

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, DECEMBER 9, 2024 7:00 P.M.
IN-PERSON AND VIRTUAL**

The December 9, 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_jneBl4_3TFmZTG0DjddkTQ

Or an H.323/SIP room system:

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

Meeting ID: 935 4866 2773

Passcode: 915805

SIP: 935 4866 2773@zoomcrc.com

Passcode: 915805

After registering, you will receive a confirmation email containing information about joining the webinar.

Public comment will be received at the meeting. The public may submit comments in advance to trafficanparkingboard@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, DECEMBER 9, 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 October 28, 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. 200 Block of King Street Pilot Pedestrianization Update
 - B. Duke Street Transitway Update
 - C. Annual Residential Parking Permit Fees Update
 - D. Traffic and Parking Board Schedule for 2025

CONSENT ITEMS

5. Stop Sign Addition - Intersection of Marstellar Street/Oak Street and Marstellar Street/Walnut Street
6. Parking Removal - 3640 Wheeler Avenue
7. Parking Addition and Removal - 3800 Block of Mount Vernon Avenue
8. Residential Pay by Phone – 400 block of South Fairfax Street

PUBLIC HEARING ITEM

9. Parking Removal - 159 Dale Street (on Edison Street) and 3602 Edison Street
10. Taxicab Biennial Review

INFORMATION ITEMS

11. **STAFF UPDATES**
12. **COMMISSIONER UPDATES**

Next Meeting: Monday, January 27, 2024

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, OCTOBER 28, 2024, 7 P.M.
IN-PERSON AND VIRTUAL MEETING**

MINUTES

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

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT: T&ES – Katy North, Division Chief; Sheila McGraw, Principal Planner; and Max Devilliers, Urban Planner III.

1. Announcement of deferrals and withdrawals: None.
2. Approval of the September 23, 2024, Traffic and Parking Board meeting minutes:

BOARD ACTION: Ms. Tucker made a motion, seconded by Ms. Bonnard to approve the minutes of the September 23, 2024, Traffic and Parking Board meeting. The motion carried unanimously.

3. **WRITTEN STAFF UPDATES:** The Board received written staff updates on:
 - Speed Camera Program Update
 - Edsall Road & Yoakum Parkway Corridor Improvements Projects
 - Sanger Avenue Public Engagement
 - Ms. Phelps asked if staff could provide more details on outreach for this project, to which Ms. McGraw will get the Project Manager to send the Board more information as available.
 - Mill Road Corridor Improvements
 - Mr. Kane suggested that the City release an citywide announcement about this project to get input from commuters given the general lack of residents on Mill Road. Ms. McGraw will relay this suggestion to the Project Manager.
 - North Early Street Request for Residential Permit Parking District Update
 - Chair Lewis asked if any blocks were occupied at a rate that nearly met the threshold for being eligible for creating a new RPP District, to which Mr. Devilliers responded that the 2100 block was 60% occupied during one of the parking surveys.
 - Council Approval of King-Bradlee Service Road Changes
 - Traffic and Parking Board Schedule 2024 Schedule Update

4. **PUBLIC DISCUSSION PERIOD:** None.

PUBLIC HEARING ITEMS

5. **ISSUE:** Parking Removal, Signal Changes, Overall Pilot Approval – 200 Block of King Street Pilot Closure.

DISCUSSION: Mr. Devilliers presented the item to the Board. Mr. Kane suggested adding to the recommendation that the parking removal would be temporary for the duration of the temporary pilot. Chair Lewis suggested adding pedestrian zone signage to the ends of the block during the pilot.

PUBLIC TESTIMONY: Garrett Breton testified in support.

Clare Skarda testified in opposition.

Osborne Mackie testified in opposition.

Bruce Shafer testified in support.

BOARD ACTION: Ms. Tucker made a motion, seconded by Ms. Mihalik, to recommend:

- the Director of T&ES temporarily remove 17 parking spaces and modify the traffic signal at the intersection of Fairfax and King Streets; and
- the City Council approve the ordinance approving a temporary closure of the 200 block of King Street; and
- Approve the revisions to the Parklet Requirements.

The motion carried unanimously.

INFORMATION ITEMS

6. **STAFF UPDATES:** Ms. McGraw provided the Board with an update regarding:
- Traffic and Parking Board Budget Priorities Letter
 - Mr. Kane suggested that the enforcement of Maintenance of Traffic plans/detours be prioritized, perhaps with additional funding for additional staff.
 - Ms. Ebbers moved to approve the budget priorities with the addition of enforcing Maintenance of Traffic plans/detours, seconded by Ms. Mihalik. The motion carried unanimously.
 - City Council Transportation Project Updates
 - Appeals were filed for the Eisenhower Avenue and South Pickett Street streetscape projects.

7. **COMMISSIONER UPDATES:** None.

ADJOURNMENT

Ms. Tucker moved to adjourn the meeting, seconded by Ms. Ebbers. The motion carried unanimously. The meeting adjourned at 8:12 PM.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: December 9, 2024

DOCKET ITEM: 4

ISSUE: Written Staff Updates & Public Hearing Follow-up

A. 200 Block of King Street Walk Zone Pilot Update

At the October Traffic and Parking Board meeting, the Board recommended that City Council approve an ordinance to temporarily pedestrianize the 200 block of King Street. At their November 16, 2024 meeting, City Council passed the ordinance that temporarily pedestrianizes the 200 block of King Street in two phases. Phase 1 will cover the upcoming holiday season and run from November 22, 2024, to January 6, 2025. The block will be reopened for the remainder of January and February during colder weather to allow for tweaks to the pedestrianization project and address issues that arose during this first phase. The second phase of the pilot will begin March 14, 2025, and run through September 30, 2025. This will allow time for more robust community engagement and, if a permanent pedestrianization was supported, the Council could review the necessary ordinance in fall 2025 prior to expiration of Phase 2.

To address concerns about loading with the pilot, staff administratively approved the creation of three ‘Active Loading and Curbside Pickup Only’ zones at 101 North Fairfax Street (20 feet), 100 South Fairfax Street (65 feet), and 300 King Street (80 feet), as well as the extension of an existing one at 101 South Fairfax Street, which increased from 20 feet long to 90 feet long. The new and extended zones were all implemented simultaneously on the morning of November 22 for the purpose of accommodating the high demand for unloading on and around the 200 block of King Street. Staff is working with Parking Enforcement to increase enforcement of loading zones and parking too close to intersections for the next six weeks of the pilot to ensure drivers use the new and extended zones correctly and as intended.

Feedback about Phase 1 of the pilot, November 22, 2024 – January 6, 2025, can be provided on the [feedback form](#). Additional information about the pilot can be found on the [project website](#).

B. Duke Street Transitway Update

At the June Traffic and Parking Board meeting, members unanimously approved a recommendation to convert the Duke Street Service Road connecting Cambridge Road and West Taylor Run Parkway Intersection to one-way westbound operation to facilitate safer traffic operations, congestion management, and multimodal safety and accessibility improvements as part of the Duke Street Transitway Project. The Board also approved a recommendation to

modify the intersection of Cambridge Road and the Duke Street Service Road, which would improve traffic flow and reduce congestion (and is based on the one-way operation of the Service Road). Finally, a third recommendation was approved which modifies the approved Duke Street Transitway concept to convert the right most lane of North Quaker Lane at Duke Street from a right turn only lane to a dedicated bus and right turn only lane to enable buses to jump traffic queues at this intersection.

City Council considered the resolution at its November 12 Public Hearing and voted 3-3 (1 abstention) whether to support the Traffic & Parking Board's recommendations. The Council introduced a new motion that brought back a partial one-way option from Longview Drive to Cambridge Road, which was approved by a vote of 6 to 1.

Procurement for Owner Advisor and Design Services is underway and expected to move forward in Winter/Spring 2025.

C. Annual Residential Parking Permit Fees Update

At the July Traffic and Parking Board meeting, Board member Kane made a motion requesting that staff bring forward a proposal to review the annual residential parking permit fees at the November Board meeting. Staff has been looking at the annual residential parking permit fees as part of the annual City budget update process and will bring an update on this potential permit fee increase to the Board in the new year.

D. Traffic and Parking Board Schedule for 2025

Below is the Traffic and Parking Board meeting schedule for 2025. The Traffic and Parking Board meetings take place on the fourth Monday of the month unless noted with an asterisk. The meetings will take place at 7 p.m. The 2025 Traffic and Parking Board meeting schedule has been posted on the [Traffic and Parking Board website](#).

January 27
February 24
March 24
April 28
May 19*
June 23
July 28
September 15*
October 27
December 8*

City of Alexandria, Virginia

Traffic and Parking Board

DATE: December 9, 2024

DOCKET ITEM: 5

ISSUE: Stop Sign Addition - Intersection of Marstellar Street/Oak Street and Marstellar Street/Walnut Street

REQUESTED BY: Residents of the Unit Block of East Oak Street

LOCATION: Marstellar Street/Oak Street and Marstellar Street/Walnut Street

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES install a stop sign on Marstellar Street at Oak Street and at Walnut Street.

BACKGROUND: Marstellar Street is a one-block-long street that connects Oak Street to Walnut Street in the Rosemont neighborhood (Attachment 1). Both intersections on either end are T-intersections that are within the walk zone for Naomi Brooks Elementary School and George Washington Middle School. Currently, there is no intersection control present at either intersection.

Earlier this summer, the City received a request for stop signs on Marstellar Street to improve safety for residents and schoolchildren walking in this area (Attachment 2).

DISCUSSION: The Federal Highway Administration's Manual on Uniform Traffic Control Devices 11th Edition (MUTCD) sets standards and guidance for the intersection control measures. According to the MUTCD, stop control on the minor-road approach or approaches to an intersection should be considered when engineering judgment indicates that one or more of the following conditions exist:

- A. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway.
- B. Crash records indicate that:
 - 1. For a four-leg intersection, there are three or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period. The crashes should be susceptible to correction by installation of minor-road stop control.
 - 2. For a three-leg intersection, there are three or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period. The crashes should be susceptible to correction by installation of minor-road stop control.

- C. The intersection is of a lower functional classification road with a higher functional classification road.
- D. Conditions that previously supported the installation of all-way stop control no longer exist.

While there have not been any reported crashes at either of these intersections, some intersection control is needed to indicate to drivers on Marstellar Street that people traveling on or along Oak Street and Walnut Street have the right-of-way. Additionally, the presence of trees and fences limit visibility for drivers on Marstellar Street entering Oak Street and Walnut Street.

All three streets are classified as local streets, but given that Marstellar Street is only one-block long, it would be considered the “minor” street.

OUTREACH: The original requestor, Mr. Wade Kratzer, coordinated with nearby residents on this request and provided an update to the Rosemont Civic Association. The City has received no comments indicating opposition to the stop signs.

ATTACHMENT 1: PROJECT LOCATION

Aerial View with Proposed Signs



Marstellar Street at Oak Street



Marsteller Street at Walnut Street



ATTACHMENT 2: STOP SIGN REQUEST



STOP SIGN REQUEST FORM

Please fill out this application and return to Cuong.Nguyen@alexandriava.gov or mail to Cuong Nguyen, Traffic Engineering, 2900 Business Center Drive, Alexandria, VA 22314

Location: Marsteller Street / East Oak St

Reason for the Request:

East Oak St is a pedestrian thoroughfare for parents walking their children to school.

There is a blindcorner at the intersection of Marsteller and E Oak St. This causes cars

to yield, not stop, and continue traveling on E Oak Street. No stop signs currently exist.

Project Champion (Point of Contact) Information:

Name: Wade Kratzer

Address: 10 E Oak Street

Email: wade.kratzer@gmail.com

Phone Number: 610.442.8803

Best Way to Contact: Email Phone

Best Time of Day to Contact: Morning Afternoon



City of Alexandria, Virginia

Traffic and Parking Board

DATE: December 9, 2024
DOCKET ITEM: 6
ISSUE: Parking Removal - 3640 Wheeler Avenue

REQUESTED BY: T&ES Staff

LOCATION: 3640 Wheeler Avenue

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES remove up to 200 linear feet of on-street parking at 3640 Wheeler Avenue.

BACKGROUND: The City plans to continue the installation of an on-street bicycle lane along the southern side of Wheeler Avenue, at 3640 Wheeler Avenue (Attachment 1). In May 2015, the Traffic and Parking Board approved the removal of five on-street parking spaces at this location and Wheeler Avenue was resurfaced and a combination of sharrows and bicycle lanes were installed along a majority of the street (Attachment 2). In September 2015, City Council approved Development Special Use Permit (DSUP#2015-0002) to permit the redevelopment of 3640 Wheeler Avenue from a construction yard to a self-storage facility. The approved site plan changed the location of curb cuts to Wheeler Avenue and the conclusion of construction required the repaving of the street in front of the project site (Attachment 3).

The City is now preparing to paint the final portion of the dedicated bicycle lanes in front of 3640 Wheeler Avenue to complete the bicycle lane project. To ensure adequate and safe space for bicycle lanes and vehicle travel lanes, up to 200 feet of on-street parking, from the west side of the curb cut at 3640 Wheeler Avenue to the eastern side of the curb cut at 3650 Wheeler Avenue will be removed through the installation of “No Parking” signs in front of 3640 Wheeler Avenue.

The proposed bicycle lane striping will connect to existing sharrow markings at 3650 Wheeler Avenue (west of the site), carry through the site frontage and connect into the dedicated bicycle lane which begins at 3600 Wheeler Avenue (east of the site).

DISCUSSION: The proposed parking removal and painting of a bicycle lane will allocate dedicated space for biking and scooting within the roadway and ensure a safer route for all non-motorized users along Wheeler Avenue. The City proposes installing “No Parking” signs in front of 3640 Wheeler Avenue to ensure vehicles do not park along the site frontage and impede a

bicycle lane. To the west of the curb cut to 3640 Wheeler Avenue, the City proposes removing up to 200 linear feet of on-street parking which extends to the entrance of the curb cut to 3650 Wheeler Avenue. Currently, parking is prohibited along the east side of the curb cut to 3640 Wheeler Avenue. This parking restriction starts at the curb cut and extends approximately 145 feet east to the entrance of the Alexandria Police Department.

Along Wheeler Avenue, the southern side of the street is zoned Industrial and has a mix of commercial uses, including vehicle storage, storage, office, and the City's Police Department. The northern side of Wheeler Avenue is zoned Residential (RA) and Commercial Service Low (CSL), with a mix of apartments, townhomes and low-intensity commercial including office and religious use. Dedicated off-street parking is provided for each property along Wheeler Avenue and additional on-street parking can be found along portions of Wheeler Avenue.

Staff plans to conclude the bicycle lane project, as started in 2015, and paint the final portion of the dedicated bicycle lane in front of 3640 Wheeler Avenue. The Traffic and Parking Board's May 2015 approval of parking removal along the frontage resulted in the removal of five (5) parking spaces at 3640 Wheeler Avenue. However, the redevelopment of the site changed the location of curb cuts to the property and the length of frontage available for parking was altered. The current configuration has approximately 200 feet of frontage which is used for on-street parking from the site's curb cut, west to the property line. Approval of this request will ensure the intent of the 2015 Traffic and Parking Board Approval to remove parking (five parking spaces) is consistent with current conditions.

If approved, staff will proceed with the installation of "No Parking" signs in front of 3640 Wheeler Avenue this winter and after a period of adjustment, will remove conflicting lane markings and paint the final segment of bicycle lanes.

OUTREACH: The City held a public comment period on the parking removal from Wednesday, November 6, 2024, to Sunday, November 17, 2024, and received two public comments by email. The City announced the opportunity to comment by posting signs on site highlighting proposed parking restrictions with staff contact information. Staff also called immediately adjacent businesses to explain the upcoming parking restrictions and followed up with an email summary (Attachment 4). Please see the Community Engagement Summary for additional information (Attachment 5).

Staff received two comments via email expressing concern with the removal of on-street parking and the availability of parking near the subject site (Attachment 6). In follow up communication a nearby office user explained that many commercial vehicles park in the vicinity for extended periods of time, making it difficult for their office employees to find parking. Staff followed up by providing information on the City's existing 72-Hour parking regulations and how to request parking enforcement and additional information on how to provide comments. Staff also encouraged nearby businesses to explore a shared parking agreement which may provide additional off-street parking opportunities that would alleviate the need for on-street parking.

ATTACHMENT 1: LOCATION

Aerial



Streetview – Wheeler Avenue



ATTACHMENT 2: 2015 TRAFFIC AND PARKING BOARD APPROVAL

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY JUNE 22, 2015, 7:30 P.M.
301 KING STREET, 2nd FLOOR
COUNCIL CHAMBERS**

M I N U T E S

BOARD MEMBERS PRESENT: Chair, Jay Johnson, Vice Chair, William Schuyler, Elizabeth Jones, James Lewis, Randy Cole and Melissa McMahon

BOARD MEMBERS ABSENT: Kevin Beekman,

STAFF MEMBERS PRESENT: Bob Garbacz, Division Chief, Traffic, Cuong Nguyen, Civil Engineer I, and Hillary Poole, Principal Planner.

1. Announcement of deferrals and withdrawals: There were no deferrals or withdrawals.
2. Approval of the May 18, 2015, Traffic and Parking Board meeting minutes: Ms. McMahon made a motion seconded by Mr. Cole to approve the minutes from the May 18, 2015 meeting. The motion carried unanimously.

3. **PUBLIC COMMENTS:**

Mr. Jim Dillon, 330 Third St., spoke to the Traffic and Parking Board about commuters monopolizing parking all day on Third Street and requested Two-Hour Parking restrictions. The Board acknowledged the situation and asked staff to add the item to the July docket.

Mrs. Christine Michaelis, 3976 Seminary Rd., spoke to the Traffic and Parking Board about speeding and safety concerns on Seminary Road. The Board acknowledged the situation and asked staff to work with the community and develop possible short term solutions that could be implemented before the road is resurfaced along with longer term solutions and report to the Board in September.

PUBLIC HEARING:

4. **ISSUE:** Consideration of a request to remove five parking spaces at 3640 Wheeler Avenue and continue planned bicycle lane.

PUBLIC TESTIMONY: No one from the public spoke on this item.

DISCUSSION: Mrs. Poole presented this item to the Board and indicated that the reason for this request was that Wheeler Avenue was scheduled to be paved this year.

BOARD ACTION: Mrs. Jones made a motion, seconded by Mr. Cole to approve staff's recommendation to remove five parking spaces at 3640 Wheeler Avenue. The motion carried unanimously.

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
MAY 18, 2015**

DOCKET ITEM: 4

ISSUE: The removal of five parking spaces at 3640 Wheeler Avenue

APPLICANT: City of Alexandria, Transportation and Environmental Services

LOCATION: 3640 Wheeler Avenue

STAFF RECOMMENDATION:

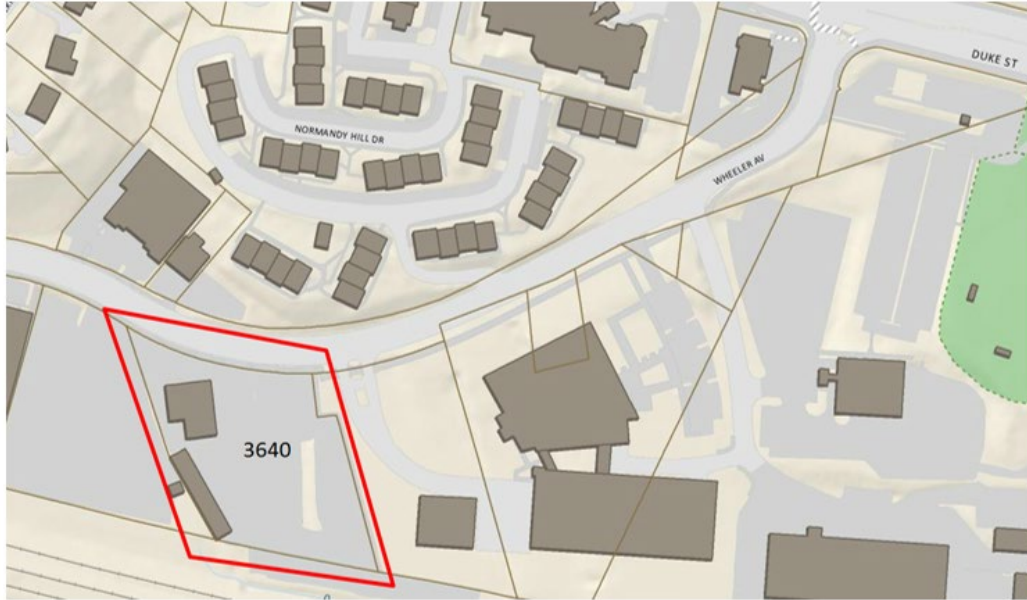
That the Board recommends to the Director of T&ES to remove five parking spaces at 3640 Wheeler Avenue

DISCUSSION:

The property at 3640 Wheeler Avenue is currently vacant and going through the City's development review process as DSP 2015-00002 - to be converted to an EZ Storage facility. The parcel can be viewed in Attachment 1. There are currently five parking spaces and four curb cuts in front of this property (Attachment 2). The proposed development will provide parking for customers using the storage facility, and on street parking will be removed as requested by staff.

Because Wheeler Avenue is slated to be resurfaced in summer 2015, staff requests that the Traffic and Parking Board approve the removal of these spaces prior to the presentation to Planning Commission in order to continue the planned bicycle lane for Wheeler Avenue that will connect to the existing bike lane. A bicycle lane along Wheeler Avenue was recommended in the 2008 Pedestrian and Bicycle Mobility plan to connect a path from the Holmes Run Trail at South Gordon Street to the existing facility on Wheeler Avenue.

Parking would be removed in conjunction with the resurfacing of Wheeler Avenue and not before. A meeting was held on June 11, 2015 to discuss the resurfacing project and addition of bicycle lanes with the business owners along Wheeler Avenue.



Attachment 2



ATTACHMENT 3: AERIAL COMPARISON OF 3640 WHEELER AVENUE BEFORE (2015 SITE AERIAL) AND AFTER (2024 SITE AERIAL) REDEVELOPMENT WITH CHANGED CURB CUTS



2024 Site Aerial



ATTACHMENT 4: COPY OF PROJECT LETTER EMAILED TO COMMUNITY



Adriana Castañeda
Director, T&ES

City of Alexandria, Virginia
Transportation & Environmental Services
301 King Street, Suite 4100
Alexandria, Virginia 22314



alexandriava.gov
703.746.4025

November 4, 2024

Re: Wheeler Avenue Bike Lane Restoration

Dear Neighbor,

My name is Sara Brandt-Vorel, I'm a principal planner with the City's Department of Transportation and Environmental Services. I am reaching out to share information on an upcoming project the city is undertaking to complete the installation of bicycle lanes on Wheeler Avenue.

In June 2015, the Traffic and Parking Board approved the removal of on-street parking in front of 3640 Wheeler Avenue, now known as the Public Storage building. Later in the summer of 2015, Wheeler Avenue was resurfaced, and bicycle lanes were installed along the north and south sides of Wheeler Avenue to provide dedicated space for cyclists along a majority of the street. Simultaneously in the fall of 2015, the site of the Public Storage building was preparing to undergo redevelopment (to build its current building) and to ensure the bicycle lanes aligned with the final design of the site, the final bicycle lane painting was planned to occur after the completion of construction.

The city is now preparing to paint the final portion of the bicycle lanes in front of 3640 Wheeler Avenue and to ensure safe space for the bicycle lanes, on-street parking at this location will be removed. To ensure no vehicles park at this location, the City will be installing "No Parking Signs" in front of 3640 Wheeler Avenue, resulting in the removal of eight (8) on-street parking spaces. After the signs are installed, a bicycle lane will be painted in this location. Please see the annotated map below to indicate the location for the installation of "No Parking" signs. City staff are preparing to present this project at the Traffic and Parking Board on December 9, 2024. You are invited to attend the meeting virtually or online or share feedback with City Staff in advance.

If you have any questions, comments, or concerns, please contact me at sara.brandtvorel@alexandriava.gov and I would be more than happy to provide answers or share your comments with the Traffic and Parking Board.

Sincerely,

Sara Brandt-Vorel

Department of Transportation & Environmental Services
Transportation Capital Projects Manager
Email: sara.brandtvorel@alexandriava.gov



ATTACHEMNT 5: COMMUNITY ENGAGEMENT SUMMARY

Project Name:		Wheeler Ave Bicycle Lane Restoration		
Project Manager:		Sara Brandt-Vorel		
Date	Phase	Outreach To	Type of Group	Format
10/29/2024	Design/Development	City of Alexandria Police Dept.	City Department	Email
10/30/2024	Design/Development	Elevate Church	Business	Online Feedback Form
11/4/2024	Design/Development	Elevate Church	Business	Phone Call
11/4/2024	Design/Development	Elevate Church	Business	Email
11/4/2024	Design/Development	Islamic Relief USA	Business	Phone Call
11/4/2024	Design/Development	Islamic Relief USA	Business	Email
11/4/2024	Design/Development	Public Storage	Business	Phone Call
11/4/2024	Design/Development	Normandy Hill Apts	Community Association	Phone Call
11/4/2024	Design/Development	Lindsay Lexus	Business	Phone Call
11/5/2024	Design/Development	Public Storage	Business	Phone Call
11/5/2024	Design/Development	Public Storage	Business	In-Person Meeting
11/5/2024	Design/Development	Lindsay Lexus	Business	Phone Call
11/5/2024	Design/Development	Lindsay Lexus	Business	Email
11/5/2024	Design/Development	City of Alexandria Police Dept.	City Department	Email
11/5/2024	Design/Development	Quaker Ridge Homeowners Association	HOA/Condo Association	Phone Call
11/5/2024	Design/Development	Quaker Ridge Homeowners Association	HOA/Condo Association	Email
11/6/2024	Design/Development	General Public	General Public	Sign Posting
11/13/2024	Design/Development	Normandy Hill Apts	Community Association	Phone Call
11/13/2024	Design/Development	Normandy Hill Apts	Community Association	Email
11/14/2024	Design/Development	Islamic Relief USA	Business	Email
11/15/2024	Design/Development	Islamic Relief USA	Business	Phone Call
11/19/2024	Design/Development	Elevate Church	Business	Email

ATTACHMENT 6: PUBLIC COMMENT


Re: City of Alexandria - upcoming project near Islamic Relief building

 Zeyad Elmenayer <zelmenayer@irusa.org>

To: Sara Brandt-Vorel

Thu 11/14/2024 11:07 AM

 You replied on Thu 11/14/2024 12:21 PM

Hi Sara,

My apologies for the late reply.

THanks for your email. And yes we have some concerns with this decision.

While we understand and value the proposed bike lanes, this would affect our and our niegbors parking needs drastically.

As you know it's already difficult to park on Wheeler with the removal of the spaces on what I guess is the westbound lands in front of Elevation Church.

Please let us know how we can voice our concerns or challenge this decision and or have alternatives proposed.

Feel free to call me anytime.

Thanks,
Zeyad

 Eric Dorsey <eric.dorsey@me.com>

To: Sara Brandt-Vorel

Tue 11/19/2024 11:26 AM

[You don't often get email from eric.dorsey@me.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Good morning Sara, this is Pastor Eric Dorsey with Elevate Church. We are located directly across from the new proposed bike lane taking 8 space on Wheeler Ave. This change will have a heavy adverse affect on those attending services on Sunday mornings and Wednesday nights. Especially our senior people. They usually park there for the ease of direct access.

My question is, can there be a little compromise on time. Can we park from 7am-12pm on Sunday and 7pm-8:30pm on Wednesday.

We have been in this location for 3 years and I can say with great confidence that I've only seen a few people cycling during these hours.

We work with the guidance counselors at TC Williams, Cora Kelly and Lenard Chick Armstrong Rec Center. We also provide a program call GriefShare that meets every Thursday evening for those experiencing the loss of a loved one. The Thursday night group is usually around 15 people so our parking lot can handle this.

I only mentioned these thing so you can understand that we are a vital part of the Alexandria community too.

Please let me know your thoughts

Thank you
Pastor Eric Dorsey
201-919-1911

City of Alexandria, Virginia

Traffic and Parking Board

DATE: December 9, 2024

DOCKET ITEM: 7

ISSUE: Parking Addition and Removal - 3800 Block of Mount Vernon Avenue

REQUESTED BY: City Staff

LOCATION: 3800 Block of Mount Vernon Avenue

STAFF RECOMMENDATION: That the Board recommend that the Director of T&ES:

- Add 50 feet of on-street parking with 2-hour parking restrictions, 9 a.m. to 12 a.m. Monday through Saturday, on the east side of the 3800 block of Mount Vernon Avenue (in front of 3811 Mount Vernon Avenue), and
- Remove 20 feet of on-street parking on the east side of the 3800 block of Mount Vernon Avenue (in front of 3809 Mount Vernon Avenue).

BACKGROUND: For several years, street vendors have been enlivening the sidewalks of Arlandria-Chirilagua, selling a variety of goods to help earn a living while serving the needs of their community. This activity is occurring primarily, but not exclusively, on the 3800 block of Mount Vernon Avenue. The Arlandria-Chirilagua Small Area Plan recognized this as important to the community, economically and culturally, but also noted that a program would need to be established to allow street vending to continue.

During the pandemic, the City launched the Parklet Program to expand opportunities for retailers and restaurants to use sidewalks and parking spaces for vending. However, the program does not specifically permit vendors without an adjacent brick-and-mortar location to sell in the public right-of-way, though many continue to do so. To address this issue, staff evaluated potential solutions.

Over the past year, an interdepartmental team of City staff developed a pathway for these vendors to operate legally and is proposing a one-year pilot program. The pilot would allow the sale of whole, uncut produce and certain small non-food items. It establishes a framework to help vendors obtain necessary permits and comply with health and safety requirements. The program also includes proposed on-street vending spaces that minimize sidewalk obstructions and maintain access to nearby brick-and-mortar businesses.

The area of Mount Vernon Avenue north of West Glebe Road features a mix of street-front businesses and suburban-style shopping centers, with commercial and retail uses along the Avenue and apartments and houses on intersecting streets. The 3800 block of Mount Vernon Avenue is outside of a Residential Permit Parking District. The neighborhood is expected to become denser and more pedestrian-oriented due to ongoing redevelopment, a pedestrian-focused streetscape project, and a new traffic-calming roundabout at Mount Vernon Avenue and West Glebe Road. As pedestrian activity increases with new street-front residences and retailers, ensuring sidewalk clearance and access to brick-and-mortar businesses will remain a priority.

DISCUSSION: Staff are proposing a pilot program that would allow on-street vending in designated parking spaces along this block. To prepare for the transition, the Department of Planning & Zoning has been conducting outreach to vendors and nearby brick-and-mortar businesses to inform them that current sidewalk vending operations must cease and to share details about the proposed pilot program.

The proposed pilot includes creating five 10'x6' on-street vending spaces, marked in blue (Attachment 1). These spaces would be constructed using "No Parking" signage, flexposts, wheelstops, and Jersey barriers to ensure safety and clear boundaries.

In addition to creating dedicated spaces for street vendors in Arlandria-Chirilagua, the proposed pilot program would achieve the following:

- **Enhance traffic calming:** By physically and visually narrowing Mount Vernon Avenue, the pilot may help discourage speeding and improve safety along this heavily pedestrian corridor.
- **Activate the streetscape:** The program would bring more activity and "eyes on the street" to the east-side sidewalk, which currently fronts a large parking lot.
- **Improve pedestrian safety:** It would prevent drivers from parking immediately south of the crosswalk at 3809 Mount Vernon Avenue, improving visibility for pedestrians crossing the street there.
- **Increase parking availability:** The program would add two parking spaces to the block.

The proposed two-hour parking restrictions, from 9 a.m. to 12 a.m., Monday through Saturday, for the 50 feet of on-street parking would align with existing parking restrictions in the area. These restrictions aim to encourage turnover for local businesses, prevent long-term vehicle storage on the street, and ensure short-term parking is available for those accessing nearby businesses.

The long-term vision for Mount Vernon Avenue north of West Glebe Road is to allow on-street parking at all times, replacing current restrictions that prohibit parking either all day or during specific times. This proposal is consistent with that long-term plan.

The City's Curb Space Prioritization Framework (Attachment 2) guides decisions about curb use changes. The top priority in all areas of the City is to implement planning priorities, including the Complete Streets Design Guidelines and the Vision Zero policy and Action Plan, which emphasize reducing lane widths as a key strategy to lower vehicle speeds.

On "Main Streets" like Mount Vernon Avenue, the second priority is "Access for People." This would be achieved by maintaining the vibrancy of outdoor vendors while prioritizing the pedestrian experience and ensuring sufficient sidewalk clearance. Designating dedicated spaces for outdoor vendors supports the goals of the Arlandria-Chirilagua Small Area Plan, a City-adopted plan that represents the highest priority for all land use categories within the Curb Space Prioritization Framework.

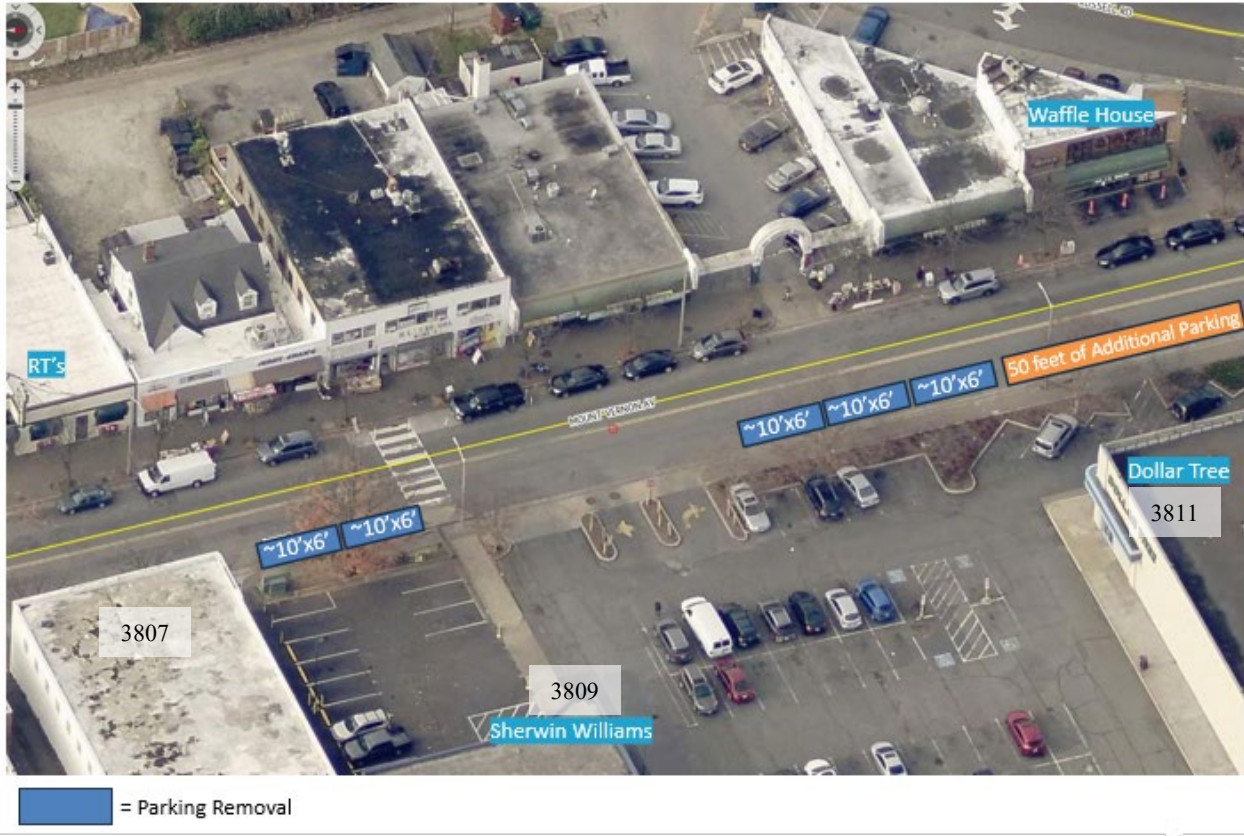
The changes outlined in this memorandum were temporarily implemented on November 30, 2024, under the City Manager's directive. Approval by the Traffic and Parking Board would make this temporary adjustment permanent until further notice.

OUTREACH: Over the summer and fall, staff engaged with the existing vendors and 20 nearby brick-and-mortar businesses and organizations to discuss the pilot program's parameters and assess vendor interest. Through these discussions, staff learned that vendors strongly prefer to remain as close as possible to their current location on the 3800 block of Mount Vernon Avenue. So far, three vendors have expressed interest in participating in the pilot.

Most surrounding businesses supported finding a solution that allows vendors to continue operating, provided they relocate from the sidewalk in front of existing storefronts. However, three businesses raised concerns about moving vendors to on-street spaces, particularly regarding the pilot's implementation and vendor compliance with the proposed rules. Staff is continuing to engage with the community to address questions and ensure a smooth rollout of the pilot program.

ATTACHMENT 1: LOCATION

Aerial view of proposed addition of on-street parking as well as parking removal for on-street vendor spaces



Street View of the 3800 block of Mount Vernon Avenue (looking north from 3807)



ATTACHMENT 2: CURB SPACE PRIORITIZATION FRAMEWORK

Land Use Categories

	Description:	Examples:
Residential	Predominantly residential uses, including detached houses, rowhouses, and apartment buildings	<ul style="list-style-type: none"> Cameron Station Blvd between Duke St and S. Pickett St Taney Ave between N. Jordan St and Van Dorn St
Main Streets	Mixed-use neighborhoods with office, residential, and retail uses as well as neighborhood retail corridors	<ul style="list-style-type: none"> Mt Vernon Ave in Del Ray King St in Old Town
Office & Commercial	Areas with predominantly office, retail, and other 'Downtown' functions—often high-density and often including residential towers	<ul style="list-style-type: none"> Eisenhower Ave between Holland Ln and Telegraph Rd in Carlyle Duke St between Holland Ln and Dulany St
Warehouse and Industrial	Areas with mostly industrial and warehouse uses, including redeveloping areas adding retail uses and residential developments	<ul style="list-style-type: none"> Wheeler Ave west of S. Early St S. Pickett St west of Van Dorn St

Curb Use Categories

Examples:

City Plan Priorities	Safety improvements, bus lanes, bike lanes, green infrastructure, electric vehicle charging, and other items specifically included in City plans
Access for Goods	Loading zones, deliveries, food pick-up/drop-off
Access for People	Bus stops, pick-up/drop-off, bikeshare stations, scooter corrals
Parking	Metered parking, residential parking, bike parking
Activation	Parklets, in-street dining, public art

Curb Space Prioritization Framework

Priority:	Residential	Main Streets	Office & Commercial	Warehouse & Industrial
1: High	City Plan Priorities			
2	Access for People	Access for People	Access for People	Access for Goods
3	Parking	Access for Goods	Access for Goods	Access for People
4	Access for Goods	Activation	Parking	Parking
5: Low	Activation	Parking	Activation	Activation

City of Alexandria, Virginia

Traffic and Parking Board

DATE: December 9, 2024

DOCKET ITEM: 8

ISSUE: Residential Pay by Phone – 400 block of South Fairfax Street

REQUESTED BY: Residents of the 400 block of South Fairfax Street

LOCATION: 400 block of South Fairfax Street

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES implement a residential pay by phone requirement (\$1.75 per hour) for the 400 block of South Fairfax Street.

BACKGROUND: The Residential Pay by Phone Program allows residents to request parking restrictions that require non-residents to pay a fee to park. Pay stations are not generally installed on Residential Pay by Phone blocks; instead, signage referring to the available payment methods on these blocks replaces existing signage. Consistent with the existing residential permit parking program, residents who wish to add this signage must initiate the request through a petition signed by the residents of the block. To be eligible for Residential Pay by Phone signage, a block must meet the parking occupancy threshold, must already have posted parking time restrictions for non-residents, and must be directly adjacent to another pay by phone or metered block.

The residents on the 400 block of South Fairfax Street have submitted a petition requesting these restrictions. This block is located between Wolfe and Wilkes Streets, four blocks from the heart of King Street and two blocks from the waterfront. Parking is only allowed on the east side of the block and is restricted to 3 hours from 8 a.m. to 5 p.m., Monday through Friday, District 1 permitholders exempt. There are approximately 15 legal parking spaces on this block. The block is entirely residential (Attachment 1).

DISCUSSION: Staff reviewed the request per the requirements outlined in the City Code and found it is eligible for the signage. The table below summarizes the block's compliance with the requirements.

Requirement	Compliance
The area subject to parking fee must be on a block with existing metered spaces, adjacent to an existing metered block, or adjacent to a block where a residential pay by phone parking fee has also been approved.	The 400 block of South Fairfax Street is adjacent to the 200 and 300 blocks of Wolfe Street as well as the 300 block of South Fairfax Street, which all have residential pay by phone parking fees implemented (Attachment 1).
The area subject to parking fee must already be posted with residential parking restrictions.	Current restrictions (<i>District 1 permit-holders exempt</i>): <ul style="list-style-type: none"> • 3hr 8 a.m.-5 p.m. Mon-Fri
The request to add a pay by phone parking fee must be initiated by the residents of the block through a petition signed occupants of more than 50% of the residential properties abutting the block.	The petition submitted was signed by 15 out of the 29 total properties (52%) on the block (Attachment 2).
The parking occupancy must be 75% or more.	A parking survey was conducted at 4:45 PM on Thursday, October 31, 2023, and staff found that 17 out of 15 parking spaces (113%) were occupied. During the surveys, Staff also observed that 65% of the vehicles parked on this block were occupied by permit-holding residents of District 1.

OUTREACH: Staff notified the Old Town Civic Association (OTCA) of this petition on November 20, 2024. OTCA responded stating they continue to have concerns about the Residential Pay by Phone program.

ATTACHMENT 1: LOCATION OF PROPOSED RESIDENTIAL PAY BY PHONE BLOCK – 400 BLOCK OF SOUTH FAIRFAX STREET



— Posted RBPB Restrictions

ATTACHMENT 2: RESIDENT PETITION



Petition for Adding Residential Pay by Phone Signage within a Residential Permit Parking District

Block Contact: LINDA BURCH

Address: 423 S. FAIRFAX STREET, ALEXANDRIA, VA 22314

Telephone: 703.909.8396

Email: LCBURCH@COMCAST.NET

Requested Block: 400 SOUTH FAIRFAX STREET

Submit Completed Petition to:

Mail: Department of Transportation and Environmental Services
Mobility Services Division
Attn: Parking Planner
421 King Street, Suite 235
Alexandria, VA 22314

Email:
max.devilliers@alexandriava.gov
Phone: (703) 746-4245

We the undersigned residents hereby request that the City add residential pay by phone signage on the 400 Block of S. FAIRFAX Street. We understand that if this signage is posted, any vehicles without the applicable district sticker or guest/visitor pass will be subject to a parking fee to park on the block. We understand that residents will still be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest or visitor passes to allow guests to park on the street.

	Resident Name (Printed)	Resident Signature	Address	Date
1.	LINDA R. BURCH	Linda R. Burch	423 S. FAIRFAX ST.	8-28-24
2.	Paul Hayden	Paul Hayden	425 S. Fairfax St	8-27-24
3.	Jim Wilson	Jim L. Wilson	418 S. Fairfax	8-31-24
4.	Eva Domotoffsky	Eva Domotoffsky	417 S. Fairfax	9/6/2024
5.	Lisa Petrovich	Lisa Petrovich	427 S. Fairfax	9/6/2024
6.	Eric Mayer	Eric Mayer	428 S. Fairfax	9/6/2024
7.	Kelley Roberts	Kelley Roberts	422 S. Fairfax	9/6/2024
8.	Carol Gauthier	Carol Gauthier	409 S. Fairfax	9/6/2024
9.	Laura Clausen	Laura Clausen	416 S. Fairfax	9/7/24
10.	Erin Campbell	Erin R. Campbell	429 S. FAIRFAX	9/7/24
11.	Walt Conkitt	Walt Conkitt	415 S. Fairfax	9/7/24

Please note signatures from residents who are not the listed owner of the residence.

Staff Only: _____ Number of Households on the block
 _____ Number of Households that signed petition
 _____ Percentage of Households

We the undersigned residents hereby request that the City add residential pay by phone signage on the 400 Block of S. FAIRFAX Street. We understand that if this signage is posted, any vehicles without the applicable district sticker or guest/visitor pass will be subject to a parking fee to park on the block. We understand that residents will still be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest or visitor passes to allow guests to park on the street.

	Resident Name (Printed)	Resident Signature	Address	Date
12.	CHRIS BISHOP	<i>Chris Bishop</i>	410 S. FAIRFAX	9/8/24
13.	L. Bishop	<i>Lauren Bishop</i>	410 S. Fairfax	9/8/24
14.	S. Boris	<i>S. Boris</i>	414 S. Fairfax	9/29/24
15.	M. Smith	<i>Mark C. Smith</i>	400 S. Fairfax	9/21/24
16.	Jamie Smith	<i>Jamie Smith</i>	400 S. Fairfax	9/24/24
17.	Taylor Henniken	<i>Taylor Henniken</i>	406 S. Fairfax	9/30/24
18.	Wiley Miller	<i>Wiley Miller</i>	406 S. Fairfax	9/30/24
19.	Anne Altizer	<i>Anne Altizer</i>	405 S. Fairfax	9/30/24

Please note signatures from residents who are not the listed owner of the residence.

Staff Only: _____ Number of Households on the block
 _____ Number of Households that signed petition
 _____ Percentage of Households

City of Alexandria, Virginia

Traffic and Parking Board

DATE: December 9, 2024

DOCKET ITEM: 9

ISSUE: Parking Removal - 159 Dale Street (on Edison Street) and 3602 Edison Street

REQUESTED BY: Richard Pantoja

LOCATION: Intersection of Dale Street and Edison Street

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES remove 10' of parking (1/2 space) at the northeast corner of Edison Street at Dale Street, and 50' (2 ½ spaces) of parking on the west side of Edison Street to accommodate a crosswalk.

BACKGROUND: The intersection of Edison Street and Dale Street is a T-intersection. On the west side of Edison Street, affordable housing units are primarily occupied by families of Central American descent. Children and parents from these apartments attend Cora Kelly Elementary School, located at the end of Dale Street. During the morning peak, these children and parents frequently cross Edison Street between parked cars to reach the school. Because this is also during the morning peak period, this is also the time of heaviest traffic. In addition to the school, the school playground and the Hume Springs Park are also accessible from Dale Street where children often play outside of school hours.

In addition, families living farther north on Edison Street also cross the road, typically mid-block, to walk down Dale Street, as there are no other marked pedestrian crossings along Edison Street—except for Reed Avenue, which is about 170 feet south of this intersection. Heading north on Edison Street, the street slopes downhill and curves, reducing visibility for drivers and especially for pedestrians.

Compounding the issue is the traffic from non-residents driving down Edison Street to access Four Mile Run Park. These drivers, unfamiliar with pedestrian crossing points, often overlook areas where pedestrians may be crossing.

Both Dale Street and Edison Street are classified as local streets, and the speed limit on Edison Street is 25 mph. A recent (2016) incident in the area involved a pedestrian, a 26-year-old, who was struck by a vehicle and suffered visible injuries.

DISCUSSION: Residents of Hume Springs and the Hume Springs Civic Association (HSCA) have discussed concerns regarding traffic safety. Over the past several years, residents have requested traffic calming measures, such as speed bumps and a reduction in the speed limit. However, due to the characteristics of Edison Street, it is unlikely that the street meets the necessary criteria for these standard traffic calming measures based on speed (85th percentile at or above 30mph) and traffic volume (>500 vehicles/day). Additionally, the City is currently focused on lowering speed limits on high-crash corridors, and may consider lowering the speed limit below 25 mph on neighborhood streets once these initiatives are addressed. This crosswalk and the restricted parking would increase safety and accommodate parents and children from the apartment complex and along the west side of Edison Street by alerting drivers that this is a common pedestrian crossing path.

Federal research points to the safety benefits of crosswalks. The Federal Highway Administration (FHWA) recognizes crosswalks and crosswalk visibility as effective measures to protect pedestrians. According to the FHWA, “Crosswalk pavement markings provide guidance for pedestrians crossing streets by defining and delineating the path and provide warnings for drivers that pedestrians may be present.”¹

The proposed crosswalk would connect to an established pedestrian path between the apartment buildings and a gate in the complex’s fence, providing a natural route for pedestrians. Transportation industry best practice as documented in the Uniform Vehicle Code, Manual on Uniform Traffic Control Devices, and AASHTO design guidance indicates 20 feet of clear space between parked cars and crosswalks and 30 feet in some approaches to traffic signals as a standard.^{2,3,4} Visibility is only getting more constrained as the vehicle industry shows that car owners are opting for larger vehicles like SUVs as opposed to sedans or compact vehicles.⁵

This crosswalk would benefit the children and parents walking, and also benefit drivers by improving visibility from Dale Street turning onto Edison Street. By daylighting the intersection, the crosswalk and restricted parking would enhance sightlines, allowing drivers to better see southbound vehicles on Edison Street before making a left turn.

OUTREACH: This crosswalk and parking restriction were discussed at three consecutive meetings of the Hume Springs Civic Association (HSCA). A petition was signed by adjacent residents that were able to be contacted, who overwhelmingly support this crosswalk. It was also signed by several residents of the apartment buildings who were supportive. The attached description (Attachment 3) was circulated on the Hume Springs listserv in advance of the September 2024 meeting. At this meeting, the crosswalk was discussed, and concerns of parking loss and the safety of such a crosswalk were discussed. Because of mixed opinions, the HSCA voted not to endorse the crosswalk.

¹ (<https://highways.dot.gov/public-roads/spring-2021/03>)

² <https://iamtraffic.org/wp-content/uploads/2013/01/UVC2000.pdf> (Chapter 11, Article X, 11-1003)

³ <https://safety.fhwa.dot.gov/saferjourney1/library/countermeasures/56.htm>

⁴ https://mutcd.fhwa.dot.gov/kno_11th_Edition.htm

⁵ <https://legallysociable.com/2024/10/04/the-numerous-consequences-of-car-bloat/>

ATTACHMENT 1: ON STREET PARKING MODIFICATION FORM

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?*): Request for 10' of parking removed on the east side of Edison street and 50' of parking removed on the west side of Edison Street at the intersection of Edison Street and Dale Street to install a crosswalk.

- | | |
|---|--|
| <input type="checkbox"/> Loading Zone Removal | <input type="checkbox"/> Loading Zone Addition |
| <input checked="" type="checkbox"/> Parking Removal | <input type="checkbox"/> No Parking Sign Removal |
| <input type="checkbox"/> Parking Restriction Change (Non-RPP) | |
- Proposed restrictions _____

Location: Intersection of Edison Street
(*Map or figure may be provided as an attachment*)

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

Project Champion (Point of Contact) Information:

Name: Rich Pantoja

Address: 3639 Edison Street

Email: richapantoja@gmail.com

Phone Number: 202-368-9624

- | | | |
|-------------------------------------|---|------------------------------------|
| Best Way to Contact: | <input checked="" 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 on-street parking change:

Eliminate approx. 3 parking spaces to install a cross walk to improve safety for children walking to school

(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 Villaguna	Support	<i>[Signature]</i> 4-29-2024	41 W Reed Ave	OWNER	dauidvillaguna@gmail.com
Alejandra Arias	Support	<i>[Signature]</i> 4/29/24	41 W Reed Ave	owner	ale.arias@gmail.com
Tim Aker	Support	<i>[Signature]</i> 4/29/24	49 W Reed Ave	Owner	tkak17@gmail.com
Muhammad Amir	Support	<i>[Signature]</i>	3718 EDISON ST	owner	
Brian Halford	Support	<i>[Signature]</i>	129 Dale St	owner	g.halford@gmail.com
Rich Patton	Support	<i>[Signature]</i>	3639 EDISON	owner	
Kate Wersh	Support	<i>[Signature]</i> 4/29/24	3737 Max Dr.	owner	Kathryn.a.wersh@gmail.com
Julie Smith	oppose	<i>[Signature]</i> 5/1/24	159 Dale St	owner	Julie Lynn Smith@gmail.com
Grace Sheehy	Support	<i>[Signature]</i> 5/1/24	3639 Edison	owner	
Steph Stiffler	Support	<i>[Signature]</i> 5/5/24	3607 Ed. St	owner	
Jill Kempenaar	Support	<i>[Signature]</i> 5/5/24	3609 Edison St	Owner	ladyjilldc@gmail.com



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

Eliminate approx. 3 parking spaces to install a cross walk to improve safety for children walking to school

(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
Sarah Gilliland	Support	5/15/24	147 Dale St.	Owner	scgilliland@gmail.com
Nisha Heller	support	05/05/2024	3637 Edison Street	owner	nishaheller@gmail.com
Gregory T. Smith	—	5/6/24	3650 Edison St	owner	NONE
William McGugin	Support	5/10/24	3648 Edison St	occupant	mcguginw@comcast.net
Gilbert Bley	Supports		8646 Edison	owner	gilbertbley194@gmail.com
Sarah Bergin	oppose		3714 Mark Dr	Owner	sarahbergin@gmail.com
Jennifer Murray	oppose	10/26/24	3731 MARK DRIVE	owner	jenghisjen@gmail.com
JF Ashco	OPPOSE	10/28/24	3809 Edison St	own	—
Hal Morgan	Support	10/29/24	3759 Mark Dr	own	—



Nosotros, los abajo firmantes, apoyamos o nos oponemos (como se indica) al cambio propuesto de estacionamiento en la calle: Eliminar alrededor 3 espacios de estacionamiento para instalar un paso de peatones para aumentar la seguridad de niños caminando a la escuela

(La petición debe incluir firmas de un representante, propietario, ocupante o administrador de todas las propiedades, asociaciones de propietarios/condominios y negocios adyacentes o afectados por la modificación propuesta del estacionamiento en la calle. Se pueden reunir firmas adicionales para mostrar su apoyo.)

Nombre	Apoyar o oponerse a la solicitud	Firma/Fecha	Dirección/ Empresa/ Asociación	Afiliación a la propiedad (propietario, ocupante, pesebre, etc.)	Email
Gary Roache	Support	5/2/24 G-R	3726 Edison	owner	Gary.roache@gmail.com
Dilcia	Apollo	Dilcia	3620 Edison	Abitante	muri@3352@mail.com
Maria	Apollo	MAR	3620 Edison	abitan	granatobans-lice@gmail.com
Sulma Cruz	Apollo	Sulma Cruz		abitan	
Brenda	Apollo	B.P	3620 Edison	abitan	



Nosotros, los abajo firmantes, apoyamos o nos oponemos (como se indica) al cambio propuesto de estacionamiento en la calle: Eliminar alrededor 3 espacios de estacionamiento para instalar un paso de peatones para aumentar la seguridad de niños caminando a la escuela

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Nombre	Apoyar o oponerse a la solicitud	Firma/Fecha	Dirección/ Empresa/ Asociación	Afiliación a la propiedad (propietario, ocupante, pesebre, etc.)	Email
Gary Roache	Support	5/2/24 G-R	3726 Edison	owner	Gary.roache@gmail.com
Dilcia	Apollo	Dilcia	3620 Edison	Abitante	muri@3352@mail.com
Maria	Apollo	MARIA	3620 Edison	abitan	granatobans-lice@gmail.com
Sulma Cruz	Apollo	Sulma Cruz		abitan	
Brenda	Apollo	B.P	3620 Edison	abitan	

ATTACHMENT 2: PROJECT LOCATION

Aerial view of parking removals



Approximate Streetview of crosswalk and parking removal (orange)



View of path between apartment buildings



View driving down Edison Street from Reed Avenue



ATTACHMENT 3: CIRCULATED PROJECT DESCRIPTION

Proposed Crosswalk across Edison Street at Dale Street

On the west side of Edison Street, several low-income, multifamily apartment buildings house a vibrant population of young families, mostly from Central America. Many children in these families attend Cora Kelly Elementary School and walk along Dale Street. Crossing Edison Street poses significant safety issues because of a lack of crosswalk, poor visibility, a curve, and traffic from Reed comes down hill and can accelerate quickly.

This proposed crosswalk would warn drivers to be alert and stop for pedestrians, making it safer for our neighbors to access Cora Kelly, Flagpole Park, the Community Garden, and Hume Springs Park. This would require removal of 1/2 of a parking space on the east side and 2 1/2 spaces on the west side. Note: an average parking space is 20' long.

Propuesta de cruce peatonal en Edison Street y Dale Street

En el lado oeste de Edison Street, varios edificios de apartamentos multifamiliares de bajos ingresos albergan una población vibrante de familias jóvenes, en su mayoría de América Central. Muchos niños de estas familias asisten a la escuela primaria Cora Kelly y caminan por Dale Street. Cruzar Edison Street plantea importantes problemas de seguridad debido a la falta de cruce peatonal, la poca visibilidad, una curva y el tráfico de Reed desciende por una colina y puede acelerar rápidamente.

Este cruce peatonal propuesto advertiría a los conductores que estén atentos y se detengan para dejar pasar a los peatones, lo que haría que sea más seguro para nuestros vecinos acceder a Cora Kelly, Flagpole Park, Community Garden y Hume Springs Park. Esto requeriría la eliminación de la mitad de un espacio de estacionamiento en el lado este y dos espacios y medio en el lado oeste.

Nota: un espacio de estacionamiento promedio tiene 20 pies de largo.



City of Alexandria, Virginia

Traffic and Parking Board

DATE: December 9, 2024
DOCKET ITEM: 10
ISSUE: Taxicab Biennial Review

REQUESTED BY: City of Alexandria

LOCATION: Citywide

STAFF RECOMMENDATION: That the Board accepts the biennial taxicab review (Attachment 1) and maintains current taxicab regulations.

BACKGROUND: City Code requires the completion of a review of the taxi industry by staff every two years. Since the last report was issued, staff followed up on changes recommended in that report. At the February 25, 2023 City Council meeting, Council approved an increase to the initial meter charge from \$3 to \$4. Additionally, City Council recommended an increase in the vehicle age requirement to 15 years for non-hybrid vehicles and 17 years for hybrid vehicles. City Council asked staff to review further changes to the City Code including evaluating the elimination of the vehicle age requirements and modifications to the fee structure. Mayor Wilson asked that staff evaluate the entire taxicab regulatory structure outlined in the City Code indicating he would like to see less regulation by the City of the taxicab industry. City Council asked staff to come back in 2024 with options for changes to the taxicab regulations that would ease regulations in an effort to benefit the taxi industry.

A sub-committee on taxicab regulations was established as a result of directives from the Traffic and Parking Board and City Council and three sub-committee meetings on taxicab regulations were held in late 2023 and early 2024. These sub-committee meetings were comprised of three Traffic and Parking Board members, City Staff, and involved participation from members of the taxi industry. Based on the sub-committee meetings, staff drafted proposed code changes that were presented to the Traffic and Parking Board at the March 2024 Board meeting. These recommendations included a variety of proposed changes to taxicab regulations including taxi fares, the vehicle age requirement, trade dress for vehicles, biennial review of the taxi industry, the dispute resolution section, and reducing insurance requirements. Recommendations from the Board on changes to taxicab regulations were then presented to City Council at their May 18, 2024 meeting. City Council voted to raise fares including raising the initial meter charge and the per mile charge. Council voted to maintain the vehicle age limit requirements, trade dress

requirements, biennial review of taxicabs, dispute resolution process, and current insurance requirements.

DISCUSSION: The 2023-2024 Biennial Taxicab Review is included as Attachment 1 and summarizes the state of the industry as well as recent taxicab code considerations and changes that have been made over the past several years. The Biennial Review shows that with recent code changes, the City currently has the highest fares in the region as well as some of the highest vehicle age limit requirements. Because the City is leading in the region on these regulations and because the Board and City Council recently considered changes to taxicab regulations earlier this year, no additional changes are proposed with this biennial review.

Even though no code changes are recommended through the biennial review process, the City has received concerns and will be following up with the taxicab companies to ensure they are meeting the current code requirements in conjunction with the Hack Office. This includes ensuring that dispatch service and ADA compliant handicap vehicles are provided per code requirements.

OUTREACH: A sub-committee on taxicab regulations was established that comprised of three Traffic and Parking Board members. The sub-committee held three meetings in late 2023 and early 2024, that were open to the public and members of the taxicab industry attended. During the sub-committee meetings City Staff and sub-committee members heard input directly from taxi industry members over the course of three meetings on potential code changes. These opinions and feedback were reflected in the materials and recommendations made to the Board and City Council. City staff has met with taxi industry members this fall about some recent concerns about code compliance. Staff shared this Biennial Review with taxi companies currently authorized to operate in Alexandria on November 26.

ATTACHMENT 1: 2023-2024 BIENNIAL TAXICAB REVIEW

City of Alexandria

Biennial Taxicab Review 2023-2024

PURPOSE: The Biennial Taxicab Review is required by the Alexandria City Code (Section 9-12-31) every two years. During this review, the Traffic and Parking Board shall receive comment at a public hearing as to the economic condition of the taxicab industry, the adequacy of public service rendered by the industry, and whether any changes to the regulation of the industry are necessary or desirable, including changes to the number of taxicabs authorized for each taxicab company holding a valid certificate. This document provides a summary of the existing conditions and considers recommendations.

RECOMENDATIONS: City Council voted at their May 18, 2024 meeting on a variety of proposed changes to taxicab regulations including taxi fares, the vehicle age requirement, trade dress for vehicles, biennial review of the taxi industry, the dispute resolution section, and reducing insurance requirements. No additional changes are proposed with this biennial review.

STATE OF THE INDUSTRY: The taxi industry continues to face challenges resulting from increased competition from Transportation Network Companies, such as Uber and Lyft. In May 2024, City Council increased taxicab fares to help the taxi industry.

Some Alexandria taxi companies are having trouble attracting new drivers given the different processes required for TNC drivers versus taxi drivers. However, taxicab fares were recently increased which has benefitted the taxi industry.

Additionally, taxicab drivers have reported that insurance rates have risen in recent years.

Travel to and from Reagan National Airport is a large market for Alexandria company taxi trips as reported by some of the companies.

BACKGROUND: Below is a summary table of the considerations for the industry and changes that have been made to taxicab regulations over the past several years.

Table 1: Summary of Taxi Code Changes and Considerations 2021-2024

2021	2022	2023/2024	2024
Reduced fees for taxi companies and drivers	Increased initial meter charge from \$3 to \$4	Initiated taxicab subcommittee and hosted three subcommittee meetings	Traffic and Parking Board consideration of subcommittee recommendations and recommendations to City Council
Reduced regulation and oversight	Increased vehicle age limit to 15 years and 17 years for hybrid vehicles		Increased initial meter charge to \$5.00 and raised the per mile charge to \$2.60 per mile
	Council direction to review additional changes to the Code		

At the February 25, 2023 City Council meeting, the Council approved the increase to the initial meter charge from \$3 to \$4. Additionally, City Council recommended an increase in the vehicle age requirement to 15 years for non-hybrid vehicles and 17 years for hybrid vehicles. City Council asked staff to review further changes to the City Code including evaluating the elimination of the vehicle age requirement and modifications to the fee structure. The Council asked that staff evaluate the entire taxicab regulatory structure outlined in the City Code to explore less regulation by the City of the taxicab industry. City Council asked staff to come back in a year with options for changes to the taxicab regulations that would ease regulations in an effort to benefit the taxi industry. The sub-committee on taxicab regulations was established as a result of directives from the Traffic and Parking Board and City Council.

Three sub-committee meetings on taxicab regulations were held that were open to the public and attended by taxi industry members. Staff drafted proposed code changes from the sub-committee recommendations including preferred options and alternative options that were presented to the Traffic and Parking Board at the March 2024 Board meeting. Table two below details the sub-committee recommendations and the Traffic and Parking Board recommendations.

Table 2: Summary of Taxi Regulations Recommendations for City Council Spring 2024

Topic	Taxi Industry Feedback	Staff Recommendation	Sub-committee Recommendation	Traffic Parking Board Recommendation
Taxi Fares Sec. 9-12-13	Raise taxi fares to meet Arlington's rate or DC proposed rate	Remove the City from setting Taxi fares	Preferred Option: Remove the City from setting taxi fares Alternative Option: Set a fare maximum and require data sharing with Mobile Data Specifications (MDS)	Raise fares including raise the initial meter charge from \$4 to \$5 and raise the per mile charge to \$2.56 per mile
Taxi Vehicle Age Requirement Sec. 9-12-81	Some in favor of eliminating the vehicle age limit requirement for all vehicle types, some in favor of keeping current regulations	Eliminate the vehicle age limit requirement for all vehicle types	Eliminate the vehicle age limit requirement for all vehicle types	Eliminate the vehicle age limit requirement
Trade Dress for Vehicles Sec. 9-12-28	Keep current trade dress requirements for vehicles	Relax trade dress for vehicles	Preferred Option: Keep current regulations Alternative Option: Relax trade dress requirements for vehicles	Keep current trade dress requirements
Biennial Review of Taxi Industry Sec. 9-12-31	No feedback on this item	If the City no longer sets fares and other requirements, this process may be unnecessary or needed less often	Conduct a review of the taxi industry every three years	Keep the biennial review of taxicabs
Dispute Resolution DIVISION 7	Not in favor of removing City from dispute resolution	Remove the City from involvement in disputes of a private employer/company	Eliminate the dispute resolution section	Eliminate the dispute resolution section
Reducing Insurance Requirements Sec. 9-12-6	This information was shared at sub-committee meeting two	Reducing the insurance limit may not be politically feasible	Keep the current insurance requirements	Keep the current insurance requirements

These recommendations were brought before City Council for their consideration at their May 18, 2024 meeting. At the May meeting, City Council voted to:

- Raise fares including raise the initial meter charge to \$5.00 and raise the per mile charge to \$2.60 per mile
- Maintain vehicle age limit requirements
- Maintain current trade dress requirements
- Maintain the biennial review of taxicabs
- Maintain the dispute resolution process
- Maintain the current insurance requirements

TAXI FARES: Currently, the City regulates and prescribes taxicab fares in the City. On February 25, 2023, the City Council approved an amendment to increase the initial charge from \$3 to \$4. No changes were made to the per mile rate at that time. The sub-committee on taxicab regulations explored different fare options at their meetings in 2023/2024. The Commonwealth allows the jurisdictions to establish fares or set maximum fares, but this is an option and not a requirement. If fares are established, they must be done by the regulatory body, such as the City Council, and included in that jurisdiction's code.

The sub-committee also looked at other Virginia jurisdictions that have recently eliminated fare regulations or have set a fare maximum including Fredericksburg, Newport News, Virginia Beach, Norfolk, and Chesapeake. City staff and the sub-committee recommend removing the City from setting taxi fares. Eliminating this requirement from the Code would allow taxi companies to regulate their fares and provide them with more flexibility to change their fares based on market conditions including fuel cost, inflation, and cost of living rather than waiting

for the biennial review. At the sub-committee meetings, the taxi industry provided feedback that they prefer the City continue to regulate fares but wanted the City to raise fares to match Arlington County’s current rate or Washington DC’s new rates. At the May 18, 2024 meeting, City Council voted to increase the initial meter charge to \$5.00 and raised the per mile charge to \$2.60 per mile. The existing taxicab fares for Alexandria and surrounding jurisdictions are provided below as a comparison.

Table 3: Current Regional Taxicab Fares by Jurisdiction

Jurisdiction	Initial Charge	Per Mile	Cost for Distance Traveled
City of Alexandria	\$5.00	\$2.60	\$0.52 for each additional one-fifth of a mile
Arlington County	\$3.50	\$2.40	\$0.40 cents for each additional one-sixth of a mile
Montgomery County	\$4.00	\$2.00	\$0.50 cents for each additional quarter mile
Prince George's County	\$3.50	\$2.10	\$0.30 cents for each additional one-seventh of a mile
Fairfax County	\$4.00	\$2.40	\$0.40 cents for each additional one-sixth of a mile
Washington DC	\$4.50	\$2.56	\$2.56 per mile
Washington Flyer	\$3.50	\$2.16	\$0.54 for each additional one-fourth of a mile

As can be seen in the table, the City of Alexandria currently has the highest initial and per mile rates in the region. Due to this and the recent changes made to taxicab fares earlier this year, no additional changes to taxicab fares are proposed with this review.

AGE REQUIREMENT FOR VEHICLES: Currently, Section 9-12-81 regulates how old a taxicab can be to obtain a permit to operate in the City. Vehicle permits are not issued for standard vehicles older than 15 years or for hybrid or alternative fuel vehicles older than 17 years. This was increased in 2023 from 10 years for standard vehicles and 12 years for hybrid or alternative fuel vehicles. During the sub-committee process, staff had also explored eliminating the vehicle age requirement. When considering the taxi vehicle age requirements regulation, the sub-committee looked at the regulations of neighboring jurisdictions, other Virginia jurisdictions that have recently eliminated vehicle age requirements regulations, and vehicle age requirements imposed by TNCs in the region. City staff and the sub-committee recommended eliminating the vehicle age limit requirement for all vehicle types from the City Code. At the sub-committee meetings, the taxi industry feedback on eliminating the vehicle age regulation by the City for all vehicle types was mixed with some in favor of eliminating it and some in favor of keeping the current regulations with the City. City Council voted at their May 18, 2024 meeting to maintain the current age requirements for vehicles. Because City Council voted earlier this year to maintain the current vehicle age requirements and the City has some of the highest vehicle age requirements in the region, no additional changes to vehicle age requirements are proposed with this review.

Table 4: Current Regional Taxicab Vehicle Age Requirements by Jurisdiction

Jurisdiction	Taxi Vehicle Age Requirements
City of Alexandria	15 years for standard vehicles 17 years for hybrid or alternative fuel vehicles older
Arlington County	12 years for gasoline-only powered non-wheelchair accessible vehicles 15 years for wheelchair accessible vehicles 15 years for hybrid, plug-in hybrid, and/or electric vehicles
Fairfax County	12 years for gasoline-only powered non-wheelchair accessible vehicles 15 years for hybrid, plug-in hybrid, electric and wheelchair accessible vehicles
Montgomery County	10 -year-old vehicle or newer for Montgomery County
Washington, DC	10-year-old vehicle or newer for DC Maximum odometer mileage of 300,000 Can apply for a waiver if vehicle is under 12 years and has less than 350,000 miles
Prince George's County	10-year-old vehicle or newer Maximum odometer mileage of 300,000

CITY FEES: In April 2021, the City Council approved significant reductions to the fees related to certificates of public convenience, driver permits, and vehicle permits. The table below provides a summary of the fees prior to 2021 and current fees. These changes substantially decreased fees charged to both companies and drivers. No additional changes to the fees are proposed with this review. During the sub-committee process, taxi industry members said that insurance requirements and increasing insurance costs have been a burden. It was determined that reducing the insurance requirements was not a City priority.

Table 5: Summary of Fees prior to 2021 and Current Fees

Fee Category	Previous Fee	Current Fee
Application or Transfer of CPCN	\$4,000	\$4,000
Certificate Renewal (company)	\$4,000	\$2,000
Each Authorized Vehicle (company)	\$150/cab	\$0/cab
Grandfathered CPCN Renewal	\$150	\$25
Driver Permit Application	\$100	\$25
Driver Permit	\$150	\$25
Initial Vehicle Inspection and Certification	\$100	\$25
Annual Vehicle Renewal	\$150	\$0
Annual Inspection	\$150	\$25

NUMBER OF CABS: There have been no requests from the companies to change the authorizations and allocations. Therefore, staff proposes maintaining the current authorizations and not to change the allocations of taxis for any company shown in Table 6.

Table 6: Summary of Taxi Reauthorizations, Requests, and Recommendations

Company	2022 Authorization	2024 Recommendation
Alexandria Yellow Cab	180	180
Alexandria Union Cab	225	225
King Cab Company	126	126
VIP Cab Company	63	63
Total	594	594

PROPOSED CITY CODE CHANGES: Because City Council voted earlier this year on a variety of proposed changes to taxicab regulations including taxi fares, the vehicle age requirement, trade dress for vehicles, biennial review of the taxi industry, the dispute resolution section, and reducing insurance requirements, no additional changes are proposed with this review. However, the City will be following up with the taxicab companies to ensure they are meeting the code requirements in conjunction with the hack office.