

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, APRIL 29, 2024, 7 P.M.
IN-PERSON AND VIRTUAL MEETING**

MINUTES

BOARD MEMBERS PRESENT: Chair James Lewis, Vice Chair Ann Tucker, Annie Ebbers (virtual), Lavonda Bonnard, Casey Kane, Ashley Mihalik, and Kursten Phelps.

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT: T&ES – Hillary Orr, Deputy Director; Katye North, Division Chief; Sheila McGraw, Principal Planner, Sara Brandt-Vorel, Principal Planner; Alex Carroll, Principal Planner; Dan Scolese, Civil Engineer IV; Max Devilliers, Urban Planner III; and Silas Sullivan, Urban Planner II. DPI – Daphne Kott, Project Director.

1. Announcement of deferrals and withdrawals: None.
2. Approval of the March 25, 2024, Traffic and Parking Board meeting minutes:

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Phelps to approve the minutes of the March 25, 2024, Traffic and Parking Board meeting. The motion carried unanimously.

3. **WRITTEN STAFF UPDATES:** The Board received written staff updates on:
 - Smart City Award
 - Mr. Kane congratulated staff.
 - Grant Database
 - Mr. Kane congratulated staff.
 - Pickup/Dropoff Loading Zones Administrative Approval - 540 John Carlyle Street
 - Dockless Mobility 2024-2025 Permit Year Updates
 - Warwick Village Roundabout Update
 - Mr. Kane congratulated staff and is looking forward to the asphalt art project.
 - Parking Enforcement Contractor Update
 - Taxicab Code Update
 - Chair Lewis asked if he needed to attend the City Council meetings, to which Ms. McGraw responded that staff would appreciate that.
4. **PUBLIC DISCUSSION PERIOD:** Margot Kitonis raised concerns about speeding near Macarthur Elementary School and wants automated speed enforcement and flashing lights. Mr. Kane asked if it is possible to install a guardrail at the playground, to which Ms. Kitonis responded that the hill helps protect the playground. Ms. Tucker asked how ‘School Zone’

signage can be installed around Macarthur, to which Ms. Carroll responded that school zones are stipulated by the State, not by the City, and even when designated, signs can only be installed as far as 750 feet from the school, so only on Janneys Lane for Macarthur. Ms. Carroll also added that large flashing signs tend to be undesirable on residential blocks. Ms. Tucker asked if a formal request is needed for this, to which Ms. Carroll responded that the request has been received but the resident can simply submit a 311 request for tracking purposes. Ms. Mihalik asked if everything that was recommended as a result of the Safe Routes to School study had been implemented, to which Ms. Carroll responded that they had not all been implemented, as is the case with all other schools in Alexandria. Ms. Carroll stated she would check if 'School Zone' signs were recommended for Macarthur.

Danny Ciatti spoke in favor of a school zone at St. Rita's, wants leading pedestrian intervals and 'No Turn on Red' restrictions at West Glebe Road and Russell Road, and wants the bus stop to be moved further back.

Audra Belcher asked if a traffic impact study had been conducted yet to see the effects of the King Street at Bradlee project would have on congestion, how many pedestrians/cyclists use the area daily now and after project completion, and how many people in Alexandria walk or cycle in general.

Fran Vogel raised concerns about speeding in Strawberry Hill from Duke Street to Taney Avenue and wants traffic calming measures as soon as possible, not until 2025. Chair Lewis asked if APD had been involved, to which Ms. Carroll responded that APD had used speed trailers and other interim measures. Chair Lewis asked if staff will use the data recorded from speed trailers moving forward, to which Ms. Carroll responded that staff can use that as part of the mix of data used to inform decisions. Mr. Kane asked for an update on the Slow Zone Pilot, to which Ms. Carroll responded that staff had received good feedback thus far.

Carolyn Griglione asked for updates on the intersection of King Street and North Beauregard Street as well as the proposed flexposts on Seminary Road regarding timeline and design and how police officers would pull drivers over. Mr. Scolese responded that VDOT has more questions for City staff, but staff hopes work will begin in one year. Ms. Carroll responded that the flexposts on Seminary Road will alternate with curb bumpers and, if APD needs to pull a driver over, they have agreed to proceed to the next intersecting street to do so. Ms. Griglione also asked if the Board oversees bus stops, to which Chair Lewis responded that the Board is primarily involved with removing parking at bus stops to make them more accessible.

Leanna Saler requested flexposts on East Custis Avenue immediately west of Mount Vernon Avenue to discourage speeding and parking due to increase in traffic on East Custis Avenue, to which Ms. Carroll responded that the resident should submit the request via 311.

Alex Rosenberg requested pedestrian flashing signals at crosswalks at more intersections, especially on Mount Vernon Avenue. Chair Lewis asked if there is a different request process for high-visibility crosswalks, to which Ms. Carroll responded that staff determines what is best for the intersection in question per data. Mr. Rosenberg asked for the varying criteria for each type of crosswalk treatment, to which Ms. Carroll responded she would send to him.

Bill Pugh raised concerns about the VDOT-owned streetlight outages on Seminary Road in front of Southern Towers, to which Mr. Scolese responded that, because they are VDOT-owned, the City can only do so much, but Mr. Scolese will bring this issue up again at his next meeting with VDOT staff.

Sasha Impastato opposes any road diet on South Pickett Street but supports other traffic safety measures, and wants all businesses on South Pickett Street to be engaged on this project.

Amy Tromba is opposed to the installation of a small Capital Bikeshare station near the east entrance to the Potomac Yard Metrorail Station due to traffic- and emergency services-related issues as well as parking removal. Ms. Mihalik asked the resident how a Capital Bikeshare station would worsen traffic, to which Ms. Tromba responded that the station would inhibit drivers' ability to make illegal U-turns in that area. Chair Lewis asked if this installation would come before the Board, to which Ms. McGraw responded that it would.

CONSENT ITEMS

BOARD ACTION: Ms. Tucker moved to remove Items 5 and 6 from consent, seconded by Ms. Mihalik. The motion carried unanimously.

PUBLIC HEARING ITEMS

5. ISSUE: Parking Removal - Intersection of Wheeler Avenue and South Early Street

DISCUSSION: Mr. Sullivan presented the item to the Board. Mr. Kane requested that the debris and vegetation on the south side of Wheeler Avenue east of South Early Street be removed to reveal the parking lane. Mr. Kane also mentioned that the priority for Wheeler Avenue should be to make the bike lanes consistent throughout. Ms. Mihalik asked if there is any data showing that paddle signs at crosswalks discourage speeding, to which Ms. Carroll said that some national data does show that they are effective in this regard.

PUBLIC TESTIMONY: None.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Phelps to recommend the Director of T&ES to remove two (2) parking spaces on Wheeler Avenue, near its intersection with South Early Street. The motion carried unanimously.

6. ISSUE: Parking Removal - Intersection of John Carlyle Street and Emerson Avenue

DISCUSSION: Mr. Scolese presented the item to the Board. Mr. Kane asked how the City will keep drivers from parking in the removed space, to which Mr. Scolese responded he would look into it.

PUBLIC TESTIMONY: John Mickley testified in support of an all-way stop and opposes the staff recommendation as a solution. Morgan Babcock stated that the staff

recommendation is the first step toward a solution, not the end all be all. Chair Lewis asked if the Carlyle Council was open to an all-way stop in the future, to which Ms. Babcock responded that the Council is. Mr. Kane asked about vehicles blocking sightlines on the west side of John Carlyle Street, to which Mr. Scolese responded that that is not the issue there, the structural column is. Ms. Tucker asked by Carlyle Council is opposed to an all-way stop in this location, to which Mr. Scolese said he could not speak for them. Mr. Kane asked if there was any speeding on these two streets, to which Mr. Scolese responded there is none of significance. Ms. Mihalik asked if others could weigh in such as the Patent and Trademark Office or residents, to which Mr. Scolese responded that the streets are owned by the Carlyle Council so the City can only implement what the Council approves.

BOARD ACTION: Ms. Tucker made a motion, seconded by Ms. Mihalik to recommend the Carlyle Council and the Director of T&ES remove one parking space on John Carlyle Street at Emerson Avenue, and consider an all-way stop in six months. The motion carried unanimously.

7. **ISSUE:** Parking and Traffic Changes - Mount Vernon Avenue at the Intersections of Glebe Road, Russell Road, and Executive Avenue

DISCUSSION: Ms. Carroll presented the item to the Board. With regards to the intersection of Mount Vernon Avenue with Four Mile Road, Mr. Kane noted that the Four Mile Run Trail connects to the northern crosswalk, to which Ms. Carroll responded that there will be a wider curb ramp there for cyclists. Ms. Mihalik asked about buses, to which Ms. Carroll responded that staff is collaborating with WMATA on this and that the yellow car in the mock-up is positioned in error. Ms. Phelps asked if buses would have to pull out of the curbside lane into the travel lane, to which Ms. Carroll responded that staff hopes to install a bus bulb in that location avoid that issue. With regards to the intersection of Mount Vernon Avenue with Executive Avenue, Ms. Tucker asked if drivers in the proposed “parking lot” would have to back out across a crosswalk, to which Ms. Carroll responded they would. With regards to the intersection of Mount Vernon Avenue with West Glebe Road, Ms. Tucker asked what percentage of intersection traffic runs along West Glebe Road, to which Mr. Scolese responded that it is a high percentage. Ms. Tucker asked if large vehicles can make the turns proposed in Option 2, to which Ms. Carroll confirmed they could but the modified roundabout would also have a mountable soft outer edge. Ms. Tucker asked how the modified roundabout could be designed to keep pedestrians from cutting across it, to which Ms. Carroll responded that certain landscaping and/or fencing is required by the ADA. Ms. Phelps asked if cyclists would have to share the single travel lane with drivers, to which Ms. Carroll responded they would. Ms. Mihalik requested the final design include signage et cetera to show drivers, cyclists, and pedestrians who is required to yield and who has priority, to which Ms. Carroll agreed and stated that the design would abide by federal standards. Ms. Tucker asked if the City will need to compensate the property owner for closing the curb cut, to which Ms. Carroll responded that the City would only need to do so if the curb cut was on private property. Chair Lewis asked what infrastructure will be installed, to which Ms. Carroll responded that everything shown in blue would be hardscaped concrete and

everything shown in yellow would be striping. Chair Lewis suggested setting up speed trailers in the area prior to construction to notify drivers of the upcoming changes in speed et cetera. Mr. Kane suggested that staff also consider Mount Vernon Avenue between West Glebe Road and Commonwealth Avenue given the wider roadway width there. Ms. Bonnard asked what survey respondents did not like about the roundabout, to which Ms. Carroll responded that some were concerned that many drivers don't know how to use roundabouts. Ms. Tucker asked about the construction timeline and if any safety measures could be implemented sooner, to which Ms. Carroll responded that the project could take 2-4 years to complete and little could be done prior due to limited public right-of-way in this area. Ms. Mihalik asked if there are any design elements that would help to discourage drivers from using the roundabout as slip lanes and so that they stop at each crosswalk, to which Ms. Carroll confirmed they would address all pedestrian needs at each crosswalk. Chair Lewis asked if St. Rita's supported the proposed loading zone/parking changes on Russell Road, to which Ms. Carroll responded that they do.

PUBLIC TESTIMONY: Rob Brandt testified on behalf of Mr. Wash being largely supportive of Option 2 at West Glebe Road, but wants a dedicated turn lane into Mr. Wash and wants the egress-only curb cut/lane onto West Glebe Road to remain open, to which Ms. Carroll responded it would not be closed. Dave Lauritzen spoke in support of each staff recommendation.

Michael Doyle spoke in support of each staff recommendation, and asked if pedestrian lights were planned for these intersections and if drivers would be able to see them easily, to which Ms. Carroll responded yes. Ken Notis testified in support of all staff recommendations, and wants additional midblock crossings as well as a road diet and bike facilities along Mount Vernon Avenue (e.g., striping to guide cyclists coming off of the Four Mile Run Trail). Bill Pugh testified in support of all staff recommendations.

Alex Rosenberg testified in support of Rob Brandt's comments and asked if other businesses, such as 7-11, would be impacted by turn restrictions, to which Ms. Carroll responded that only LoanMax would have a right-turn only restriction. Mr. Rosenberg asked if there will be additional lighting around the roundabout, to which Ms. Carroll responded yes, and it is required. Mr. Rosenberg asked if there would be a left-turn signal on West Glebe Road to turn onto Mount Vernon Avenue prior to construction, to which Mr. Scolese responded that staff would have to analyze that first and follow up with a determination.

Tom Klancer testified in support of all staff recommendations, and asked if bus stop amenities could be added in front of Popeye's, to which Ms. Carroll responded that that was out of the scope of this project but she will notify WMATA and DASH of this request.

Danny B requested that a left-turn signal onto Mount Vernon Avenue from West Glebe Road be added.

Praveen Kathpal testified in support of all staff recommendations, and wants similar issues addressed at Mount Vernon Avenue and West Reed Avenue. Chair Lewis asked if anything was planned for that intersection, to which Ms. Carroll responded that it was out of the scope of this project but that these other changes would likely make this intersection safer as a result. Ms. Carroll will see if paddle signs could be added to this intersection.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Tucker to recommend the Director of T&ES implement the following parking and traffic changes:

- Mount Vernon Avenue and Glebe Road: Option 2, Modified Roundabout
 - Replace the signalized intersection of Mount Vernon Avenue/Glebe Road with a roundabout.
 - Reduce the number of travel lanes to one lane in each direction at the roundabout.
 - Convert the McDonalds exit driveway and the northernmost driveway at 3501 Mount Vernon Avenue to a right-turn-only exit.
 - Close the southernmost driveway at 3501 Mount Vernon Avenue.
- Mount Vernon Avenue and Russell Road: Option 1, Large Curb Extension
 - Remove 12 parking spaces on the west side of Russell Road.
 - Convert the existing on-street parking (approximately 8 spaces) on the west side of Mount Vernon Avenue between Executive Avenue and Russell Road from overnight parking only to unrestricted parking.
 - Add 2 parking spaces on the west side of Russell Road between Mount Vernon Avenue and Glebe Road. Add 7 parking spaces to the east side of Russell Road between Mount Vernon Avenue and Glebe Road, which would be unrestricted from 6 p.m. to 7 a.m. daily, and for loading/unloading only at all other times.
 - Implement No Turn on Red restrictions for all applicable intersection approaches.
- Mount Vernon Avenue and Executive Avenue: Option 1, Curb Extensions
 - Remove 1 parking space on the west side of Executive Avenue.
 - Convert the southbound through-right lane on Mount Vernon Avenue approaching Executive Avenue to a right-turn-only lane.
 - Implement No Turn on Red restrictions for all applicable intersection approaches.
- Mount Vernon Avenue and Four Mile Road: Option 1, Curb Extensions
 - Implement No Turn on Red restrictions for all applicable intersection approaches.

The motion carried unanimously.

8. **ISSUE:** Parking and Traffic Changes - Glebe Road/Montrose Avenue/Ashby Street Intersection and Conversion of Ashby Street to One-Way Westbound

DISCUSSION: Ms. Carroll presented the item to the Board. Ms. Tucker asked if the volume of drivers on Montrose Avenue is similar to that of the volume on Ashby Street, to which Ms. Carroll responded that each street has fewer than 1000 drivers per day, and that the City is not proposing to change the location of the parking lane on either street. Ms. Mihalik suggested that signs about the new traffic/approach be installed on Commonwealth Avenue at Ashby Street. Mr. Kane suggested that staff create a video on how to use a roundabout and asked if Option 1 would reduce speeding on East Glebe Road or not, to which Ms. Carroll responded that Option 1 would not reduce speeding on East Glebe Road. Mr. Kane asked about the curb extensions planned for Ashby Street, to which Ms. Carroll responded that the curb extension would be positioned to address the direction of traffic on Ashby Street. Mr. Kane asked about speed tables on Ashby Street, to which Ms. Carroll responded she would have to evaluate the need. Ms. Ebbers raised concerns with the traffic reversal on Ashby Street due to the new conflicts it would create for cyclists on Commonwealth Avenue, to which Ms. Carroll responded that there would be stop sign for drivers approaching Commonwealth Avenue and that the reversal would likely reduce cut-through traffic slightly. Ms. Tucker asked which of the survey respondents lived on Ashby Street, to which Ms. Carroll responded that staff did not request addresses as part of the survey but it is likely that the respondents are hyperlocal. Ms. Phelps asked if one solution would reduce turn speeds more than the other, to which Ms. Carroll responded that the roundabout would reduce speeds more. Chair Lewis asked if the number of conflicts would be reduced as a result of the reversal on Ashby Street, to which Mr. Scolese responded that the number of conflict points would stay the same. Chair Lewis asked how the Del Ray Citizens Association (DRCA) responded, to which Ms. Carroll responded that the DRCA supports the roundabout but withheld on Ashby Street due to opposition from some residents. Chair Lewis stated that the roundabout would not be in the center of East Glebe Road which would enable speeding westbound and asked if southbound drivers on Montrose Avenue north of the intersection would be visible to drivers westbound on East Glebe Road, to which Ms. Carroll responded they would be, but Mr. Scolese would confirm with an analysis. Chair Lewis asked if there were any concerns with Montrose Avenue having priority over Ashby Street, to which Ms. Carroll responded that a rigorous education campaign would be needed if traffic direction not reversed.

PUBLIC TESTIMONY: Dave Lauritzen testified in support of the staff recommendation.

Christina Lupinsky testified in support of the roundabout but in opposition of the Ashby Street reversal, and lamented the lack of support from Auburn Village for speed tables on Ashby Street.

Leanna Saler testified in support of the roundabout but could not support the Ashby Street reversal given feedback from former DRCA members. Mr. Kane asked if Auburn Village is a member of DRCA, to which Ms. Ebbers responded that Auburn Village is within the boundary of DRCA so individual residents of Auburn Village can join the DRCA if desired.

Jessica Snyder testified in support of the staff recommendation to increase intersection safety.

Bill Maurer testified in support of the staff recommendation, adding that the Ashby Street reversal could be a positive interim measure.

Tom Klancer testified in support of the roundabout but wants more data to confirm that the Ashby Street reversal would improve conditions.

Danny B testified in support of the roundabout, and requested a midblock crosswalk on East Glebe Road between Montrose Avenue and Commonwealth Avenue as well as any measures possible to reduce cut-through traffic on Hume Avenue. Ms. Tucker asked if staff modeled whether cut-through traffic would increase or decrease as a result of either solution, to which Mr. Scolese responded that staff don't have much data to support one or the other, but a left turn from East Glebe Road to access Ashby Street would be more difficult so GPS likely would not suggest that route as often as it does today for drivers on Commonwealth Avenue looking to get to Route 1. Ms. Tucker asked if there were plans to address the turning radius if Ashby Street is not reversed, to which Ms. Carroll responded that staff would look into it.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Mihalik, to recommend the Director of T&ES convert Ashby Street from one-way eastbound to one-way westbound. The motion was rejected, with Ms. Tucker, Ms. Ebbers, Ms. Bonnard, and Ms. Phelps opposed.

Mr. Kane made a motion, seconded by Ms. Mihalik, to recommend the Director of T&ES:

- Remove 4 parking spaces at the intersection of Glebe Road/Montrose Avenue/Ashby Street
- Remove stop signs and install a roundabout at the intersection of Glebe Road/Montrose Avenue/Ashby Street.

The motion carried unanimously.

INFORMATION ITEMS

9. **STAFF UPDATES:** Sara Brandt-Vorel provided the Board with an update regarding the King-Bradlee project. Mr. Kane raised concerns with the additional conflict points resulting from the two-way option. Chair Lewis asked if the number of entrances and exits could be reduced, to which Ms. Brandt-Vorel responded that most of the space is private property therefore there is only so much that the City can do. Ms. Tucker asked if any of the options improve throughput for drivers on the service road, to which Ms. Brandt-Vorel responded that the one-way, one-lane option would. Ms. Tucker asked if there has been any progress on installing a Capital Bikeshare station here, to which Ms. Brandt-Vorel responded that, with more public right-of-way, staff would be better able to install one.

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

- Transportation Commission is beginning the process of a long-range plan and will vote on those in the future.

ADJOURNMENT

Ms. Phelps moved to adjourn the meeting, seconded by Ms. Mihalik. The motion carried unanimously. The meeting adjourned at 11:00 p.m.