

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, SEPTEMBER 23, 2024 7:00 P.M.
IN-PERSON AND VIRTUAL**

The September 23, 2024, 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_9qbk_PNzTrG6FtPTnHs9KQ

Or an H.323/SIP room system:

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

Meeting ID: 959 3968 2126

Passcode: 915805

SIP: 959 3968 21265@zoomcrc.com

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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, SEPTEMBER 23, 2024 7:00 P.M.
IN-PERSON AND VIRTUAL**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the July 22, 2024 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**
 - A. Capital Bikeshare 2024 Ridership Update
 - B. City Owned Parking Garages Updates
 - C. Parking Enforcement Pilot Mid-Year Update
 - D. Fiscal Year 2025 Parking and Curbside Management Workplans

CONSENT ITEMS

5. Disability Parking Space Addition – 3906 Old Dominion Boulevard
6. Loading Zone Addition – 215 South Union Street
7. Loading Zone Removal – 215 North Payne Street

PUBLIC HEARING ITEM

8. Daylighting Administrative Procedure

INFORMATION ITEMS

9. **STAFF UPDATES**
 - Traffic and Parking Board Legislative and Budget Priorities
10. **COMMISSIONER UPDATES**

Next Meeting: Monday, October 28, 2024

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, JULY 22, 2024, 7 P.M.
IN-PERSON AND VIRTUAL MEETING**

MINUTES

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

BOARD MEMBERS ABSENT: Annie Ebbers

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

1. Announcement of deferrals and withdrawals: None.
2. Approval of the June 24, 2024, Traffic and Parking Board meeting minutes:

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Bonnard, to approve the minutes of the June 24, 2024, Traffic and Parking Board meeting. The motion carried unanimously.

3. **WRITTEN STAFF UPDATES:** The Board received written staff updates on:
 - Dockless Parking Corrals: Installation Update
 - Chair Lewis asked the dockless corrals are helping with reducing illegal parking of micromobility devices, to which Ms. McGraw confirmed that they are. Ms. Phelps asked if staff can provide data in the future showing the number of complaints of illegal parking of micromobility devices relative to the increase in dockless corrals. Mr. Kane asked if staff can install more scooter parking etiquette signs at dockless corrals, to which Ms. McGraw agreed. Mr. Kane asked if wheel stops can be installed at dockless corrals, to which Ms. McGraw responded that staff would consider it.
 - Complete Streets Five-Year Work Plan
4. **PUBLIC DISCUSSION PERIOD:** Wade Kratzer raised concerns about the perceived lack of parking enforcement in Rosemont relative to other neighborhoods of Alexandria as well as construction workers, ADUs, and short-term rentals increasing demand for parking in the area. Chair Lewis notified Mr. Kratzer that enforcement has long been an issue citywide and the Board continues to prioritize increased enforcement citywide annually.

CONSENT ITEMS

5. **ISSUE:** 15 MPH School Zone and No Turn on Red Restrictions - Safe Routes to School Improvements Near Saint Rita Catholic School

DISCUSSION: Ms. Mihalik asked if this project is being funded by Safe Routes to School, to which Chair Lewis responded that it is.

BOARD ACTION: Ms. Tucker made a motion, seconded by Ms. Phelps, to recommend the Director of T&ES implement the following changes to improve safety:

- Install No Turn on Red (NTOR) safety restrictions at the intersection of West Glebe Road and Russell Road
- Implement a 15 MPH school zone to operate during morning and afternoon pickup/drop-off on West Glebe Road, within 750' of the Saint Rita Catholic School property

The motion carried unanimously.

6. **ISSUE:** Residential Permit Parking – 1900 Block of Main Line Boulevard

DISCUSSION: Mr. Devilliers presented the item to the Board. Mr. Kane asked what the residential parking permits cost annually, to which Mr. Devilliers responded that it costs \$40 for the first vehicle, \$50 for the second, and \$150 for every subsequent vehicle. Mr. Kane asked if staff could reassess the cost of the permits, to which Ms. North responded that staff could but the City Code would need to be amended and the budget would need to be updated.

PUBLIC TESTIMONY: Valerie DeThomas testified in support. Dave Levy testified in opposition citing that every home within RPPD 13 has off-street parking so the City does not need to help District 13 residents with additional vehicular parking. Ms. Tucker asked how many more blocks within RPPD 13 remain without parking restrictions, to which Mr. Devilliers responded that there are 10-12 blocks remaining. Chair Lewis asked about the Station 650 Apartments and their eligibility for residential parking permits, to which Mr. Devilliers responded that the Station 650 Apartments are not within RPPD 13 but could petition the City to become included.

BOARD ACTION: Ms. Tucker made a motion, seconded by Ms. Phelps, to recommend the Director of T&ES install 2-hour parking restrictions from 8:00 a.m. to 5:00 p.m., Monday through Saturday, Residential Permit Parking District (RPPD) 13 permit holders exempt on the 1900 block of Main Line Boulevard. The motion carried unanimously.

Mr. Kane made a motion, seconded by Chair Lewis, requesting that City staff bring forward a proposal to review the annual residential parking permit fees at the November Board meeting. The motion carried five to one, with Ms. Bonnard opposed.

PUBLIC HEARING ITEMS

7. ISSUE: Lane Removal, Speed Limit Reduction, No Turn on Red Restrictions - Eisenhower Avenue between Van Dorn Street and Holmes Run Trail

DISCUSSION: Mr. Scolese presented the item to the Board. Mr. Kane asked about the timeframe of the project, to which Mr. Scolese responded that the treatments closer to Clermont Avenue and lane reduction could be addressed within two years while the treatments closer to Van Dorn Street would be addressed in six years. Mr. Kane asked about parking demand on Eisenhower Avenue, to which Mr. Scolese responded that there is parking demand near the Metrorail Station and some businesses currently use the Victory Center parking lot which will no longer exist after redevelopment of that parcel. Mr. Kane asked if the traffic volumes included truck traffic, which Mr. Scolese confirmed they do. Mr. Kane asked how trash trucks would be affected by this proposal, to which Mr. Scolese responded that they already use Metro Road. Mr. Kane raised concerns with trucks obstructing bike lanes on Eisenhower Avenue after implementation. Chair Lewis asked if the new on-street parking on Eisenhower Avenue would be metered, to which Mr. Scolese responded it would not be, but the City could implement time-delimited parking restrictions. Chair Lewis asked about coordination with Fairfax County, to which Mr. Scolese responded that they have been working well together. Chair Lewis asked if the City should wait until the physical improvements are implemented prior to reducing the posted speed limit, to which Ms. Carroll responded that the City would not need to but reducing the speed limit prior would likely only result in a marginal decrease in driver speeds.

PUBLIC TESTIMONY: Ken Notis testified in support of the staff recommendation.

Randy Cole testified in support of the staff recommendation.

Noah Sepsonwol testified in support of the staff recommendation and requested a wider sidewalk on the south side of Eisenhower Avenue, to which Mr. Scolese responded that the sidewalk is currently as wide as it can be due to the retaining wall.

Zack DesJardins testified in support of the staff recommendation.

Dane Lauritzen testified in support of the staff recommendation.

Michelle Millben testified in support of the staff recommendation.

Eunju Namkung testified in support of the staff recommendation and noted that the Sport Rock parking lot reaches capacity often.

Tom Kopko testified in support of the staff recommendation but is opposed to an additional traffic signal for buses on Van Dorn Street due to congestion concerns. Mr. Kopko also requested that truck traffic in the area be prioritized and that traffic circles be built at intersections.

Eli Goldman testified in support of the staff recommendation but is only interested in adding on-street parking where and/or when it is logical to do so, and wants safe crossings where needed.

Mike Doyle testified in support of the staff recommendation and requested that the speed limit reduction be implemented sooner.

Asa Orrin-Brown testified in support of the staff recommendation.

Nicole Radshaw testified in support of the staff recommendation.

Nika Jablonski testified in support of the staff recommendation and requested that the speed limit reduction be implemented sooner.

Bill Pugh testified in support of the staff recommendation.

Rudolf Rojas testified in support of the staff recommendation.

Charles Paul testified in support of the staff recommendation. Ms. Phelps asked if the Board could recommend that the speed limit be reduced as soon as possible, to which Chair Lewis responded that the Board could.

BOARD ACTION: Ms. Phelps made a motion, seconded by Ms. Bonnard, that the Board recommend the:

Director of T&ES implement the following changes to improve safety:

- Remove the southbound left-turn lane on southbound Van Dorn Street at Eisenhower Avenue
- Remove the westbound left-turn lanes on westbound Eisenhower Avenue at Van Dorn Street
- Remove one eastbound Eisenhower Avenue travel lane between Van Dorn Street and Metro Road
- Remove the westbound Eisenhower Avenue right-turn lane and travel lane between Metro Road and Van Dorn Street Metro
- Remove one general purpose travel lane in each direction between Van Dorn Metro and Holmes Run Trail
- Add up to 200 metered parking spaces on Eisenhower Avenue between Van Dorn Metro and Holmes Run Trail
- Remove one westbound left-turn lane at intersection of Eisenhower Avenue and Clermont Connector
- Implement No Turn on Red restrictions for all signalized intersection approaches

City Manager reduce the posted speed limit from Van Dorn Street to Telegraph Road down from 35 MPH to 25 MPH as soon as possible, and consider traffic circles at intersections in the future as feasible.

The motion carried unanimously.

8. **ISSUE:** Lane Removal, Speed Limit Reduction, Parking Removal, No Turn on Red Restrictions - South Pickett Street between Duke Street and Edsall Road

DISCUSSION: Ms. Carroll presented the item to the Board. Ms. Tucker asked if there would be a left-turn lane for each driveway, to which Ms. Carroll responded that there would be no turn restrictions but City staff will analyze driver behavior to discourage making turns where drivers should not. Ms. Tucker asked if any trees would be removed for this project, to which Ms. Carroll responded that no trees would be removed. Mr. Kane asked who would be responsible for maintaining the planted medians, to which Ms. Carroll responded RP&CA would be responsible and T&ES would coordinate that with them, but stakeholders can also submit 311 tickets that the median needs to be maintained as needed. Mr. Kane raised concerns about trucks being able to make turns without

damaging property, to which Ms. Carroll responded that City staff have received information regarding this issue already but will continue the same conversation with those stakeholders as the design is further developed, which assume for the largest vehicles. Mr. Kane asked if traffic volumes include truck traffic, to which Ms. Carroll confirmed and Mr. Scolese added that trucks are already damaging property and this design will help mitigate that issue. Mr. Kane noted that issue identification was decades ago (1998), and asked what an enhanced bicycle facility is, to which Ms. Carroll responded that it is anything more than a sharrow. Chair Lewis asked why South Pickett Street was chosen for this proposal instead of South Reynolds Street given the opposition to this proposal from businesses on South Pickett Street, to which Ms. Carroll responded that City staff has garnered quite a bit of support or indifference from businesses on South Pickett Street, and there are more crashes on South Pickett Street. Chair Lewis asked about outreach to the businesses, to which Ms. Carrol responded that some did not respond to outreach, and City staff did not receive feedback from the West End Business Association nor from the Eisenhower West/Landmark Van Dorn Implementation Advisory Group. Chair Lewis asked if any action was needed for bus stop changes/improvements, to which Ms. Carroll responded that no action on those from Board were needed.

PUBLIC TESTIMONY: Ken Notis testified in support of the staff recommendation.

Randy Cole testified in support of the staff recommendation.

Noah Sepsonwol testified in support of the staff recommendation.

Zack DesJardins testified in support of the staff recommendation and requested more cyclist protection of front of Cameron Square Apartments. Chair Lewis asked why the bicycle lanes are not parking protected, to which Ms. Carroll responded that the parking lane laybys at Cameron Square would make it difficult to design for. Chair Lewis asked if City staff would need explicit permission to make changes near The Home Depot, to which Ms. Carroll responded they would not.

Tom Kopko testified in opposition to the staff recommendation citing that the design needs more time and that cut-through traffic on Cameron Station Boulevard would increase as a result of this proposal.

Dane Lauritzen testified in support of the staff recommendation.

Sash Impastato supports certain safety measures for South Pickett Street but is opposed to the lane reduction.

Mike Doyle testified in support of the staff recommendation. Chair Lewis asked if Mr. Doyle would support an immediate reduction of the speed limit on South Pickett Street, to which Mr. Doyle confirmed he would as well as speed cameras.

Asa Orrin-Brown testified in support of the staff recommendation.

Nicole Radshaw testified in support of the staff recommendation.

Bill Pugh testified in support of the staff recommendation.

Ian Smith testified in support of the staff recommendation but requested parking protected bike lanes.

Marta Campos testified in support of the staff recommendation due to the addition of a dedicated center-running turn lane.

Rudolf Rojas testified in support of the staff recommendation.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Phelps, to recommend the:

Director of T&ES implement the following changes to improve safety:

- Remove one general purpose travel lane in each direction
- Remove up to 10 on-street parking spaces
- Implement No Turn on Red restrictions for all signalized intersection approaches as soon as possible

City Manager reduce the posted speed limit from 35 MPH to 25 MPH as soon as possible to improve safety.

The motion carried five to one, with Chair Lewis opposed.

9. **ISSUE:** Lane Removal, Left-turn Lane Removal, No Turn on Red Restrictions - Holland Lane between Duke Street and Eisenhower Avenue

DISCUSSION: Ms. Carroll presented the item to the Board. Ms. Tucker asked what the traffic signal timing delay would be for the other options, to which Ms. Carroll responded that they were all very comparable. Ms. Tucker asked what proportion of drivers turn left versus right at Duke Street, to which Mr. Scolese responded that the majority of drivers approaching Duke Street along Holland Lane intend to turn right. Ms. Tucker asked how wide the travel lanes are along Holland Lane, to which Ms. Carroll responded that they don't vary greatly but many survey respondents do not want on-street parking adjacent to Whole Foods. Ms. Tucker noted that a bike lane in one direction still requires crossing Holland Lane and some cyclists will illegally bike in the other direction if they want to avoid doing that, to which Ms. Carroll responded that there needs to be a connection to the future bike lanes on Eisenhower Avenue—the location of which is uncertain—as well as the future trail along Hooffs Run. Chair Lewis asked why drivers take the turn from Eisenhower Avenue and Jamieson Avenue onto Holland Lane at such high speeds, to which Ms. Carroll responded that cut-through drivers tend to drive more quickly to make up for the additional mileage et cetera that they have to take on to cut through, and that Phase 3 of the Eisenhower Avenue project will help to make the lanes narrower to slow drivers down.

PUBLIC TESTIMONY: William Buschur testified in support of the staff recommendation and requested 'No Turn on Red' restrictions at all signalized intersections along Holland Lane.

Ken Notis testified in support of the staff recommendation.

Randy Cole testified in support of the staff recommendation.

Noah Sepsenwol testified in support of the staff recommendation. Ms. Carroll noted that City staff will include green paint at all conflict points along the corridor.

Dane Lauritzen testified in support of the staff recommendation.

Michelle Millben testified in support of the staff recommendation.

Mike Doyle testified in support of the staff recommendation.

Charles Paul testified in support of the staff recommendation.

Nicole Radshaw testified in support of the staff recommendation.

Asa Orrin-Brown testified in support of the staff recommendation.

Morgan Babcock testified in support of certain safety measures but is opposed to any lane reduction and does not want the City to install flexposts along Holland Lane for aesthetic reasons.

Zack DesJardins testified in support of the staff recommendation.

Bill Pugh testified in support of the staff recommendation.

Ian Smith testified in support of the staff recommendation.

Josephine Liu testified in support of the staff recommendation. Mr. Kane asked if the Board needs to explicitly mention Option 3 Suboption A in their recommendation when making a motion, to which Ms. Carroll responded that the Board does not need to do that. Chair Lewis asked if a crosswalk will be installed at Emerson Avenue, which Ms. Carroll confirmed. Chair Lewis urged City staff to try and reduce conflict points along the corridor especially at garage entrances.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Bonnard, to recommend the Director of T&ES implement the following changes on Holland Lane to improve safety:

- Remove one general purpose travel lane in each direction
- Remove one northbound right-turn lane at the intersection of Holland Lane and Duke Street
- Implement No Turn on Red restrictions for all signalized intersection approaches as soon as possible

The motion carried unanimously.

INFORMATION ITEMS

10. STAFF UPDATES:

- Neighborhood Transportation Improvement Program Update
 - Ms. Carroll presented the item to the Board. Mr. Kane asked if the petition process would be removed as part of this, to which Ms. Carroll responded that there would still be a signature requirement reduced from 70% to 60% in support. Mr. Kane asked if the same application could be used the following year, to which Ms. Carroll responded that the same application would remain in the queue for three years so there would be no need to reapply for another three years. Ms. Phelps asked if additional support from neighbors would elevate an application's priority, to which Ms. Carroll said it would not because wealthier neighborhoods tend to have stronger involvement from residents than others and the City wants to prioritize projects based on merit, not involvement. Mr. Kane asked how City staff would reach communities who are unaware of this program, to which Ms. Carroll responded that staff would conduct outreach citywide. Mr. Kane asked about signatures for multifamily buildings, to which Ms. Carroll responded that multifamily buildings could be represented by their HOA or property manager as is the case with other petitions. Mr. Kane asked about the budget cycle, to which

Ms. Carroll responded that the budget plan between January and June so that the improvements could be rolled out in July if an application was received and approved in the previous December. Mr. Kane asked about how this program relates to the Neighborhood Slow Zones, which Ms. Carroll explained that the two would still be separate programs. Ms. Tucker suggested that applications be due by November 30 to avoid the December holiday season. Chair Lewis asked if there would be issues for some residents who have to wait a year for any changes, to which Ms. Carroll responded that it has not been an issue with the sidewalk program so likely would not be a problem for this one. Chair Lewis asked about artistic crosswalks and Ms. Carroll stated that the guidelines for those are in development. Chair Lewis asked if this program would obfuscate the administrative approval process, to which Ms. Carroll said it would not. Ms. Mihalik suggested updating the webpage and providing more information with details about standards and regulations and why an application would be rejected. Ms. Mihalik asked if there are any digestible MUTCD resources, to which Ms. Carroll responded that the NACTO guidelines are very user-friendly and the FHWA Traffic-Calming Guide is helpful as well. The City's Complete Streets Guide is a useful tool that residents can refer to.

- Traffic and Parking Board Annual Report
 - Ms. McGraw presented the item to the Board and provided the Board with a copy of the report. Ms. McGraw urged the Board to confirm that the goals listed in the draft report are still accurate or if the Board would like to make any changes. Mr. Kane urged the Board to include improving detours for pedestrians and cyclists, with which Ms. Bonnard agreed. Chair Lewis mentioned that he would send edits to the goals to Ms. McGraw and that any edits that other Board members have should be sent to Ms. McGraw, not other Board members. Ms. Mihalik suggested highlighting areas with speed reductions in the Accomplishments section of the report.

11. COMMISSIONER UPDATES: None.

ADJOURNMENT

Ms. Tucker moved to adjourn the meeting, seconded by Ms. Bonnard. The motion carried unanimously. The meeting adjourned at 11:39 p.m.

City of Alexandria, Virginia

Traffic and Parking Board

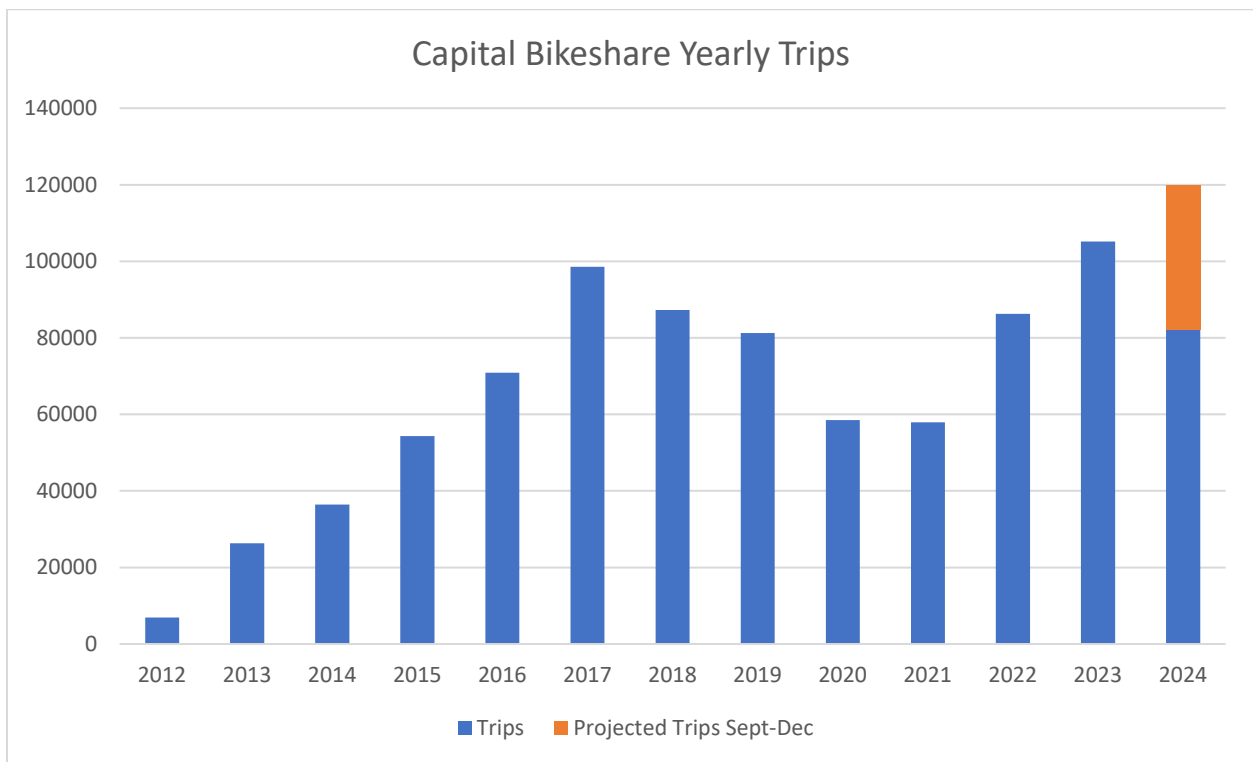
DATE: September 23, 2024

DOCKET ITEM: 4

ISSUE: Written Staff Updates & Public Hearing Follow-up

A. Capital Bikeshare 2024 Ridership Update

After a record year in 2023 that broke 100,000 trips for the first time in the City, the Capital Bikeshare system is projected to reach new heights in 2024. August, June, and July 2024, in that order, have been the highest ridership months in system history in the City with each surpassing 13,000 trips. Nine of the 10 highest ridership months all-time occurred since 2022.



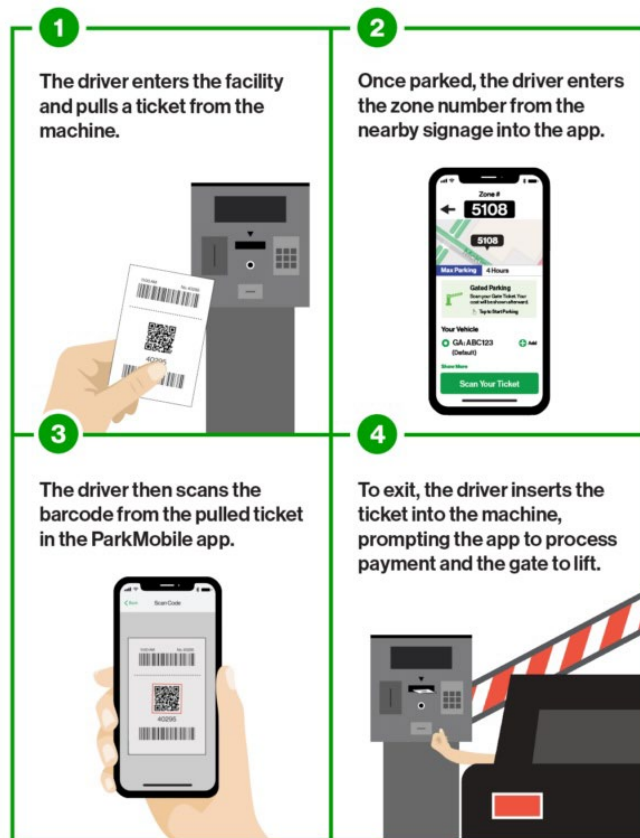
B. City Owned Parking Garages Updates

There have been two recent updates to three City owned and operated parking garages. These parking garages include the Market Square Garage at 108 North Fairfax Street, the Courthouse Square Garage at 111 South Pitt Street, and the North Union Street Garage at 220 North Union Street.

ParkMobile Payment Option Added

Garage users now have another option for payment through ParkMobile's recent integration into these three garages. Customers can pay for garage parking directly from their smartphones. In order to pay via ParkMobile, customers scan their printed ticket to pay and then inset their ticket into the machine at the exit gate. Customers can still continue to pay with cash or credit card at the ticket machine in the garage.

How to pay using ParkMobile in the Garages



Real Time Parking Availability Signage

New signs have been installed outside of these three garages that provide real-time space availability. These signs now digitally display the amount of parking available in each garages at any given moment. Incorporating real-time space availability into the parking garage signage is consistent with the [Alexandria Mobility Plan \(AMP\) Curb Space and Parking strategy two](#) to improve signage and availability of real-time information via technology to guide users to off-

street parking. The perception that parking is hard to find in certain areas, particularly in Old Town, while not always a reality, can lead to frustration and encourage drivers to circle the block to find available spaces which increases congestion and pollution. By making off-street parking more attractive through improved information, in this case signs with real-time space availability, more people may use it, freeing up on-street spaces and reducing the perception that parking is in limited supply.

Real Time Parking Availability Signage at Market Square Garage



C. Parking Enforcement Pilot Mid-Year Update

The Alexandria Police Department started a pilot parking enforcement program with contractor, Reimagine Parking, at the beginning of 2024. The parking enforcement pilot supplements the City's existing parking enforcement officers and provides parking enforcement in Old Town, primarily along and around King Street. The contractors are authorized to issue citations only and do not handle issues of towing, vehicle relocation, or booting. Below is a mid-year program report. The program will be evaluated in full at the end of the year at which point determinations about the future of the program will be made. Additional information can be found about the program on the [City's Parking Enforcement Pilot Contractor Program FAQs](#).

USE OF PARKING ENFORCEMENT CONTRACTORS



MID YEAR REPORT – JAN – AUG 26, 2024

THE GOAL PARKING ENFORCEMENT PROGRAM

The goal of the City of Alexandria's Parking Enforcement Program is to promote fair and safe parking practices, maximize parking availability, and prevent parking violations that disrupt traffic flow or inconvenience others.

This program is managed by the Alexandria Police Department's Parking Enforcement Division and represents the City's commitment to enforcement efforts and voluntary compliance with existing regulations.

WHY PARKING ENFORCEMENT?

Parking enforcement helps reduce illegal parking, encourages the turnover of street parking spaces near local businesses, and improves street safety.



WHERE CONTRACTORS ENFORCE REGULATIONS

Parking regulations are being enforced in Old Town along the King Street corridor.

Parking contractors are trained to circulate the area and are instructed to avoid remaining stationary in their patrol.

The intention is to achieve a balance between enforcement, deterrence, and accommodating community concerns.

ASSIGNED ENFORCEMENT AREA

King Street waterfront to the King Street metro
Two blocks north and south of King Street

CONTRACTOR AUTHORITY

Parking contractors are authorized to issue citations for parking regulation violations, such as:



Sign violations



Expired safety inspection stickers



Parking meter violations and similar offenses

WHY ONLY KING STREET CORRIDOR?

The Parking Enforcement Program is being piloted to understand its feasibility. While in this phase, the program utilizes a limited number of contractors focused in specific areas.

PROBLEM SOLVING

The City convenes a formal meeting with the contractor, Reimagine Parking, twice a month to review public concerns and resolve issues. The APD is in constant contact with Reimagine Parking to address any issues, concerns, or operational needs on an ongoing basis.

FOR QUESTIONS OR CONCERNS ABOUT PARKING ENFORCEMENT

Speak to a parking supervisor by calling the APD non-emergency number at 703.746.4444 or visit alexandriava.gov/Parking

USE OF PARKING ENFORCEMENT CONTRACTORS



MID YEAR REPORT – JAN – AUG 26, 2024

CITATIONS ISSUED YTD

20,529

Expired Meter: 18,222	Official Sign: 253
State Inspection: 794	Fire Hydrant: 18
Loading Zone: 660	Handicap: 7
Residential Zone: 327	Other: 248

LOCATION BASED ISSUES

1. Meter violations at end of King Street
2. Food trucks at end of King Street
3. Loading zones in Fayette Alley
4. Residential zone violations

COMMUNITY COMPLAINTS

1. Contractors not allowing proper amount of time for loading/unloading within zones
2. Tickets were issued for residential zone violations to residents with valid stickers..
3. Aggressive meter monitoring by contractors; they don't allow residents the chance to pay the meter.
4. Incorrect plate number entered on the ticket



HOT SPOTS OF CONCERN

Lower end of King Street, violations include:

- Official signage violations
- Meter expiration
- Residential time restrictions
- Unpermitted food trucks

Fayette Alley:

- Loading zone violations



ONGOING ISSUE

APD continues to navigate the misconception that Parking Enforcement Contractors (PEC) are able to respond to calls for service or have access to Police radios and computers.

PEC are on foot and specifically assigned to enforce parking in the following areas:

- King Street water front to the King Street metro
- Two blocks north and south of King Street

ADDRESSING COMMUNITY COMPLAINTS

1. Further training was provided; advised contractors to monitor vehicles for at least 15 minutes grace period for loading/unloading.
2. In most instances, contractors were only checking the bumper and not the rear windshield for stickers. Residential stickers are required to be placed on the rear bumper. Due to stickers falling off or being stolen, residents have been advised it is allowable for stickers to be displayed in the rear windshield. Contractors have also been advised of this.
3. Additional contractor training was provided. Contractors were advised to not monitor particular blocks, waiting to issue tickets as soon as the vehicle parks, and to allow drivers a chance to pay the meter as well as a few minutes for the ParkMobile system to receive payment in their system.
4. APD has requested supervisors ensure contractors check their work for accuracy.

WHAT'S NEXT WITH THE USE OF PARKING ENFORCEMENT CONTRACTORS?

We continue to evaluate the use of parking contractors and the ongoing progress of the program along the King Street corridor.

Questions? Click [here](https://alexandriava.gov/parking) or alexandriava.gov/parking

D. Fiscal Year 2025 Workplans

The City has published several workplans for fiscal year 2025. These workplans include the [Parking and Curbside Management Workplan](#), the [Capital Bikeshare Workplan](#), and the [Dockless Mobility Workplan](#). These workplans highlight major accomplishments from the previous fiscal year and shares the major work objectives for the programs for the current fiscal year. The workplans are updated annually to maintain a clear vision of staff efforts on programs and provide insight into what projects are prioritized for the year.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 23, 2024

DOCKET ITEM: 5

ISSUE: Disability Parking Space Addition – 3906 Old Dominion Boulevard

REQUESTED BY: City Staff

LOCATION: 3906 Old Dominion Boulevard

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES designate one disability parking space at 3906 Old Dominion Boulevard.

BACKGROUND: The on-street parking on the east side of the 3900 block of Old Dominion Boulevard is angled to increase parking supply for the residents of this area due to the density of residences and the general lack of off-street parking (Attachment 1). The on-street parking on this block is unrestricted, unmetered, and is not located within any Residential Permit Parking District. In May 2021, staff administratively approved an application for and installed disability parking signage for one space in front of 3902 Old Dominion Boulevard.

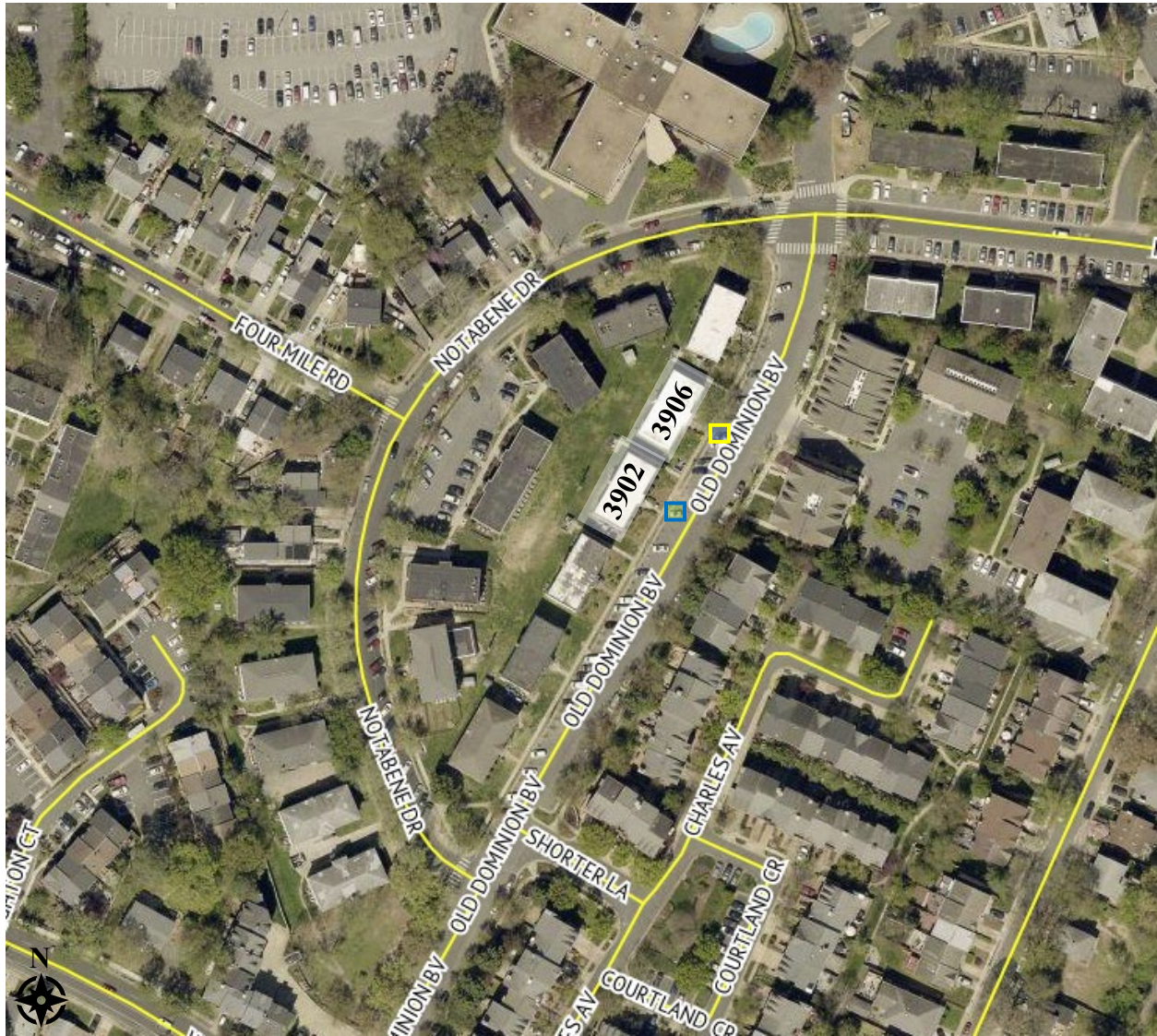
DISCUSSION: In June of this year, a resident visited T&ES offices to apply for an additional disability parking space on the 3900 block of Old Dominion Boulevard due to an upcoming surgery and the high demand for the one existing disability parking space. However, [Sec. 5-8-117 \(b\) of the City Code](#) prohibits staff from administratively approving the establishment of parking spaces for persons with a disability in front of multifamily buildings.

Given the residential density of this area, staff believe that an additional disability parking space on this block would greatly benefit drivers in possession of a disability parking placard or license plate and thus support the addition of a second space.

Staff contacted the property manager of the Parc Square Apartments, which includes 3906 Old Dominion Boulevard, to inquire about demand for disability parking in the area and garner support for an additional space on the 3900 block. The property manager provided a letter of support for an additional space (Attachment 2). The applicant for the space at 3902 Old Dominion Boulevard as well as the applicant for the space at 3906 Old Dominion Boulevard both also provided letters of support (Attachment 2).

If approved by the Board, disability parking signage can be installed in front of 3906 Old Dominion Boulevard within two weeks of the Board's decision.

ATTACHMENT 1: LOCATION (AERIAL)



■ Existing Disability Parking Space

■ Proposed Disability Parking Space

LOCATION (STREETVIEW)



ATTACHMENT 2: LETTERS OF SUPPORT

RE: Letter of Support for Disability Parking Space - 3906 Old Dominion



Tamekia Jackson <TJackson@whdc.org>
To: Max P Devilliers; Angel Lopez; wesjalo1@gmail.com

Reply Reply All Forward ...

Mon 8/19/2024 2:00 PM

You replied to this message on 8/19/2024 2:30 PM.
Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.

Good afternoon,

I am the property manager of Parc Square Apartments. I am in support of adding an additional disability parking space on the 3900 block of Old Dominion Blvd.

Thank you,
Tamekia Jackson

Re: Letter of Support for Disability Parking Space - 3906 Old Dominion



J Wesley <wesjalo1@gmail.com>
To: Tamekia Jackson
Cc: Max P Devilliers; Angel Lopez

Reply Reply All Forward ...

Mon 8/19/2024 8:36 PM

You replied to this message on 8/20/2024 10:37 AM.
Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.

Good Afternoon,

I am a resident of 3902 Old Dominion Blvd. which I have major walking disabilities and use a cane. I am in support also of adding additional disability parking SPACES on the block of 3900 Old Dominion Blvd. It really should be at least 1 disability parking space per building not per block! After 4pm to 4:30pm each day there is literally no where to park on the entire 3900 block of Old Dominion Blvd., a person like myself who has trouble walking sometimes gets home after 5pm, I have to walk a block over or more which is very hard in my condition. I also really wish that it was some kind of way for those who registered their vehicle to have the disability parking spaces to be placed at their residence should be the only one's parking there, because if other people are parked there I will still have to walk. The parking on 3900 Old Dominion Blvd is terrible and a lot of the people are just storing their vehicles and work vans there for days and don't live on that block or that area. Please help with this situation!

Thanks,

Jalonza Wesley

Re: Disability Parking Space



Angel Lopez <2020lopezangel@gmail.com>
To: Max P Devilliers

Reply Reply All Forward ...

Thu 9/5/2024 2:26 PM

You replied to this message on 9/5/2024 2:49 PM.
If there are problems with how this message is displayed, click here to view it in a web browser.

Hello max im just reaching out wondering if its still a go for the handicap spot where i live because im having issues walking from a far distance. Please let me know as soon as you can so i can try to get a spot where I live.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 23, 2024
DOCKET ITEM: 6
ISSUE: Loading Zone Addition – 215 South Union Street

REQUESTED BY: Café du Soleil

LOCATION: 215 South Union Street

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES add a loading zone at 215 South Union Street, 7 a.m. to 2 p.m., Monday through Saturday.

BACKGROUND: Staff brought a request for a pickup/dropoff zone at this same location in February of this year. The Board voted to defer the item due to opposition from the Old Town Business Association (OTBA) and the Old Town Civic Association (OTCA), as well as a general lack of details regarding the tenants' delivery needs and Café du Soleil's absence at the meeting to provide more information on the matter.

DISCUSSION: Staff received an updated petition from the project champion on Monday, July 22. Café du Soleil, located at 215 South Union Street, submitted a request (Attachment 2) for a new loading zone to accommodate the deliveries made to the various businesses at that address and on this block. The petition is supported by the three businesses—Café du Soleil, a hair and makeup studio, and a photography studio—occupying 215 South Union Street as well as by the property owners and manager.

215 South Union Street is a historic commercial building with no off-street parking and occupied by three separate businesses. The businesses stated that they rely upon goods delivery services from multiple vendors including Sysco, Amazon, UPS, and FedEx, as well as food delivery services such as Uber Eats, DoorDash, and Grubhub. These businesses have used the privately owned alley to the rear of the building for some loading, but have had issues with residents complaining that the alley is being obstructed, and the businesses are now concerned that the Solo Garage redevelopment will result in increased usage of the alley. The building is situated in between two curb cuts—one for a privately owned parking lot, and the other for the former Solo Parking Garage, which is currently being redeveloped into townhomes. The 200 block of South Union Street is also home to the Hotel Indigo, ground-floor retailers, offices, and residences which could make use of this zone.

These parking spaces are currently metered and restricted to 2-hour parking 8 a.m. to 9 p.m., Monday through Saturday. Parking is also prohibited on the south side of the block except for a loading zone directly in front of the Hotel Indigo, closer to Duke Street (Attachment 1).

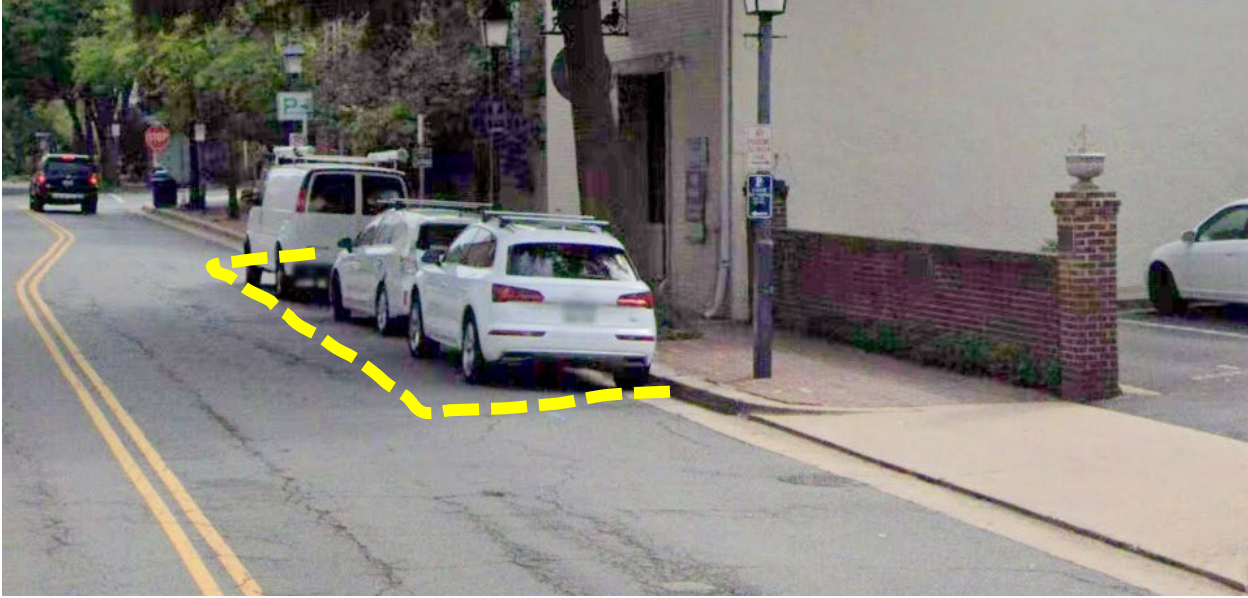
Staff met on site with a manager of Café du Soleil, Samuel Darlo, and managing director of the OTBA, Charlotte Hall, on Thursday, April 18, to learn more about the businesses' delivery needs as well as the issues with the back alley. Staff found that the alley is privately owned, and learned that tenants of 215 South Union Street have been told not to use the alley for loading and that most deliveries and delivery food orders occur before 2 p.m., Monday through Saturday. Given the information gathered, staff recommend implementing a traditional time-delimited loading zone that spans the length of the curb in front of the building (approximately 54 feet) to allow for larger delivery vehicles to easily pull into the zone, 7 a.m. to 2 p.m., Monday through Saturday. The curb space would then be metered 2-hour parking, 2 to 9 p.m. Monday through Saturday, and unrestricted parking the remainder of the week. Mr. Darlo and Ms. Hall agreed that the compromise would work well for both businesses in and visitors to this part of Old Town.

OUTREACH: Staff notified the OTCA and the OTBA of this request via email on Friday, September 6. The OTCA responded to the email with questions about the signage language and parking restrictions after 2 p.m., which staff addressed via email. The OTCA did not indicate whether they were supportive or opposed to this proposal. As of the posting of this docket, staff had not heard back from the OTBA.

ATTACHMENT 1: LOCATION (AERIAL)




(STREETVIEW) - Southbound South Union Street



ATTACHMENT 2: REQUEST

ON-STREET PARKING MODIFICATION REQUEST FORM

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

Reason for the Request (What are you trying to solve/address?):
Pickup and Loading zone for businers residing in
of 215 S. Union Street Alexandria, VA 22314.
Cafe du Soleil is requesting the loading zone from 7am to 2pm Monday through Saturday.

Type of On-Street Parking Modification Requested:

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

Location: 215 South Union Street Alexandria VA 22314
(Map or figure may be provided as an attachment)

Approximate number of spaces affected (assume 20 feet per space): X 3

Project Champion (Point of Contact) Information:
Name: Nahom Debessay (Cafe du Soleil)
Address: 215 S. Union Street Alexandria VA 22314
Email: cafeduSoleilVa@gmail.com
Phone Number: 703-868-6153

Best Way to Contact: Email Phone
Best Time of Day to Contact: Morning Afternoon

Page | 2

Mobility Services
421 King Street, Suite 235
Alexandria, VA 22314



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

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

Name (printed)	Support or Oppose Request	Signature/Date	Address/ Business/ Association	Property Affiliation (owner, occupant, manger, etc.)	Email
Keyshawna Clark	SUPPORT	<i>Grit Clark</i> 12/31/23	Grit Studio Salon Manager	Salon manager	grita.kris.clark.studio@gmail.com
Nahom Delessey	SUPPORT	<i>Nahom Delessey</i> 1/10/24	Cafe du Soleil	owner	CafeduSoleilVA@gmail.com
Jules Coy	SUPPORT	<i>Jules Coy</i> 1.11.24	LED Studios	Studio Manager	Jc.ledstudios@gmail.com
Agnes Spicer	SUPPORT	<i>Agnes Spicer</i> 1/12/24	5711 Tremont Court	Building Owner	manager@rectorbest.com
Steve Spicer	SUPPORT	<i>Steve Spicer</i> 1/12/24	5731 Warton Rd Aur, VA	Building Owner	stevespicer00@gmail.com
Charlotte Stewart	SUPPORT	<i>Charlotte Stewart</i> 1/12/24	Rector Best Property Mgr	Property Mgr	manager@rectorbest.com

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 23, 2024
DOCKET ITEM: 7
ISSUE: Loading Zone Removal – 215 North Payne Street

REQUESTED BY: Timothy Marsico, Director of Link in Old Town

LOCATION: 215 North Payne Street

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES remove the loading zone at 215 North Payne Street and replace with the same restrictions on the remainder of the block.

BACKGROUND: 215 North Payne Street is an office and warehouse property that, prior to 2019, was occupied by the Chec Soda & Refrigeration Company. In 2019, the property was converted to The Loop coworking space, which has since moved to 1010 North Fairfax Street. The Chec Soda & Refrigeration Company used its off-street lot for loading and unloading, whereas The Loop was approved to use the lot entirely for member parking given the infrequency of deliveries generated by a coworking space. The Link in Old Town, another coworking space, has since replaced The Loop and also uses the lot primarily for member parking (Attachment 1).

DISCUSSION: Staff received a phone call from a member of The Link in Old Town with concerns about scarce on-street parking supply and receiving parking citations for parking in the loading zone at 215 North Payne Street given the lack of usage the zone sees. Staff then contacted the Director of The Link in Old Town, Timothy Marsico, who informed staff that deliveries occur primarily in the mornings—typically once per weekday—and the largest vehicle used is a box truck. The delivery drivers either unload in the parking lot or in the travel lane due to the difficulty of parallel parking a large truck in a mid-block loading zone.

Staff informed Mr. Marsico how to request the removal of the loading zone to increase parking supply on the 200 block of North Payne Street. Mr. Marsico submitted the petition with 20 signatures of support (Attachment 2) - some of which are from residents of the surrounding homes on North Payne Street - on Monday, July 15.

Given the infrequency and size of deliveries made to The Link in Old Town, staff recommend replacing the loading zone with additional on-street parking under the same restrictions that exist on the remainder of the block (3-hour parking 8 a.m. to 5 p.m. Monday to Friday, District 5

permitholders exempt) for consistency and ease of enforcement. The remainder of the block is made up of residences and Mr. Marsico informed staff that he is familiar with the delivery truck drivers and stated that he could direct them to use the parking lot for unloading moving forward. If approved, the signage can be updated within two weeks of the Board's decision.

OUTREACH: Staff notified the West Old Town Citizens Association of this request via email on Thursday, September 5. As of the posting of this docket, staff had not heard back.

ATTACHMENT 1: REQUEST

ON-STREET PARKING MODIFICATION REQUEST FORM



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

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

Changing the commercial loading zone in front of
215 N. Payne St. to a regular on street parking
zone

Type of On-Street Parking Modification Requested:

- Loading Zone Removal
- Loading Zone Addition
- Parking Removal
- No Parking Sign Removal
- Parking Restriction Change (Non-RPP)
- Proposed restrictions None

Location: 215 N. Payne St. Alexandria, VA 22314
(Map or figure may be provided as an attachment)

Approximate number of spaces affected (assume 20 feet per space): 2 (50 ft)

Project Champion (Point of Contact) Information:

Name: Timothy J. Marsico (Director, Link in Old Town)

Address: 6222 Rodgers Rd. Fairfax, VA, 22030

Email: tmarsico@linkinoldtown.com

Phone Number: (719) 444-7238

Best Way to Contact:

Best Time of Day to Contact:

- Email
- Phone
- Morning
- Afternoon



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

Changing Commercial Loading Zone to a Standard on Street Parking Zone (Support)

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

Name (printed)	Support or Oppose Request	Signature/Date	Address/ Business/ Association	Property Affiliation (owner, occupant, manger, etc.)	Email
David Nadrechal	Support	<i>[Signature]</i> 5/23/24	308 N. Payne St. Alexandria VA 22314	owner	dnadrechal@gmail.com
Jason Morales	Support	<i>[Signature]</i>	215 N. Payne St Alexandria VA	Occupant	jas-e.knuckles61@gmail.com
Timothy Makito	Support	<i>[Signature]</i> 5/23/24	215 N. Payne St	Manager	tmakito@timindallas.com
FRANK PUNCEK	Support	<i>[Signature]</i>	215 N. Payne St	owner	puncak.frank@gmail.com
KRISTINA CRAMER	Support	<i>[Signature]</i>	215 N. Payne Alexandria VA	renter	KRISTINACRAMER@gmail.com
Lorraine Loyd	Support	<i>[Signature]</i>	215 N. Payne St	owner	lloyd11@gmail.com
ANGELUS JACKSON	Support	<i>[Signature]</i>			
Chris Campagne	Support	<i>[Signature]</i>	215 N. Payne	Resident	chriscampagne@gmail.com
Sigfried Hache	SUPPORT	<i>[Signature]</i> 23 May 2024	"	Resident	sigfriedhache@gmail.com
Kate van Dam	SUPPORT	<i>[Signature]</i> 23 May 24	215 N. Payne	Resident	kmgvandam@gmail.com
Christine Neese	Support	<i>[Signature]</i> 5/23/24	215 N. Payne	Occupant	ChristineNeese@afcc.com



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

Changing the Commercial Loading Zone in front of 215 N Payne St. to a regular in street parking zone

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

Name (printed)	Support or Oppose Request	Signature/Date	Address/ Business/ Association	Property Affiliation (owner, occupant, manger, etc.)	Email
Rachel Kay Pettitt	SUPPORT	<i>Rachel Kay Pettitt</i> 05/23/2024	215 N Payne St Alexandria, VA 22314	Manager	rachelkay@linkinoldtown.com
Charles Augustine	SUPPORT	<i>Charles Augustine</i> 5/23/24	215 N. Payne St Alexandria, VA 22314	Occupant	augusth@ocadymail.com
WAYNE FARMER	SUPPORT	<i>Wayne Farmer</i> 5/23/24	215 N. PAYNE ST ALEXANDRIA VA	OCCUPANT	WAYNE.FARMER@belleclairva.com
JARED THOMPSON	SUPPORT	<i>Jared Thompson</i> 5/23/2024	215 N PAYNE ST. ALEXANDRIA	OCCUPANT	jared@jthompsonllc.com
CHRISTOPHER PATRICK	SUPPORT	<i>Christopher Patrick</i> 5/23/2024	215 N PAYNE ST. ALEXANDRIA	occupant	christopherpatrick@gmail.com
Lauren Augustine	support	<i>Lauren Augustine</i> 5/24/2024	215 N Payne Alexandria VA	occupant	lauren.m.augustine@gmail.com
michele mcpherson	SUPPORT	<i>Michele McPherson</i> 5-25-2024	1019 Cameron Alexandria	Neighbor	mcp@fox.com
RICHARD LLOYD	SUPPORT	<i>Richard Lloyd</i> 5/29/24	208 N. PAYNE ST ALEX. VA	NEIGHBOR	hrichardlloyd@gmail.com
Travis A. Miles	SUPPORT	<i>Travis A. Miles</i> 06/04/24	215 N Payne Alexandria VA 22314	Occupant	travis@tmm.com

ATTACHMENT 2: LOCATION (AERIAL)



STREETVIEW



City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 23, 2024
DOCKET ITEM: 8
ISSUE: Daylighting Administrative Procedure

REQUESTED BY: T&ES Staff

LOCATION: Citywide

STAFF RECOMMENDATION: That the Board approve an administrative procedure to allow the Director of T&ES to remove up to 40 contiguous feet of on-street parking in addition to the 20 feet that staff can currently remove without Board approval per [Sec. 5-8-3 \(f\) \(1\)](#) for each approach for the purposes of daylighting an intersection.

BACKGROUND: [Sec. 10-4-41 of the City Code](#) prohibits parking within 20 feet from the intersection of curb lines, however, this ordinance is not widely known amongst all drivers who live in, work in, and visit Alexandria. Installing and maintaining signage regarding this ordinance at each intersection would be cost-prohibitive, resource-intensive, and significantly time-consuming. At some intersections, 20 feet is not enough space from the intersection of curb lines to ensure visibility for all roadway users due to various characteristics of the intersection and street furniture.

Removing parking at intersections, otherwise known as daylighting, can increase visibility and, at times, safety for all roadway users, however, not all intersections are created equally. In fact, reduced visibility can increase safety at certain intersections by ensuring that all roadway users remain alert and by ensuring drivers drive more slowly and come to a full stop at the intersection.

Staff receive numerous requests each year via email, 311, and phone to remove parking at intersections to increase visibility. Stakeholders make formal requests by filling out the City's On-Street Parking Modification Request Form, which staff have used to consider - without a set of defined parameters - whether or not to recommend removing any on-street parking. Doing so in this fashion uses a considerable amount of valuable staff resources and does not follow a set procedure to ensure that the decision-making process is uniform each time. There exists traffic engineering guidelines and safety best practices for daylighting intersections responsibly which can be used by staff to make engineering-backed decisions on such requests without the need to prepare said requests for a public hearing, using valuable Board and staff time and effort.

[Section 5-8-3\(h\) of the City Code](#) allows the Board to consider processes related to traffic and parking where review and approval are delegated to staff. The Board has previously approved four administrative procedures:

1. the removal of parking at bus stops for ADA compliance,
2. the addition of ‘No Turn on Red’ signage at intersections for pedestrian safety,
3. the removal of parking at crosswalks to improve driver sightlines, and
4. the addition/removal of pickup/dropoff zones.

The existing administrative procedure for removing parking at marked and unmarked crosswalks was intended to help with daylighting requests. However, staff has found this procedure is cumbersome for staff to make use of and does not allow for enough on-street parking removal in some exceptional cases to adequately address visibility concerns.

DISCUSSION: The goals of establishing this new administrative procedure are to:

- Establish guidelines and criteria to uniformly address requests for daylighting.
- Reduce community and staff time preparing for and hosting a public hearing for individual daylighting requests.
- Use data, criteria, and engineering judgment to implement daylighting most effectively and have a greater impact on community safety.
- Streamline the implementation of safety improvements at higher-risk intersections.

Sec. 5-8-3 (f)(1) of the City Code defines the length of a parking space as 20 feet and requires that the Board make recommendations on any changes to one or more parking spaces. In the past, staff have brought requests for daylighting—if more than 20 feet of parking—before the Board in a piecemeal fashion. However, the need and requests for daylighting continues to grow as a result of more trips occurring on foot and bikes. To more efficiently daylight intersections in appropriate and desired locations as determined by engineering guidelines and best practices, staff has proposed the following administrative procedure initiated by submitting the Intersection Daylight Request Form (Attachment 1). Requests for parking removal that do not meet the criteria of this process may be considered through a public hearing before the Board at a regular meeting. Staff’s goal will be to minimize parking removal overall. Staff will only remove the full 60 feet of parking where absolutely necessary, but will aim to and will most often remove much less.

Application Process:

- Staff or resident initiated.
- Applicant (if resident initiated) submits the Daylighting Request Form, which shall include signatures of support from all property owners and tenants directly fronted by the requested zone.
- Staff manage tracking of submissions.
- Staff evaluate all requests received twice per year (exception for staff-initiated locations).
- Staff will notify each applicant of approval or denial per the criteria.
 - If approved, Staff would notify the Board of parking removal for daylighting.
 - If denied, Staff would notify the Board of each denial and the criteria-based reason for each denial.

Eligible Locations:

- Administrative approval by staff for removing up to 40 contiguous feet of on-street parking in addition to the 20 feet that staff can currently remove without Board approval per [Sec. 5-8-3 \(f\) \(1\)](#)
- Criteria; MUST involve two of the following:
 - Stopping sightline distance/intersection sight triangles insufficient as determined by T&ES staff
 - Driver needs to be able to see pedestrians from 155 feet away at 25 mph
 - Grade (>3% per AASHTO guidance; determined via Traffic Engineering analysis)
 - Uncontrolled crossing
 - Crashes within last five years
 - Only if could be addressed by improving sight distance
 - Especially if any crashes resulted in injury
 - Presence of:
 - School bus stops (on the approaches in question, as determined by staff)
 - Public bus stops (on the approaches in question)
 - Schools, recreation/community centers, libraries, parks (within 750 feet)
 - >25-foot curb radius
 - If drivers tend to park along the curvature of the intersection
 - If crosswalk/sidewalk is far back from intersection
- Staff would determine the amount of parking removal needed based on:
 - Visibility needed to satisfy stopping sightline distance requirements
 - Grade and topography of the roadway
 - Type or lack of intersection control (less is needed at controlled intersections)
 - Curb radius

Ineligible Locations:

- Will not be considered by Traffic and Parking Board after staff determination
- Criteria:
 - If daylighting would result in unintended consequences such as increased speeding or less stopping as a result of parking removal (as determined by engineering judgement)
 - Satisfies stopping sightline distance requirements (as determined by staff) AND no history of crashes within last five years.

Eligible Locations for Traffic and Parking Board Consideration:

- For requests of more than 20 feet beyond existing ordinance for each approach
- Criteria:
 - Involves only one of the Eligible Locations criteria AND not deemed Ineligible.
 - Applicant can appeal the staff decision to bring before the Board however, staff could recommend that the Board deny the request.

This procedure will allow staff to efficiently allocate dedicated engineering expertise for these requests every six months to ensure that daylighting efforts are appropriate and effective for each

intersection. This will also reduce the amount of time staff and the Board will spend on individual daylighting requests received.

OUTREACH: Given their past interest in daylighting, staff notified the Del Ray Citizens Association and the Wakefield-Tarleton Civic Association about staff's proposal on September 9, 2024.

ATTACHMENT 1: DRAFT REQUEST FORM



INTERSECTION DAYLIGHTING REQUEST PROCESS

Process:

1. Complete and submit Page 3 of the Intersection Daylighting Request Form with a description of the Project Champion's request and the intersection's characteristics/ existing issues to the Mobility Services Division
2. City staff will review the conditions in the affected area and will work with the Project Champion to refine proposed changes to address the identified issue
3. If a staff-supported solution is determined, the Project Champion must use Page 4 of this application to gather signatures showing support from all property owners and tenants fronted by the requested parking removal
 - a. Large residential buildings may be represented by the condo association's president or the property manager
 - b. Staff also recommend reaching out to business or citizens associations for the affected area if applicable
4. Once the completed form and signatures are returned to staff, staff will review the request to confirm that it meets the eligibility criteria and how
 - a. If the request meets at least two of the criteria listed on Page 2, staff will approve the request administratively and determine the amount of parking removal needed based on visibility, grade/topography, type/lack of intersection control, and curb radius.
 - b. If the request would result in increased speeding or less stopping as a result of parking removal (as determined by engineering judgment), or current conditions satisfy stopping sightline distance requirements (as determined by staff) AND there is no history of crashes at the intersection within last five years, the request will be denied by staff
 - i. The Project Champion can appeal the staff decision, which would result in the request being brought before the Traffic and Parking Board, however, staff would recommend that the Board deny the request
 - c. If the request meets only one of the Eligible Locations criteria AND is not deemed ineligible, the Project Champion can request that the issue be docketed for a Public Hearing before the Traffic and Parking Board
 - i. Notification of a hearing on the proposed zone will be posted in the affected area
 - ii. The Project Champion is expected to attend the Traffic and Parking Board Public Hearing and provide testimony



INTERSECTION DAYLIGHTING CRITERIA

Criteria

- Must involve two of the following:
 - Stopping sightline distance/intersection sight triangles insufficient as determined by staff
 - Driver needs to be able to see pedestrians from 155 feet away at 25 mph
 - Grade (>3% per AASHTO guidance; determined via Traffic Engineering analysis)
 - Uncontrolled crossing
 - Crashes within last five years
 - Only if could be addressed by improving sight distance
 - Especially if any crashes resulted in injury
 - Install corrals if crashes resulted in death
 - Presence of:
 - School bus stops (on the approaches in question, as determined by staff)
 - Public bus stops (on the approaches in question)
 - Schools (within 750 feet)
 - Recreation and/or community center (within 750 feet)
 - Library (within 750 feet)
 - Park (within 750 feet)
 - >25-foot curb radius
 - If drivers tend to park along the curvature of the intersection
 - If crosswalk/sidewalk is far back from intersection, then:
 - Prohibit parking within 20 feet of crosswalk
 - Prohibit parking within 30 feet of unmarked crossing
- Staff would determine the amount of parking removal needed based on:
 - Visibility needed to satisfy stopping sightline distance requirements
 - Grade and topography of the roadway
 - Type or lack of intersection control (less is needed at controlled intersections)
 - Curb radius

INTERSECTION DAYLIGHTING REQUEST FORM



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

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

Are there any of the following at the intersection this is being requested for:

- | | |
|---|--|
| <input type="checkbox"/> School bus stops | <input type="checkbox"/> Recreation/community centers (w/in 750ft) |
| <input type="checkbox"/> Public bus stops | <input type="checkbox"/> Libraries (w/in 750ft) |
| <input type="checkbox"/> Schools (w/in 750ft) | <input type="checkbox"/> Parks (w/in 750ft) |

Location: _____
(Map or figure may be provided as an attachment)

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

Project Champion (Point of Contact) Information:

Name: _____

Address: _____

Email: _____

Phone Number: _____

- | | | |
|-------------------------------------|----------------------------------|------------------------------------|
| Best Way to Contact: | <input type="checkbox"/> Email | <input type="checkbox"/> Phone |
| Best Time of Day to Contact: | <input type="checkbox"/> Morning | <input type="checkbox"/> Afternoon |



We the undersigned hereby support or oppose (as indicated) the proposed parking removal for daylighting:

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

Name (printed)	Support or Oppose Request	Signature/Date	Address/ Business/ Association	Property Affiliation (owner, occupant, manger, etc.)	Email