



Traffic and Parking Board

December 9, 2024

City Hall – Alexandria, VA

Hybrid meeting will start at 7:00 PM



Notice

The December 9, 2024, meeting of the Traffic and Parking Board is being held in the City Council Chambers on the second floor of City Hall (301 King Street, Alexandria, Virginia, 22314) and electronically. Members of the Traffic and Parking Board and staff are participating either in-person or from a remote location through video conference call on Zoom. The meeting can be accessed by the public in-person or via Zoom.



Welcome

Public Hearing:

- Board will receive comments from the public in-person and via Zoom
- 3 minutes per speaker

Three Ways to Speak:

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



Agenda: December 9, 2024

Welcome & Introductions

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

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 Items:

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



1. Deferrals and Withdrawals



2. Approval of the Minutes

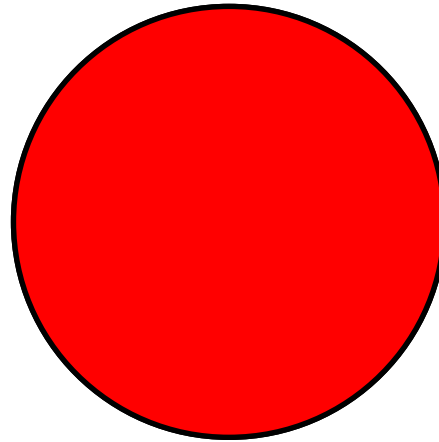


3. Public Discussion Period



3 Minute Timer

Announcement will sound automatically when time is up



4. Written Updates & Public Hearing Follow-Up



5. Stop Sign Addition on Marstellar Street at Oak Street and Walnut Street

Presenter: Alex Carroll



Background

- No intersection control on Marstellar Street
- Walk zone for Brooks ES and Washington MS
- Resident request for intersection control
 - Lack of clarity regarding right-of-way
 - Limited visibility from Marstellar Street





Recommendation

That the Board recommend the Director of T&ES to install a stop sign on Marsteller Street at both East Oak Street and East Walnut Street



6. Parking Removal – 3640 Wheeler Ave

Presenter: Sara Brandt-Vorel





Background & Location

Location: 200 feet in front of 3640 Wheeler Ave
What: Remove 200 feet of on-street parking
Why: Continue installation of bicycle lanes started in 2015 and delayed by site redevelopment
Current Parking: Up to 8 on-street parking spaces with light use (2-4 spaces) during the day.



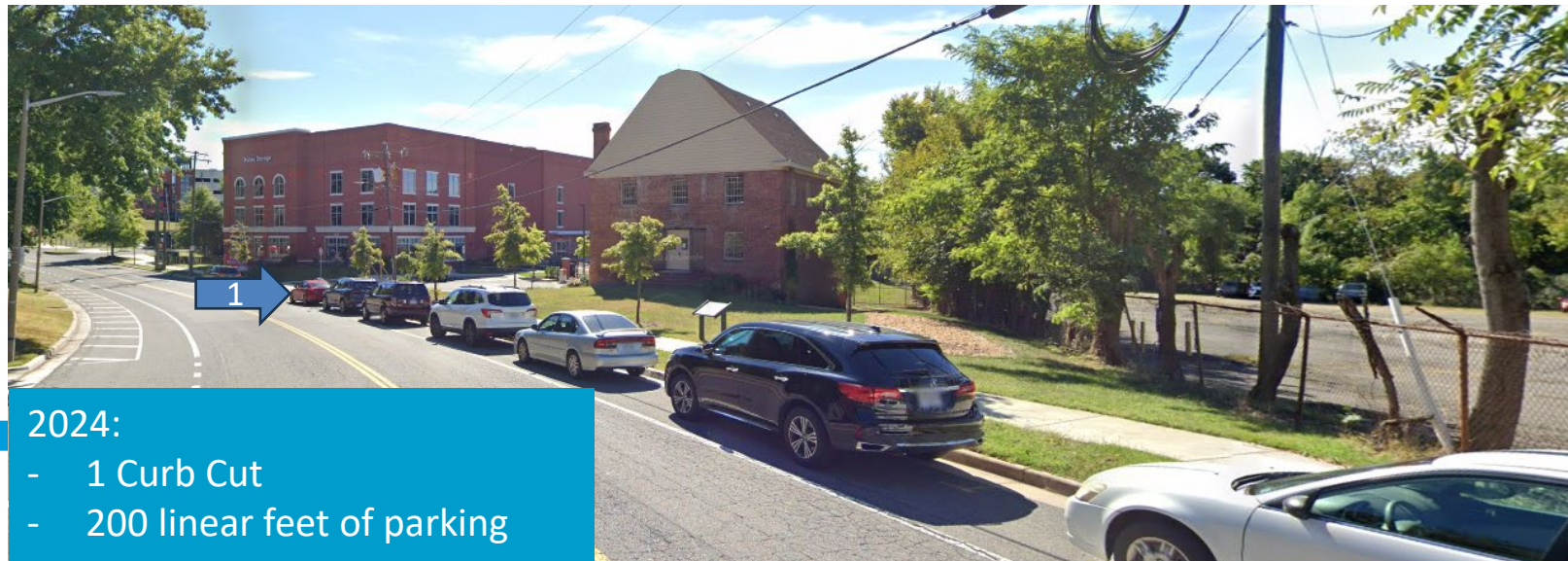
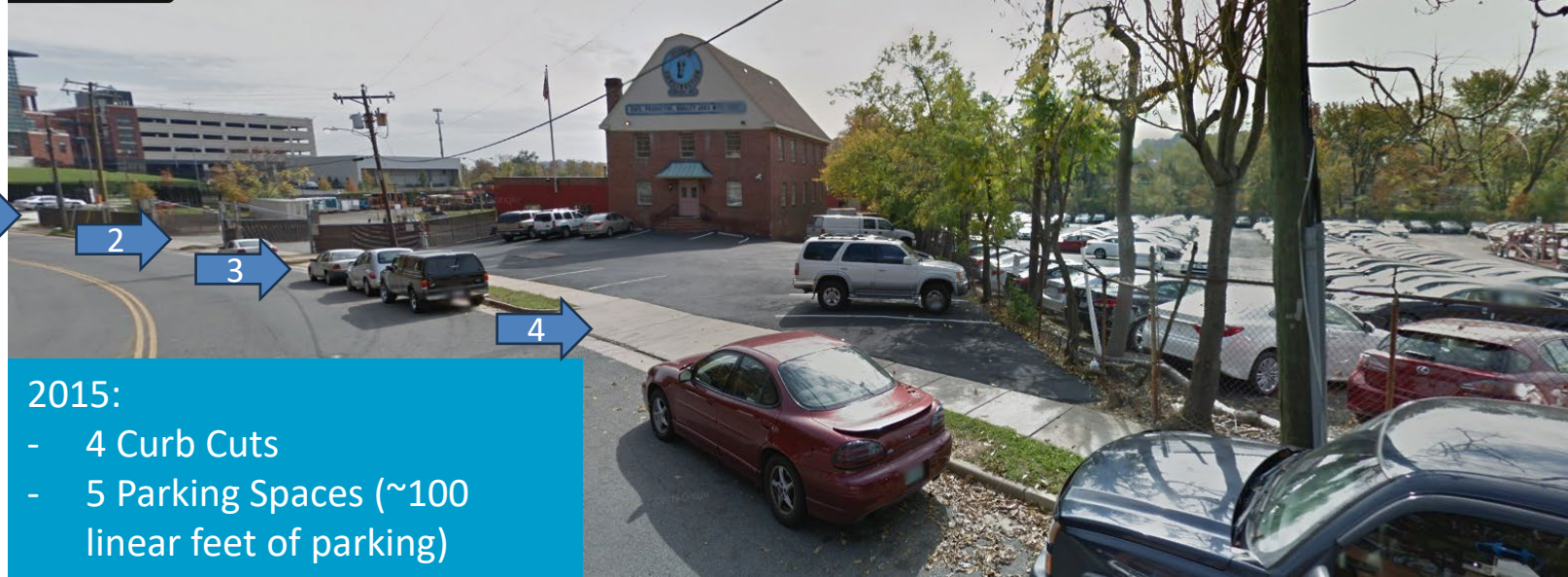
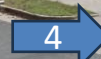
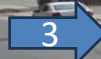
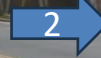
Existing Conditions

Background



Site History

- **May 2015:** TPB approves removal of 5 on-street parking spaces
- **Summer 2015:** resurfacing and bike lane painting
 - Delayed in front of site
- **September 2015:** City Council approves redevelopment of 3640 Wheeler Avenue
 - Construction completed by end of 2017





Outreach

- The City held a public comment period on the parking removal from Wednesday, November 6 through Sunday, November 17.
- Staff installed posters highlighting proposed parking removal and announcing comment period at proposed project site.
- Staff contacted adjacent properties and nearby apartment complexes by phone and email.
- Two comments from nearby businesses were submitted via email during the comment period.
 - Both comments wanted to preserve on-street parking.





Recommendation

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



7. Parking Addition and Removal - 3800 Block of Mount Vernon Avenue

Presenter: Katherine Carraway





Background & Location

- 2022 Arlandria-Chirilagua Small Area Plan recommends
 - Allowing small-scale street vending;
 - Developing a pilot program to meet the needs of the community, test the viability, refine parameters as needed
- Vendors are currently operating on the sidewalk in the 3800 block of Mt. Vernon Avenue
- 2024 interdepartmental staff group explored legal pathways for vendors to continue to operate

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





Discussion

- Proposed 1-year pilot program allows on-street vending in designated spaces along the 3800 block of Mt. Vernon Avenue
 - On-street spaces minimize sidewalk obstructions and maintain access to nearby brick-and-mortar businesses
- Vending is limited to whole produce and certain small scale non-food items
- Vendors must obtain necessary permits and comply with health and safety requirements
- Pilot includes dedicated program manager as a resource to vendors and surrounding business community; ensures compliance

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





Discussion

- Proposed pilot:
 - Enhances traffic calming
 - Activates the streetscape
 - Improves pedestrian safety
 - Increases parking availability
 - Is consistent with
 - the long-term vision for the avenue to allow on-street parking at all times
 - Complete Streets Design Guidelines
 - Vision Zero policy and Action Plan

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





Outreach

- August – November:
 - Staff engaged with existing vendors and more than 20 nearby brick-and-mortar businesses and organizations on multiple occasions
 - 3 vendors to-date have expressed interest in participating
 - Majority of surrounding businesses support allowing vendors to continue, provided they relocate from the sidewalk
 - Three businesses expressed concerns, particularly with the pilot's implementation and vendor compliance
 - Staff continues to engage with the community and address questions





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).



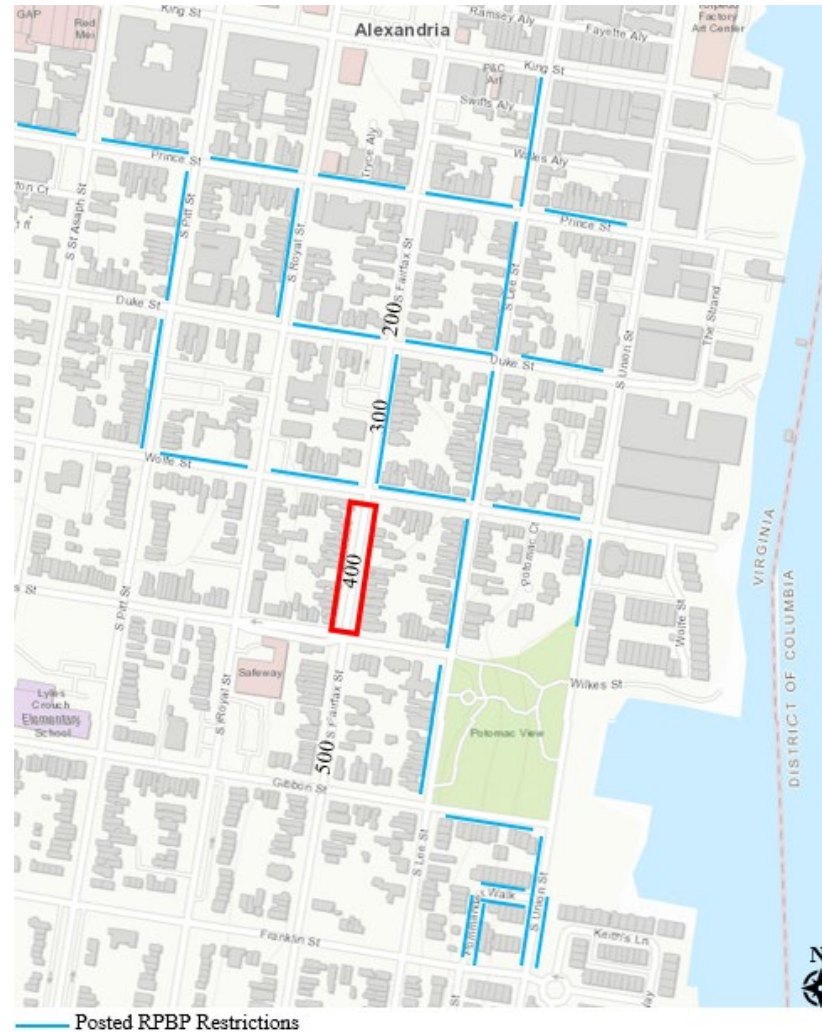
8. Residential Pay by Phone – 400 block of South Fairfax Street

Presenter: Max Devilliers





Background & Location





Discussion

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.

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 E. BURCH	Linda E. Burch	423 S. FAIRFAX ST.	8-28-24
2.	Paul Hayden	Paul Hayden	425 S. Fairfax St	8.27.24
3.	Jim Wilson	Jim Wilson	418 S. Fairfax	8-31-24
4.	Eva Domotakis	Eva Domotakis	417 S. Fairfax	9/6/2024
5.	Lisa Petronich	Lisa Petronich	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.	Laurz Dausen	Laurz Dausen	416 S Fairfax	9/7/24
10.	Eric CAMPBELL	Eric R. Campbell	429 S. FAIRFAX	9/7/24
11.	Walt Conkle	Walt Conkle	415 S. Fairfax	9/7/24





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



9. Parking Removal - 159 Dale Street (on Edison Street) and 3602 Edison Street

Presenter: Max Devilliers





Background & Location

- Edison Street is only vehicle access to Hume Springs neighborhood
- Non-residents often park in cul-de-sac to access Four Mile Run park
- Dale Street connects Hume Springs to
 - Cora Kelly Elementary School
 - Chick Armstrong Recreation Center
 - Hume Springs Park
- Currently no crosswalks across Edison Street except at West Reed Avenue
 - ~170' away
- 1 pedestrian crash with visible injuries (2016)





Background & Location



- Crosswalk would require removal of parking for site distance:
 - 0.5 parking spaces (10') on east side
 - 10' for crosswalk + 20' site distance, but 20' is already prohibited parking (Sec. 10-4-41)
 - 2.5 parking spaces (50') on west side
 - 10' for crosswalk + 20' on each side for site distance





Discussion

- Traffic safety has been identified as an issue along this segment
 - Edison Street is downhill from Reed Avenue
 - Edison Street curves at Dale Street
 - Non-residents who do not know pedestrian crossing patterns park on Edison Street to access 4 Mile Run park
 - In a recent letter from Hume Springs Board
- Vehicular volumes and speeds do not meet warrants for traditional traffic calming
- No crosswalks along Edison Street (until 2019, no crosswalks in entire neighborhood)
 - Except at Reed Avenue (~170' away)
- Currently families cross here, between cars, on the curve, to child-centric destinations like
 - Cora Kelly Elementary School (and playground)
 - Chick Armstrong Recreation Center
 - Hume Springs Park



View driving north on Edison Street





Discussion

Proposed Crosswalk and Parking Elimination

- Crosswalk and parking elimination at this location would
 - Increase pedestrian safety
 - Increase visibility for drivers
 - Provide a connection to the path between the Potomac West apartment buildings
 - Alert drivers, especially non-residents, where to expect pedestrians crossing
- Crosswalks are proven safety measures based on FHWA research and data
- MUTCD and AASHTO recommend 20' of clear space between parked cars and crosswalks for visibility
 - Especially with large SUVs and vans
- Daylighting would increase visibility for drivers on Dale Street turning left

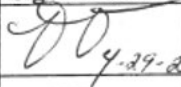
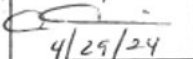
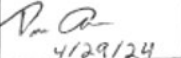
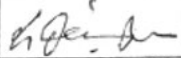




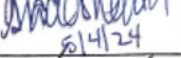




Path between apartment buildings



Outreach

- Signatures collected showing majority of adjacent residents support crosswalk
- Proposal presented at three consecutive Hume Springs Civic Association meetings (April, July, October 2024)
 - At the October meeting, members present voted to not endorse the crosswalk 7-9
 - Proposal sent to Hume Springs Listserv in advance of October meeting

Name (printed)	Support or Oppose Request	Signature/Date	Address/ Business/ Association	Property Affiliation (owner, occupant, manger, etc.)	Email
David Villaguna	Support	 4-29-2024	41 W Reed Ave	OWNER	davidvillaguna@gmail.com
Alejandra Arias	Support	 4/29/24	41 W Reed Ave	owners	ale.arias@gmail.com
Tim Aker	Support	 4/29/24	49 W Reed Ave	Owner	traker17@gmail.com
Muhammad Amir	Support		3718 EDISON ST	owner	
Gwen Halford	Support		129 Dale St	owner	gkhalford@gmail.com
Rich Pantone	Support		3639 EDISON	owner	
Kate Welsh	Support	 4/29/24	3737 MAX DR.	owner	kathryn.a.welsh@gmail.com
Julie Smith	oppose	 2/20/24	159 Dale St	owner	julie@jmsmith.com
Gracesheehy	support	 5/4/24	3639 Edison	owner	
Stephen Felt	Support	 5/5/24	3609 Edison St	owner	
Jill Kempenaar	Support	 5/5/24	3609 Edison St	Owner	ladyjilldc@gmail.com





Recommendation

That the Board recommend the Director of T&ES remove 3 parking spaces to install a crosswalk across Edison Street



10. Taxicab Biennial Review

Presenter: Sheila McGraw





Background

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		





Background

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





Background

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





Background

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





Background

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





Background

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





Background

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





Discussion

- City currently has the highest fares in the region
- Some of the highest vehicle age limit requirements
- Board and City Council recently considered changes to taxicab regulations earlier this year, no additional changes are proposed with this biennial review.
- Working with the Hack Office on compliance concerns received





Outreach

- Sub-committee on taxicab regulations was established that comprised of three Traffic and Parking Board members and held three meetings in late 2023 and early 2024
- Sub-committee meeting opinions and feedback were reflected in the materials and recommendations made to the Board and City Council.
- Staff shared the Biennial Review with taxi companies currently authorized to operate in Alexandria on November 26.
- City staff has met with taxi industry members this fall about some recent concerns about code compliance.





Recommendation

That the Board accepts the Biennial Taxicab Review and maintains current taxicab regulations.



11. Staff Updates



12. Commissioner Updates



Next Meeting: January 27, 2025

