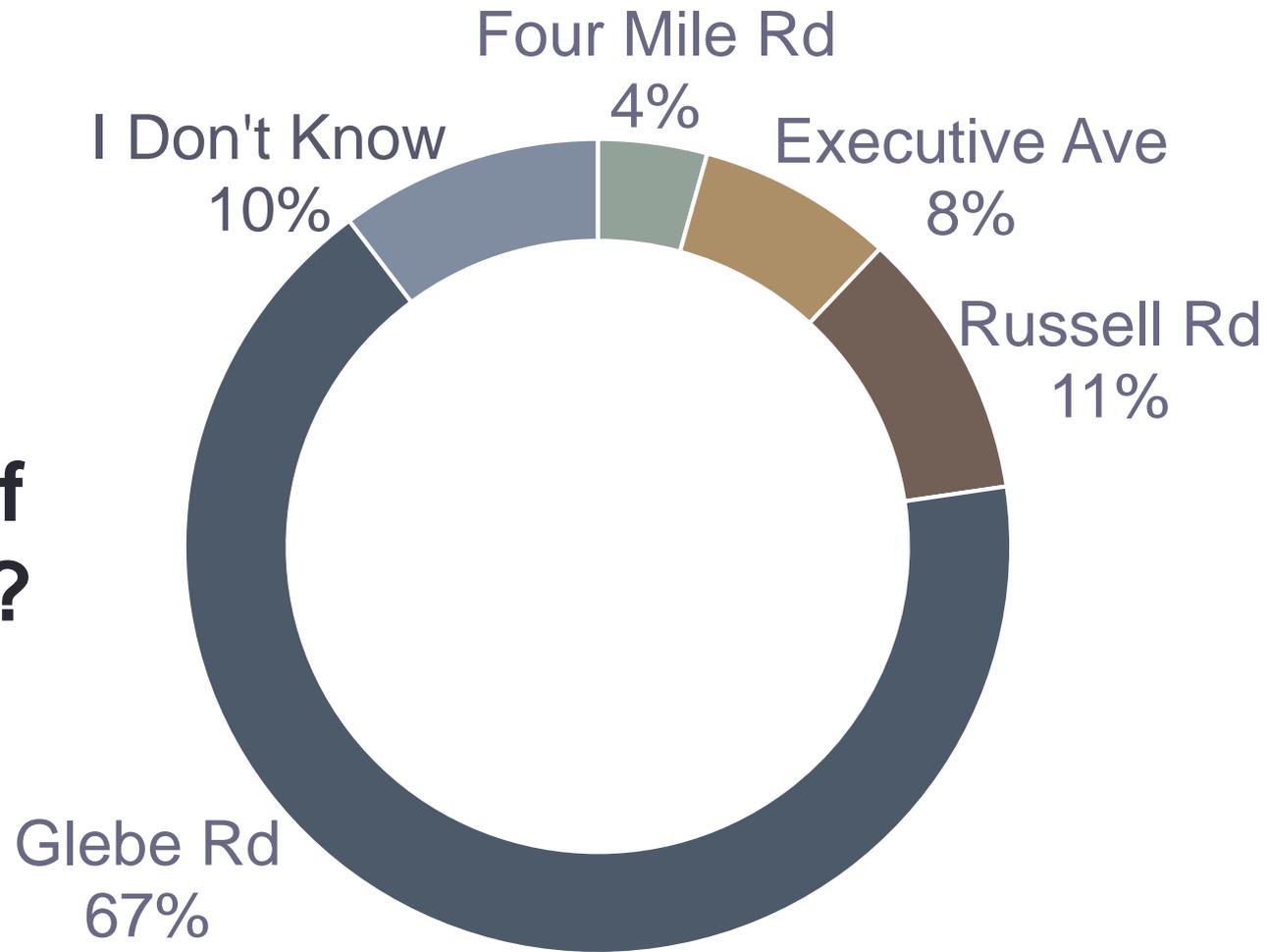
Resident Rating Summary

Location	Design Option	Rating (1-5)
Four Mile Road	Option 1	3.4
Executive Avenue	Option 1	3.8
Russell Road	Option 1	3.6
	Option 2	3.0
Glebe Road	Option 1	2.9
	Option 2	3.4
	Option 3	2.8

Additional Community Feedback

**Which
Intersection is
Most in Need of
Improvements?**

Based on 234 responses



Annual Report – Update Goals

Goals for July 2021 – June 2022:

- Work with staff to better align the taxicab industry with the changing for-hire ride market
- Work with staff on implementation of Vision Zero initiatives & priorities
- Work toward better aligning efforts with the Planning Commission, Transportation Commission and other City Boards and Commissions as appropriate
- Consider regular briefs on the overall transportation goals of the City to enable the Board to contextualize the Board's work and provide better guidance to the Director.
- Provide feedback on broader traffic and parking issues, including dockless mobility, Alexandria Mobility Plan, and Duke Street In Motion.