

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, MAY 20, 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.

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT: T&ES – Hillary Orr, Deputy Director; Katye North, Division Chief; Sheila McGraw, Principal Planner; Dan Scolese, Civil Engineer IV; Max Devilliers, Urban Planner III; and Sean Martin, Urban Planner II.

1. Announcement of deferrals and withdrawals: None.
2. Approval of the April 29, 2024, Traffic and Parking Board meeting minutes:

BOARD ACTION: Ms. Mihalik made a motion, seconded by Mr. Kane, to approve the minutes of the April 29, 2024, Traffic and Parking Board meeting. The motion carried unanimously.

3. **WRITTEN STAFF UPDATES:** The Board received written staff updates on:
 - Old Dominion Boulevard Bicycle Improvements
 - Mr. Kane congratulated staff.
 - South Pickett Street Corridor Improvements Project Update
 - Dockless Corrals Update
 - Mr. Kane raised concerns about a lack of dockless corrals on the West End (e.g., Taney Avenue at Seminary Road), echoed by Ms. Phelps. Ms. Ebbers asked if 311 is the correct method for reporting these devices obstructing the sidewalk, to which Mr. Martin confirmed. Ms. Phelps asked if anything can be done to keep the devices from being knocked over, to which Mr. Martin responded that he has been and intends to continue installing racks in the corrals that are better suited to keep the devices from falling over.
 - Pickup/Dropoff Loading Zones Removals
 - Chair Lewis asked if the removals would result in returning the restrictions to former conditions, which Mr. Devilliers confirmed they would.
 - Maintenance of Traffic and Design Enforcement Update
 - Mr. Kane requested that the same briefing that was given to the Transportation Commission on this matter be given to the Board as well and noted that 311 should be used to report any issues with any MOT-related detours.

4. **PUBLIC DISCUSSION PERIOD:** Ben Bibb raised concerns about the lack of advance notice and general information (days, hours, etc.) for the Hammond Middle School reduced speed limit zone, as well as malfunctioning flashing beacons and the lack of advance notice about the zone on intersecting streets.

Mike Doyle spoke in support of the proposed South Pickett Street corridor improvements.

Eliza Voigt requested that the City partner with the Potomac Water Taxi to provide a robust commuter service, similar to the one offered prior to the COVID-19 pandemic.

Dan Lauritzen spoke in support of the proposed South Pickett Street corridor improvements.

John Mickley asked for clarification on the Board's April 2024 decision regarding the intersection of Emerson Avenue and John Carlyle Street, to which Chair Lewis responded that the City needs Carlyle Council support to install a stop sign there but that the Board would revisit the request in October 2024, and that Mr. Mickley can try to gain support from the Carlyle Council for the stop sign in the meantime.

Sharon Beavan raised concerns about the Hammond Middle School reduced speed limit zone, with regards to lack of adequate signage, malfunctioning flashing beacons, and the 15-mph speed limit being too slow.

Zachary Lane raised concerns about the intersection of West Braddock Road and Kenwood Avenue, with regards to the pedestrian signal being too short, the yellow light phase being too short, and the excessive width of the travel lane contributing to speeding.

BOARD ACTION: None.

CONSENT ITEMS

BOARD ACTION: Ms. Ebbers moved to remove Item #5 from consent. The motion carried unanimously.

16. **ISSUE:** Parking Removal - 1500 block of Mount Vernon Avenue

DISCUSSION: Mr. Martin presented the item to the Board. Ms. Mihalik asked if the bikes moved to the street would back into the travel lane or if a platform could be installed to prevent that from happening, to which Mr. Martin responded that the bikes would back into the travel lane and a platform would not be feasible given the space needed. Mr. Kane asked why a map panel would not be included in this bikeshare station, to which Mr. Martin responded that the space would not allow for it and experience has found that maps are more necessary in tourist-heavy areas given that users can access the map on their apps readily. Ms. Phelps asked if this bikeshare station is currently midblock and why it could not be placed at an intersection instead to help with daylighting, to which Mr. Martin responded that it is midblock and the other viable locations either have

scooter corrals, fire hydrants, bus stops, car-centric land uses, or limited space preventing it. Ms. Ebbers asked if 16 docks will be enough for this location given high demand, to which Mr. Martin responded that it should be, but will reevaluate in the future if additional docks are needed.

PUBLIC TESTIMONY: Sarah Haut testified in opposition due to the lack of off-street parking for businesses and generally high demand coupled with poor parking enforcement on weekends. Ms. Haut added that Junction as well as Matt & Tony's both have outdoor dining that encroaches into the required 5-foot-wide clearance, she is disappointed with the amount of outreach conducted, and that the driveway adjacent to the bikeshare station will eventually be used for outdoor dining, not vehicular traffic, if approved.

Zachary DesJardins testified in support and wants more than 16 docks.

Tom VanAntwerp testified in support and is unhappy with outdoor dining setups that encroach upon the 5-foot-wide clearance on the sidewalks.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Ebbers to recommend the Director of T&ES to remove one (1) on-street parking space from the 1500 block of Mount Vernon Avenue for a Capital Bikeshare station. The motion carried unanimously.

PUBLIC HEARING ITEMS

17. ISSUE: Traffic and Signal Changes - Duke Street and West Taylor Run Parkway Intersection and Duke Street and Telegraph Road Access Ramp

DISCUSSION: Mr. Scolese presented the item to the Board. Mr. Kane asked what drove the preference for Option 1 given the option's lower ranking safety score, to which Mr. Scolese responded that staff tried to recommend an option that balanced access and safety per community feedback. Mr. Kane asked who would stop in Option 1 if a cyclist is in the middle of the intersection when a driver enters the intersection from westbound Duke Street, to which Mr. Scolese responded that there would be enough sight distance for a driver to stop or yield and avoid crashing into the active service lane users. Ms. Phelps asked about emergency vehicle use of the service lanes and how the options would affect their routes, to which Mr. Scolese responded that emergency vehicles use Janneys Lane or other routes as needed and staff received confirmation from emergency services that any the proposed options would be acceptable. Ms. Phelps and Mr. Kane asked how the proposed cycletrack west of West Taylor Run Parkway would connect with the service lane to the east in Option 1, to which Mr. Scolese responded that eastbound cyclists would have a bike signal to continue onto the service lane while westbound cyclists would be in mixed traffic and wait for the general green light phase to enter the cycletrack. Ms. Phelps noted that Option 1 would not allow for ample space for pedestrians and cyclists as is the case today. Ms. Tucker asked for more details about the slip lane in Option 1, to which Mr. Scolese responded that it must be located east of West Taylor Run Parkway and would be 200 feet long which is the minimum length given the

speed and traffic volumes on Duke Street. Ms. Tucker asked if the westbound access to Telegraph Road could be reduced from two lanes to one, to which Mr. Scolese responded that staff is planning for two lanes but staff has two options to consider to make the merging area safer for all drivers. Ms. Mihalik asked if there was a way to reduce cut-through traffic and maintain neighborhood access, to which Mr. Scolese responded there is none. Ms. Mihalik asked what the feedback was from groups other than the Taylor Run Citizens Association, to which Mr. Scolese responded that the Clover College Park Civic Association chose to abstain from providing a stance on this project and various other groups were generally supportive of Option 2. Mr. Kane asked how staff presumes that the speeds in the slip lane in Option 1 will be 10 to 15 mph, to which Mr. Scolese responded that the engineers would design the slip lane to those standards.

PUBLIC TESTIMONY: Leslie Catherwood testified in support of Option 2.

Noah Sepsenwol testified in support of Option 2.

Nicole Radshaw testified in support of Option 2.

Randy Cole testified in support of Option 2.

James Love testified in support of Option 1.

Mike Doyle testified in support of Option 2.

Jonathan Falk testified in opposition of one-way traffic on the service lane.

Dave Lauritzen testified in support of Option 2.

Sean Rao testified in support of Option 2.

Zach DesJardins testified in support of Option 2.

David Kaplan testified in support of Option 2.

Zachary Lane testified in support of Option 2.

Elizabeth Onderko testified in support of Option 2.

Ken Notis testified in support of Option 2.

Tom VanAntwerp testified in support of Option 2.

Kelly Stone testified in support of Option 2.

Alison Maltz testified in support of Option 1.

Kevin O'Brien testified in support of Option 2.

Nathan McKenzie testified in support of Option 2.

Asa Orrin-Brown testified in support of Option 2.

Juiana Von Zumbusch testified in support of a deferral of this item until staff develops solutions that address the goals of Duke Street in Motion.

Trip Hook testified in support of Option 2.

Mr. Kane asked how the staff recommendations relate to the options presented, to which Mr. Scolese responded that the service lane is already two-way so the Board would need to explicitly make a motion to change traffic patterns from existing conditions in any way along the service lane, if desired.

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

- Support Option 2
- Relocate the right-turn lane to east of East Taylor Run Parkway on the Duke Street Service Road
- Install a new left-turn lane from eastbound Duke Street to Telegraph Road southbound
- Install a traffic signal at the new eastbound left-turn lane with Telegraph Road ramp.
- Convert the service lane between Hilton Street and West Taylor Run Parkway into one-way traffic westbound.

The motion carried unanimously.

INFORMATION ITEMS

- 18. STAFF UPDATES:** Ms. McGraw provided the Board with an update regarding the taxicab City Code changes. City Council voted to approve the following:
- 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

Ms. Orr provided the Board with an update regarding a potential daylighting policy that would aim to allow for administrative approval to remove 20 to 40 feet of parking at intersections to increase safety due to increased resident concerns around daylighting

intersections and alignment with Vision Zero goals. Mr. Kane noted his concerns with daylighting intersections allowing drivers to park in those spaces anyway unless there are physical barriers to prevent it. Ms. Tucker asked what the number of legal parking spaces is when referring to 20 to 40 feet, to which Ms. Orr responded that it is the legal equivalent of 1 to 2 parking spaces. Ms. Tucker asked how staff would determine which requests were necessary to bring before the Board, to which Ms. Orr responded that staff would need to think about how to address that, but the Board can provide ideas to staff as desired. Ms. Tucker asked if staff still paints curbs in relation to parking restrictions, to which Ms. Orr responded that staff does not due to the expectation/precedent it sets citywide, the cost and maintenance of doing so in addition to signage, and that paint on the curbs is not enforceable, unlike signage. Ms. Phelps suggested adding dockless corrals wherever daylighting occurs.

Mr. Scolese provided an update on the Eisenhower Avenue Transportation Study, the goals of which are to improve safety, address connectivity, and support future demand and new land uses along the corridor.

19. COMMISSIONER UPDATES:

- None.

ADJOURNMENT

Ms. Mihalik moved to adjourn the meeting, seconded by Ms. Phelps. The motion carried unanimously. The meeting adjourned at 10:28 PM.