

**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. Carroll 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.