



Traffic and Parking Board

February 24, 2025

City Hall – Alexandria, VA

Hybrid meeting will start at 7:00 PM



Notice

The February 24, 2025, 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: February 24, 2025

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. New Stop Sign and Parking Removal in Parkfairfax
6. Parking Removal – King Street and South Pitt Street
7. Residential Pay by Phone – 200 block of North Fairfax Street

Public Hearing Items:

8. Sanger Avenue Corridor Modifications
9. Parking Removal on Taney Avenue

Information Items:

11. Staff Updates
12. Commissioner Updates



1. Deferrals and Withdrawals



2. Approval of the Minutes

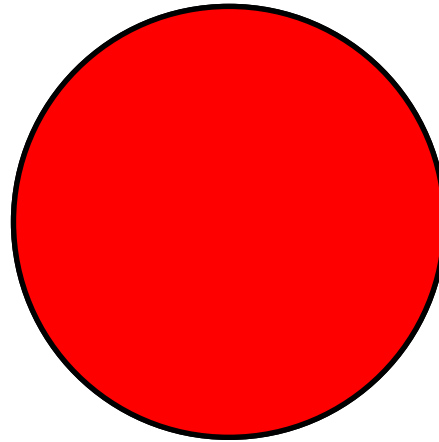


3. Public Discussion Period



3 Minute Timer

Announcement will sound automatically when time is up



4. Written Updates & Public Hearing Follow-Up



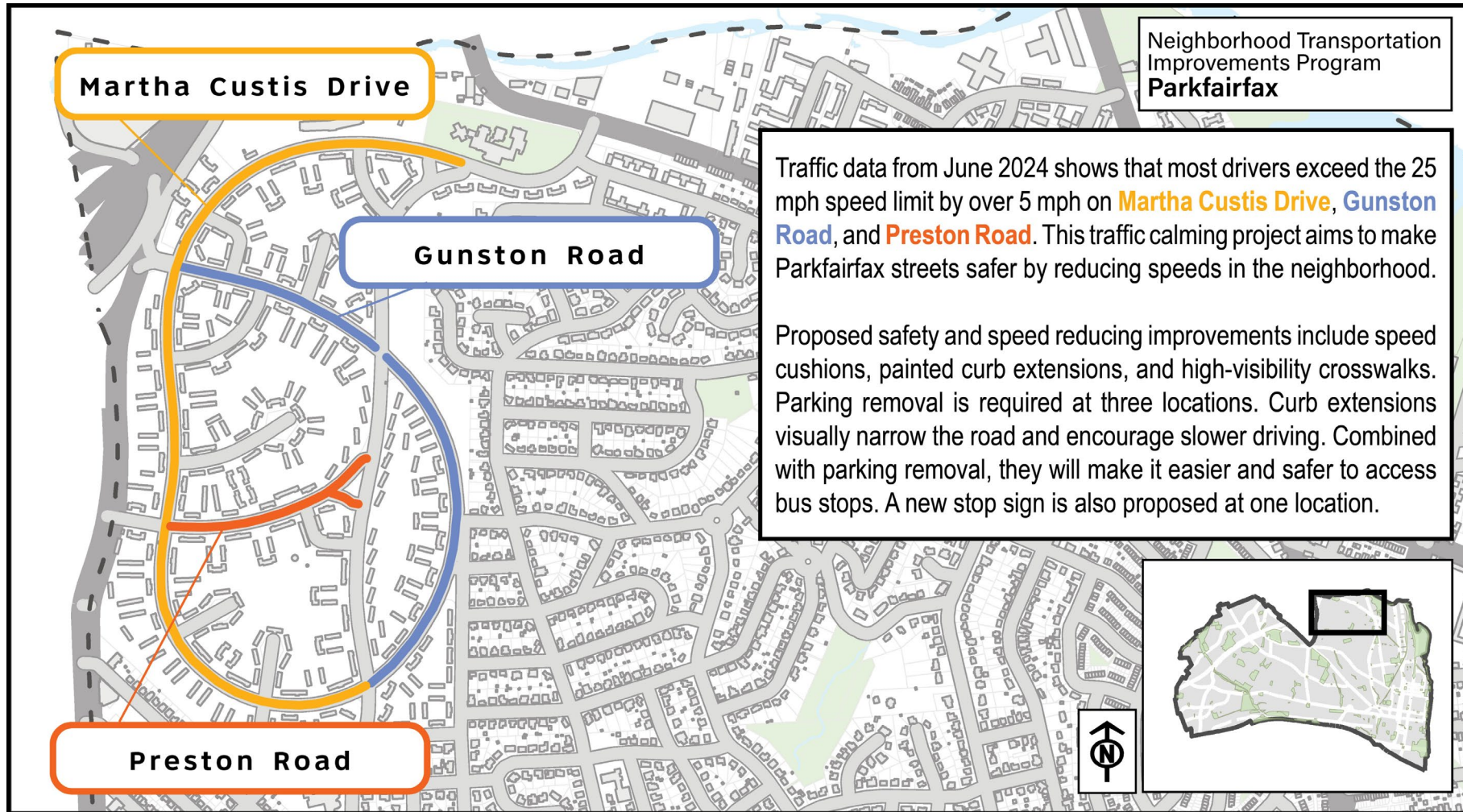
5. New Stop Sign and Parking Removal in Parkfairfax

Presenter: Bryan Hayes



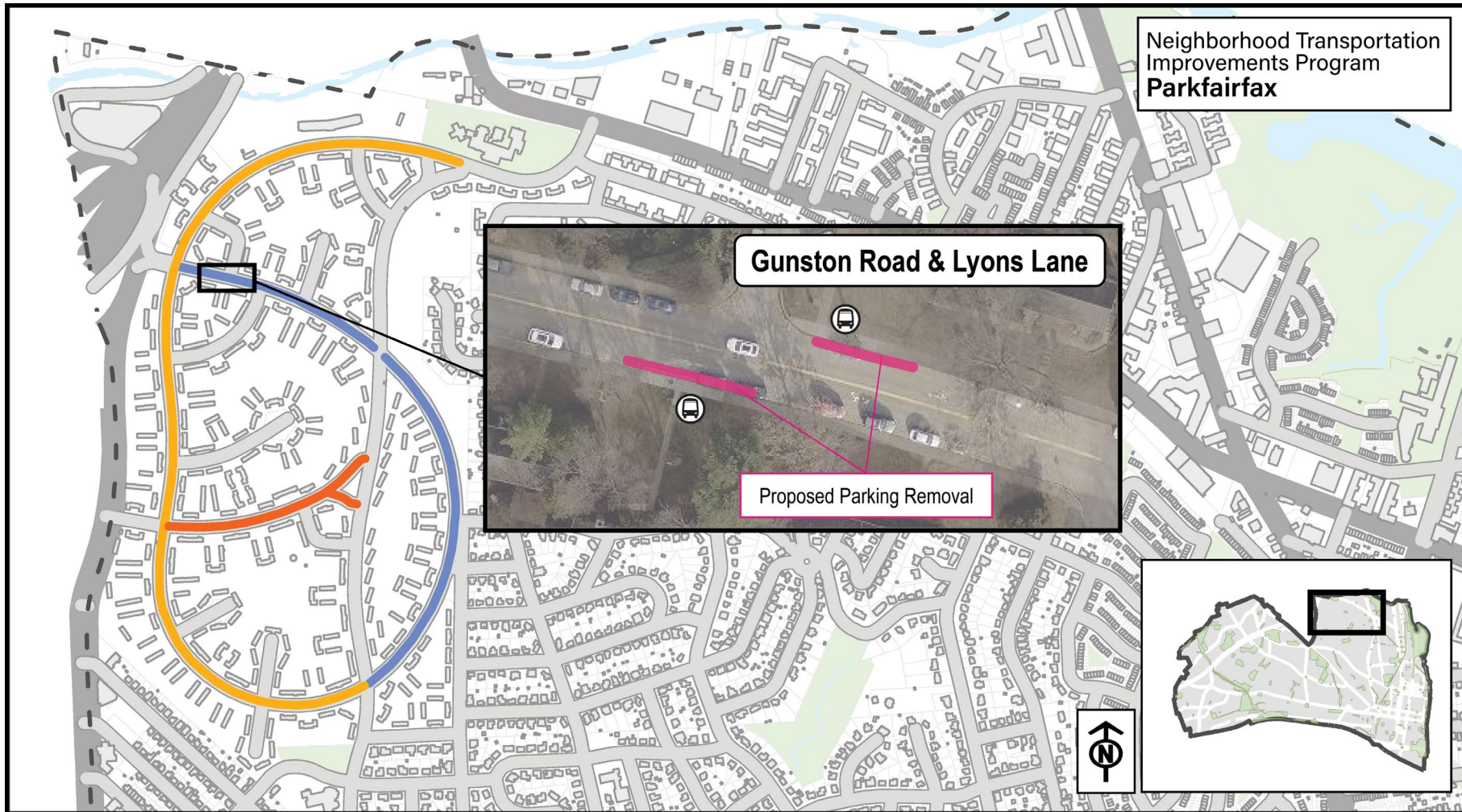


Background & Location



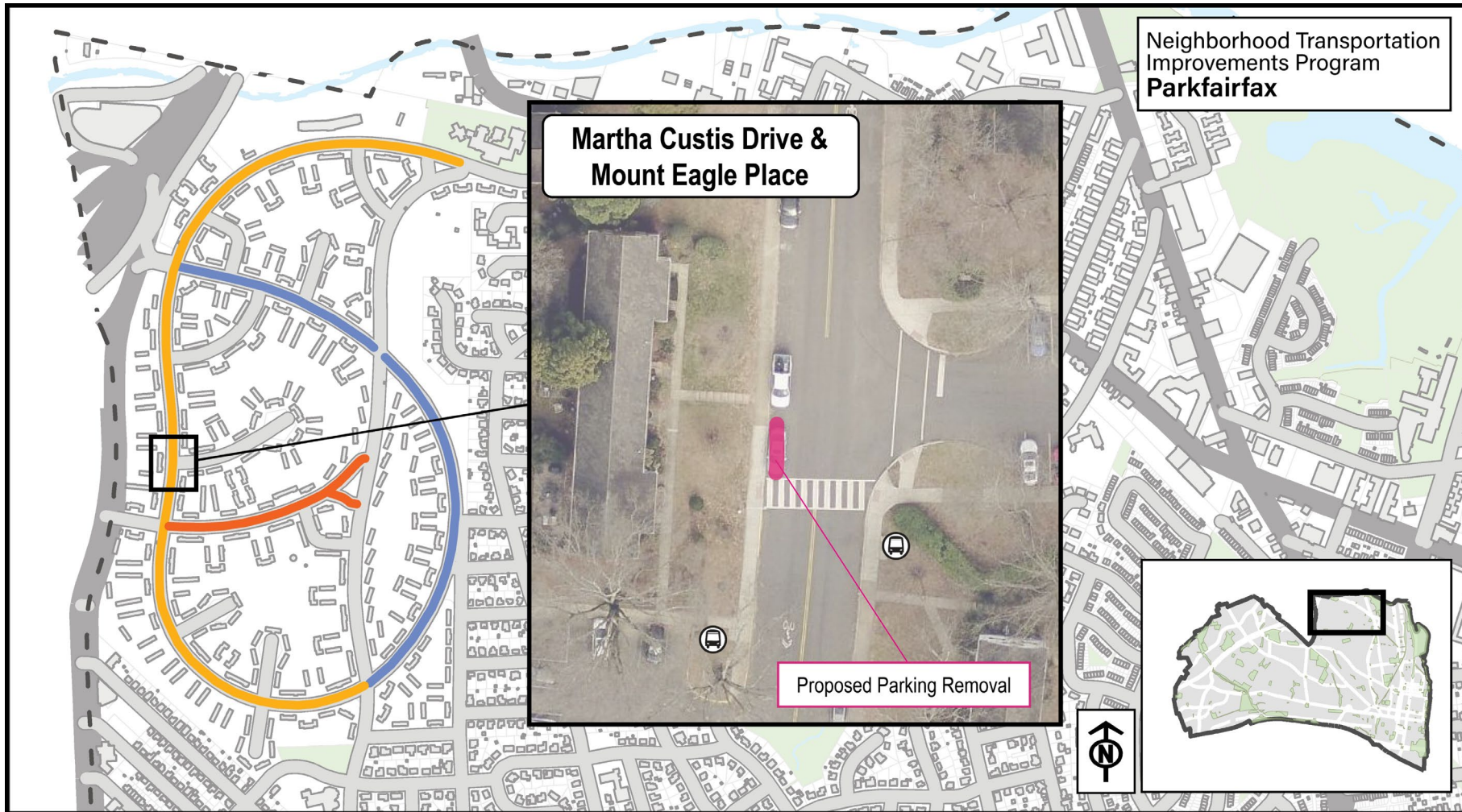


Proposed Changes



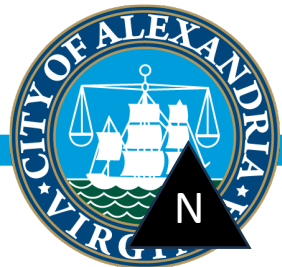


Proposed Changes





Proposed Changes





Outreach

- › In 2023, staff responded to a request for traffic calming in Parkfairfax.
- › Throughout 2024, staff regularly briefed and received input from leadership of the *Parkfairfax Transportation and Land Use Committee* on draft recommendations.
- › In November 2024, Parkfairfax hosted a town hall meeting. Staff briefed the community on proposed traffic calming recommendations. More than 30 residents attended the discussion.
- › In January 2025, the *Board of Directors for the Parkfairfax Condominium Unit Owners Association* endorsed the recommended traffic calming measures, including parking removal and the new stop sign.





Recommendation

That the Board recommends the Director of T&ES:

- Remove four (4) parking spaces at the intersection of Gunston Road and Lyons Lane;
- Remove one (1) parking space at the intersection of Martha Custis Drive and Mount Eagle Place;
- Remove one (1) parking space at the intersection of Gunston Road and Chalfonte Drive; and
- Add one (1) stop sign at the intersection of Gunston Road and Chalfonte Drive.



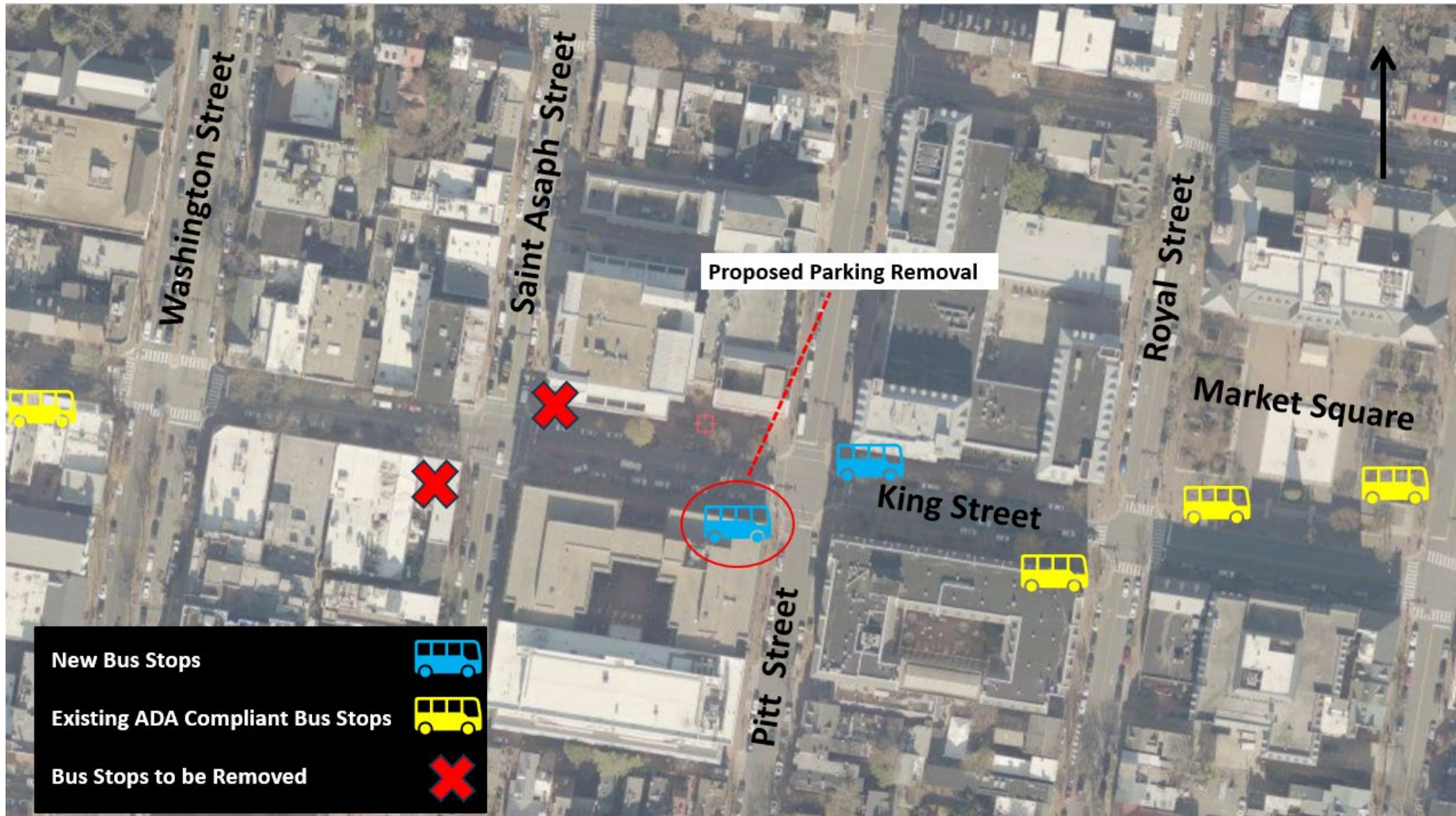
6. Parking Removal – King Street and South Pitt Street

Presenter: Silas Sullivan





Background & Location





Proposed Changes





Outreach

- ▶ Staff posted notice signs at project location
- ▶ DASH posted additional notice signs along corridor
- ▶ DASH sent digital alerts to riders twice during comment period





Recommendation

That the Board recommend the Director of T&ES remove up to two (2) parking spaces for the creation of an ADA-compliant bus stop on the 500 block of King Street.



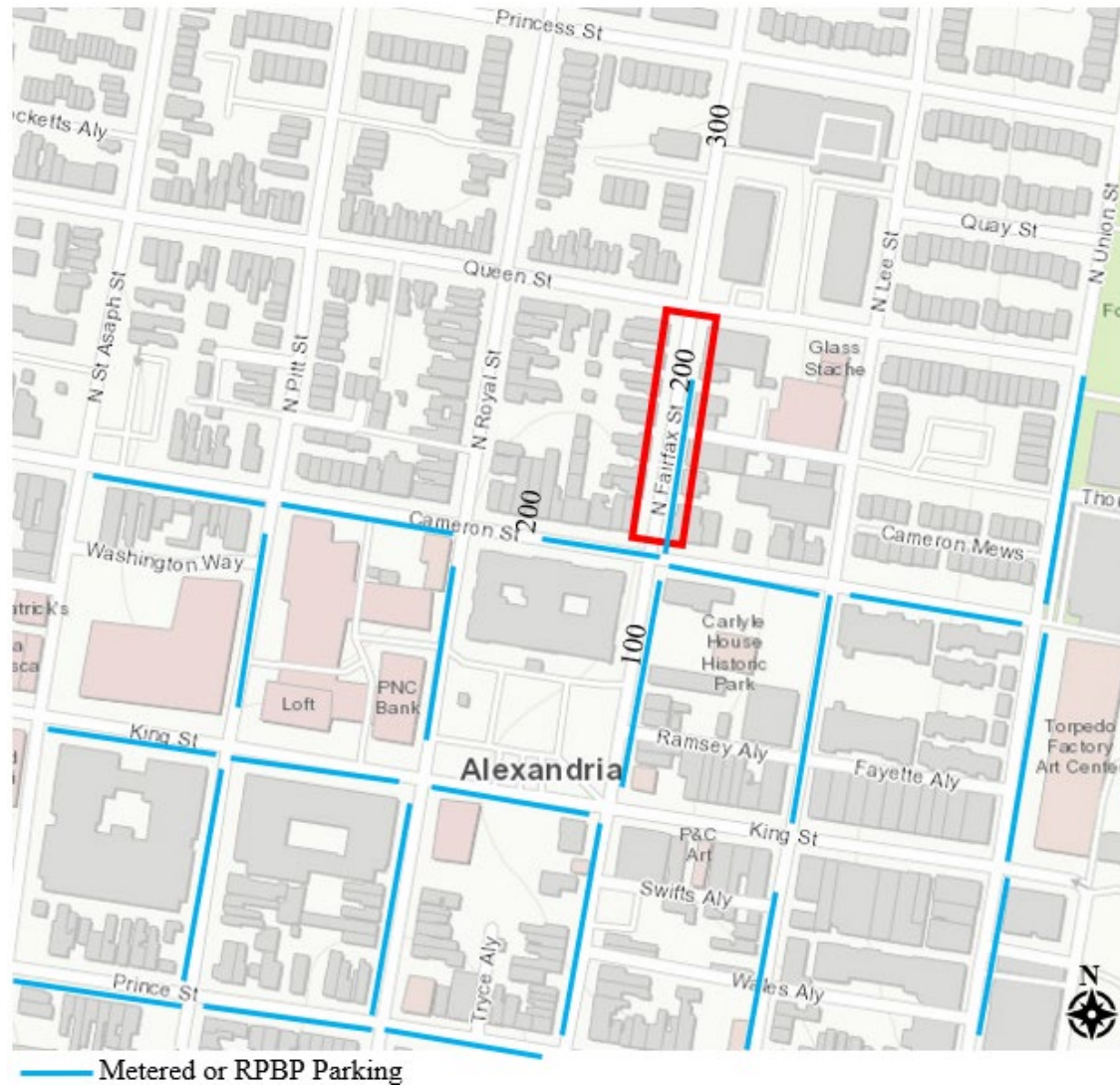
7. Residential Pay by Phone – 200 block of North Fairfax Street

Presenter: Max Devilliers





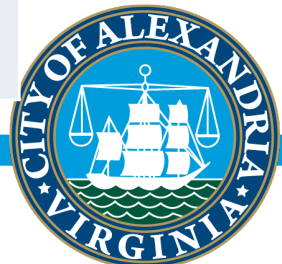
Background & Location





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 200 block of North Fairfax Street is adjacent to the 200 and 300 blocks of Cameron Street as well as the 100 block of North Fairfax Street, which all have metered and/or 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 (District 2 permit holders exempt): <ul style="list-style-type: none">• 2hr 8 a.m.-2 a.m. Mon-Sat• 2hr 11 a.m. Sun-2 a.m. Mon
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 18 out of the 23 total properties (78%) on the block (Attachment 2).
The parking occupancy must be 75% or more.	A parking survey was conducted at 12:45 p.m. on Tuesday, December 10, 2024, and staff found that 28 out of 26 parking spaces (108%) were occupied. During the surveys, Staff also observed that only 32% of the vehicles parked on this block were occupied by permit-holding residents of District 2.





Recommendation

That the Board recommend the Director of T&ES implement a residential pay by phone requirement (\$1.75 per hour) for the 200 block of North Fairfax Street.



8. Sanger Avenue Corridor Modifications

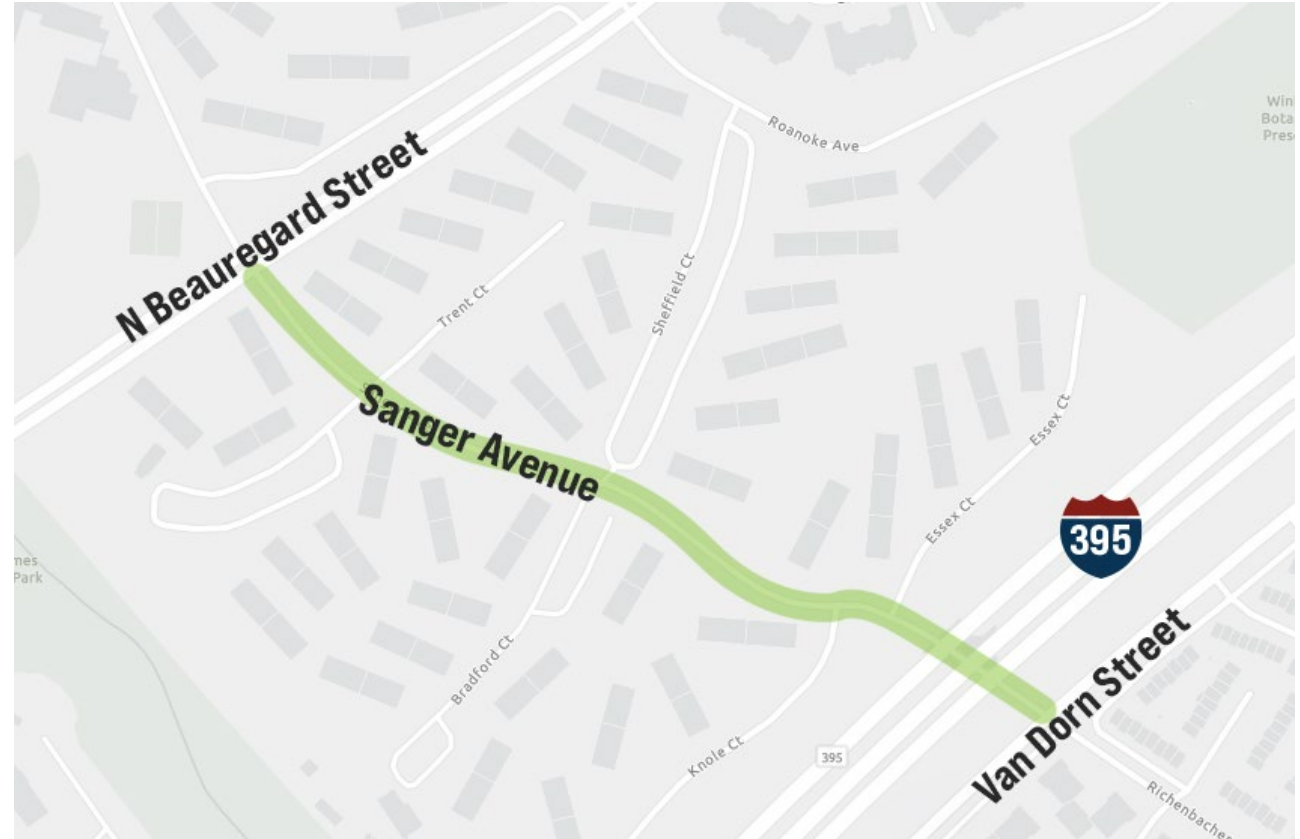
Presenter: Silas Sullivan





Project Location

- ▶ Sanger Avenue, between North Beauregard Street and Van Dorn Street
 - ▶ Major Collector
 - ▶ Serves high-density residential uses, provides access to William Ramsey School, Ford Nature Center, FTD School, Mark Center, and acts as Holmes Run Trail detour route

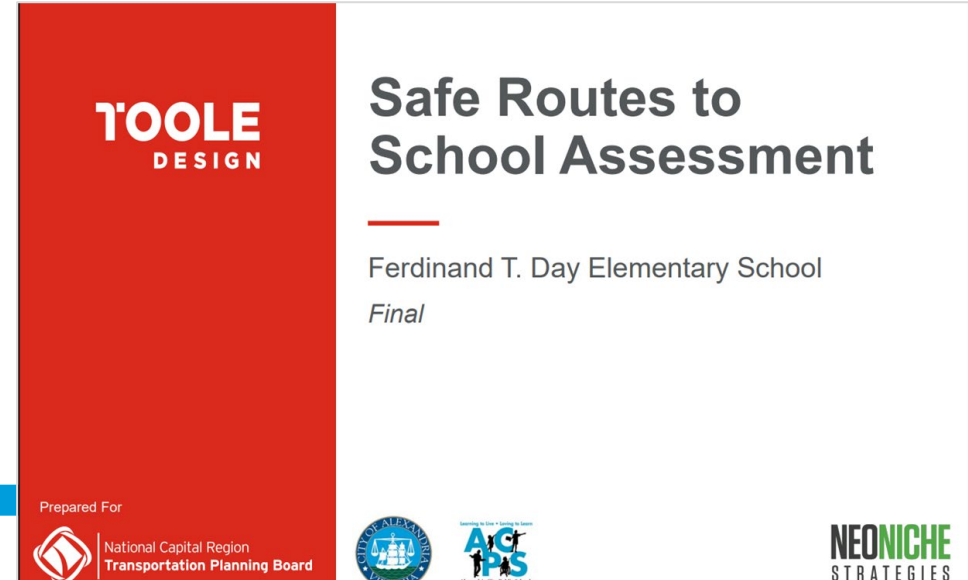




Plans & Policies

Alexandria Mobility Plan

October 2021



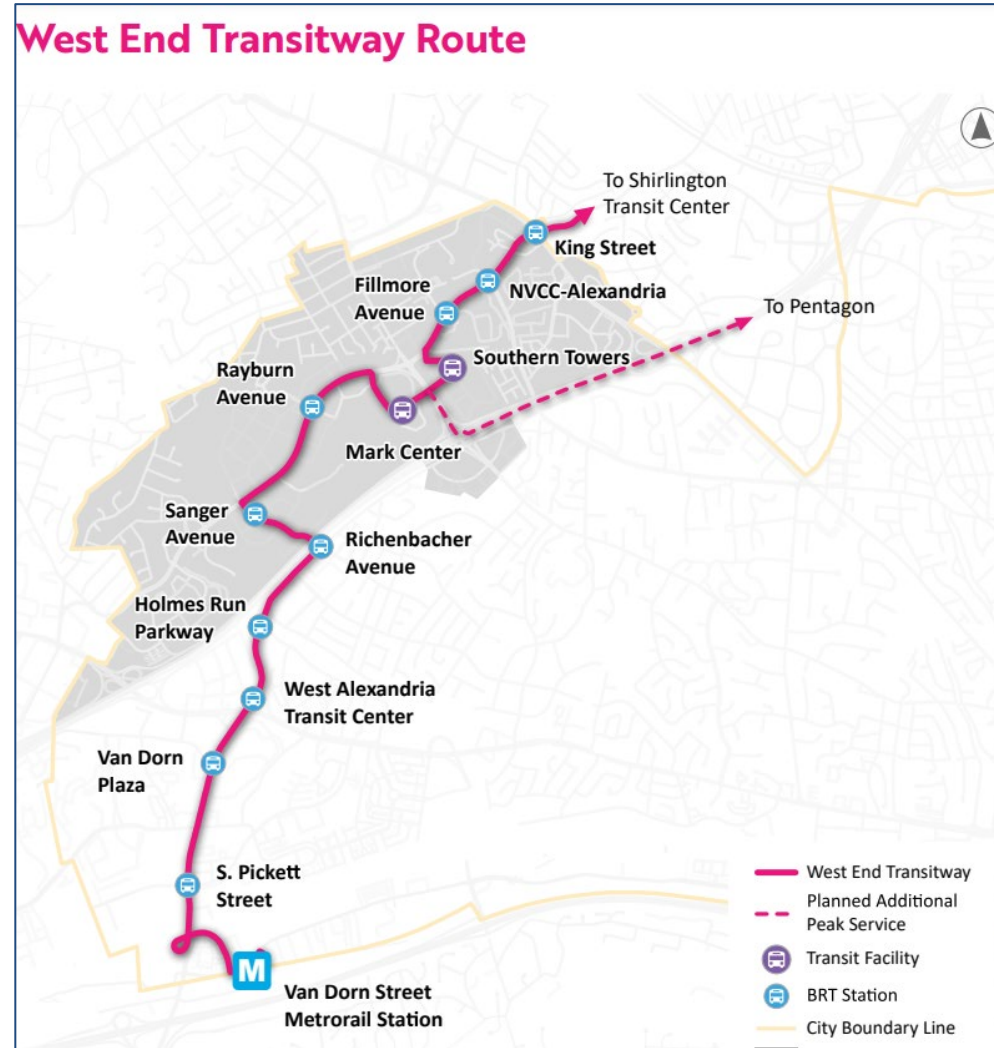
Project Alignment with City Goals and Policies





Additional Background

- ▶ Safety improvements to Sanger Avenue would support West End Transitway





Project Goals and Objectives

- ▶ Implement corridor improvements to enhance mobility, access, and safety for all travel modes.

Reduce Vehicular Speeds



Improve Pedestrian and Driver Sight Lines



Shorten Pedestrian Crossings

+

Provide More Pedestrian Crossings



Minimize Delays to Bus Travel Times



Minimize Loss of Parking Spaces





Project Timeline





Existing Conditions



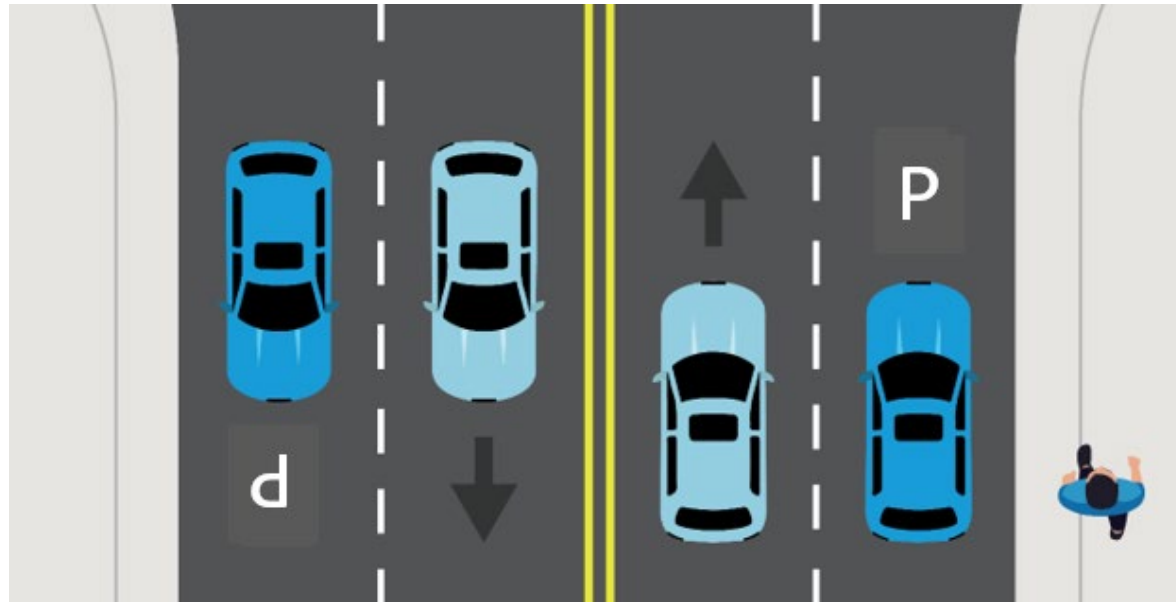
- ▶ 25 MPH speed limit
- ▶ On-street parking (20 hours/day)
- ▶ Curbside travel lane (4 hours/day)
- ▶ ACPS bus stops
- ▶ Equity Index Map
- ▶ Lack of safe crossings
- ▶ Most parking citations in City
- ▶ High speed and crash history



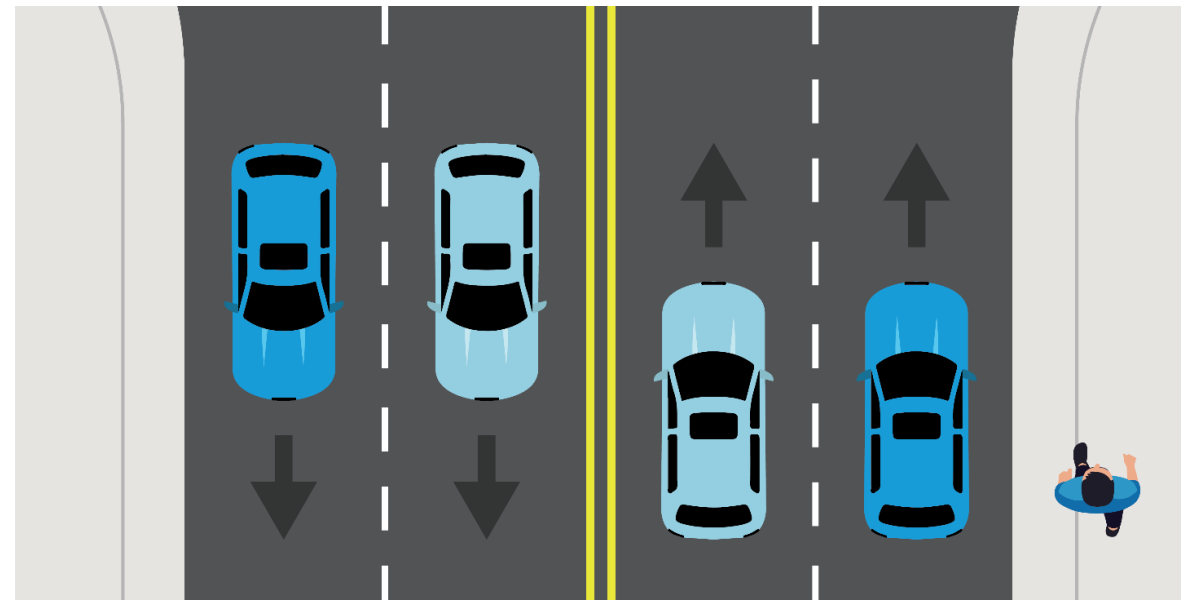


Existing Conditions

Existing Typical Cross Section (20 hours/day)



Existing Typical Cross Section (4 hours/day)





Existing Conditions

▶ Volumes

- ▶ 12,000 vehicles per day

▶ Speed

- ▶ 85th percentile speed: 29-34 MPH

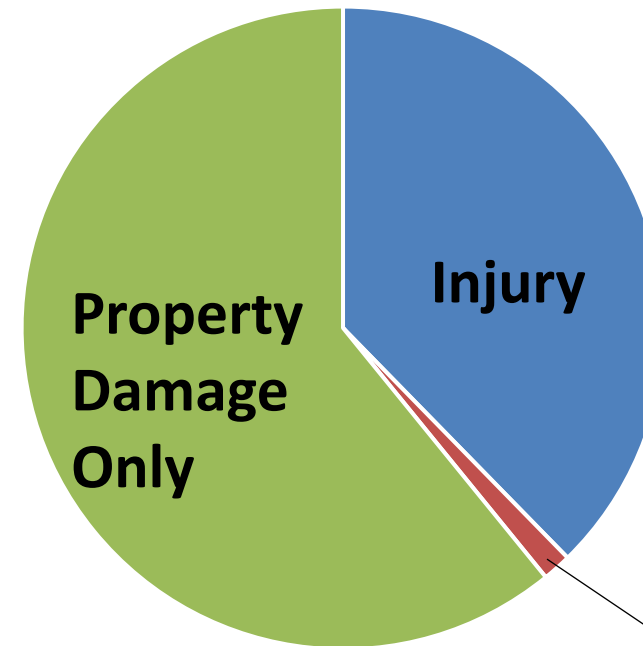
▶ Crashes

- ▶ 69 crashes from 2016-2024
- ▶ 26 crashes involving injury
- ▶ 7 pedestrians injured

▶ Delay

- ▶ Turning movement queues exceed capacity during peak periods.
- ▶ Corridor operates under capacity most of the day.

Crashes by Severity, 2016 - 2024



Non-Visible Injury

Note: This project only considered crash data on Sanger Avenue.





Transit Considerations

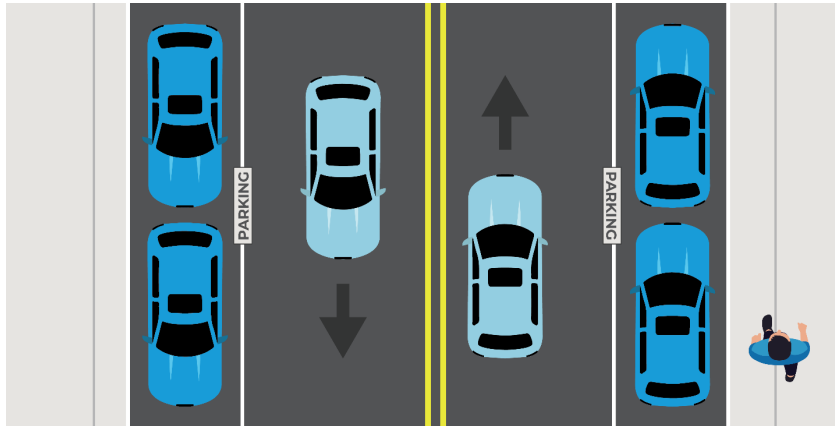


- ▶ **DASH Line 35**
 - ▶ Service every 10-15 minutes on North Beauregard Street
- ▶ **WMATA Routes 7A, 8W, 21C**
 - ▶ Service on Van Dorn Street
- ▶ **West End Transitway**
 - ▶ Two (2) BRT stops planned near Trent Court and Ascot Court

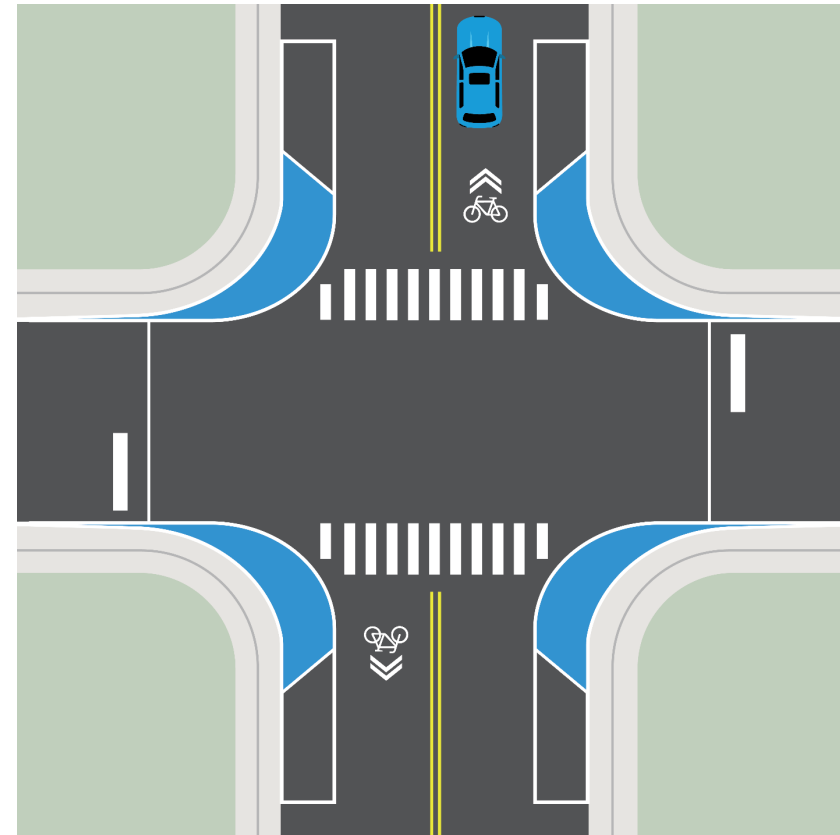




Proposed Concept: All-Day Parking



Mid-block



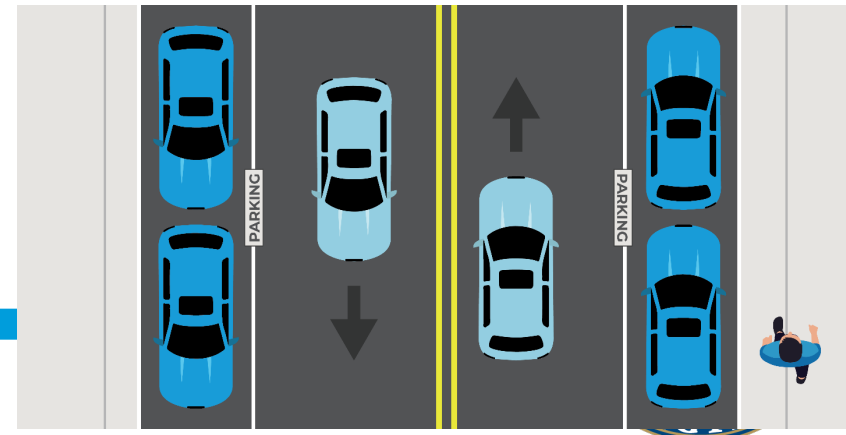
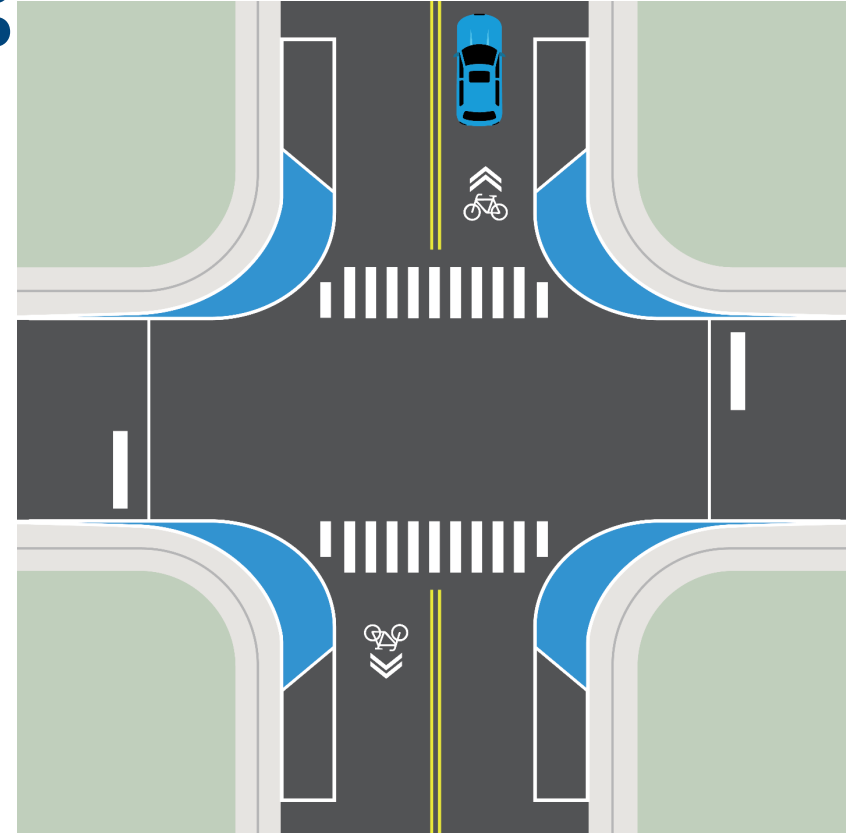
Near residential intersections





Proposed Concept: All-Day Parking

- ▶ All-Day Parking
- ▶ Safer Crossings
- ▶ Improved visibility/sightlines
- ▶ Retain existing turn lane configuration at signalized intersection approaches
- ▶ Near-term improvements (repaving project)





Proposed Concept: Vehicular Delay

- ▶ Proposed concept right-sizes the capacity
- ▶ Minimal change in travel time or delay during peak periods
- ▶ Bus travel times might be impacted by cars turning onto residential streets
- ▶ Buses/cars must yield to pedestrians in the crosswalk

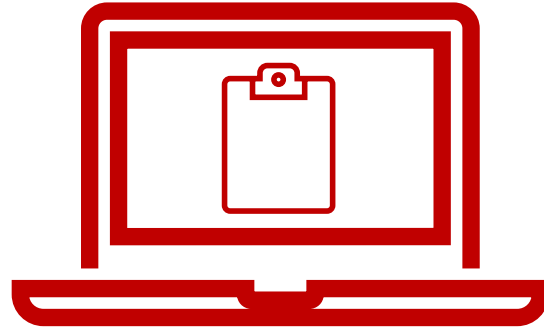




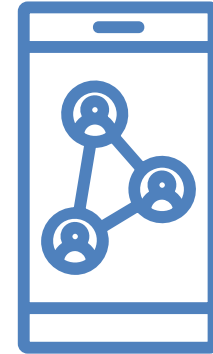
Community Engagement



Emails to Stakeholders



Feedback Form



Social Media



eNews



Community Meetings + Stakeholder Meetings



Project Signs





Community Feedback

▶ Most important improvements:

- ▶ Crossing improvements
- ▶ Lower speeds
- ▶ Safer bus stops

▶ Comments we heard:

- ▶ Increased visibility
- ▶ Improved pedestrian safety
- ▶ Better lighting
- ▶ Protected bike lanes

▶ Concerns raised:

- ▶ Increased congestion
- ▶ Police enforcement
- ▶ Traffic signal improvements

Community Letters

- + Alexandria City Public Schools
- + Alexandria Police Department
- + Alexandria Fire Department
- + Brookville-Seminary Valley Civic Association
- + DASH
- + WMATA
- Alexandria Families for Safe Streets





Recommendation

That the Board recommend the Director of T&ES implement the following changes on Sanger Avenue to improve safety:

- Remove timed parking restrictions
- Remove up to 6 on-street parking spaces
- Remove one peak-period general purpose travel lane in each direction



9. Parking Removal and Stop Sign Installation on Taney Avenue

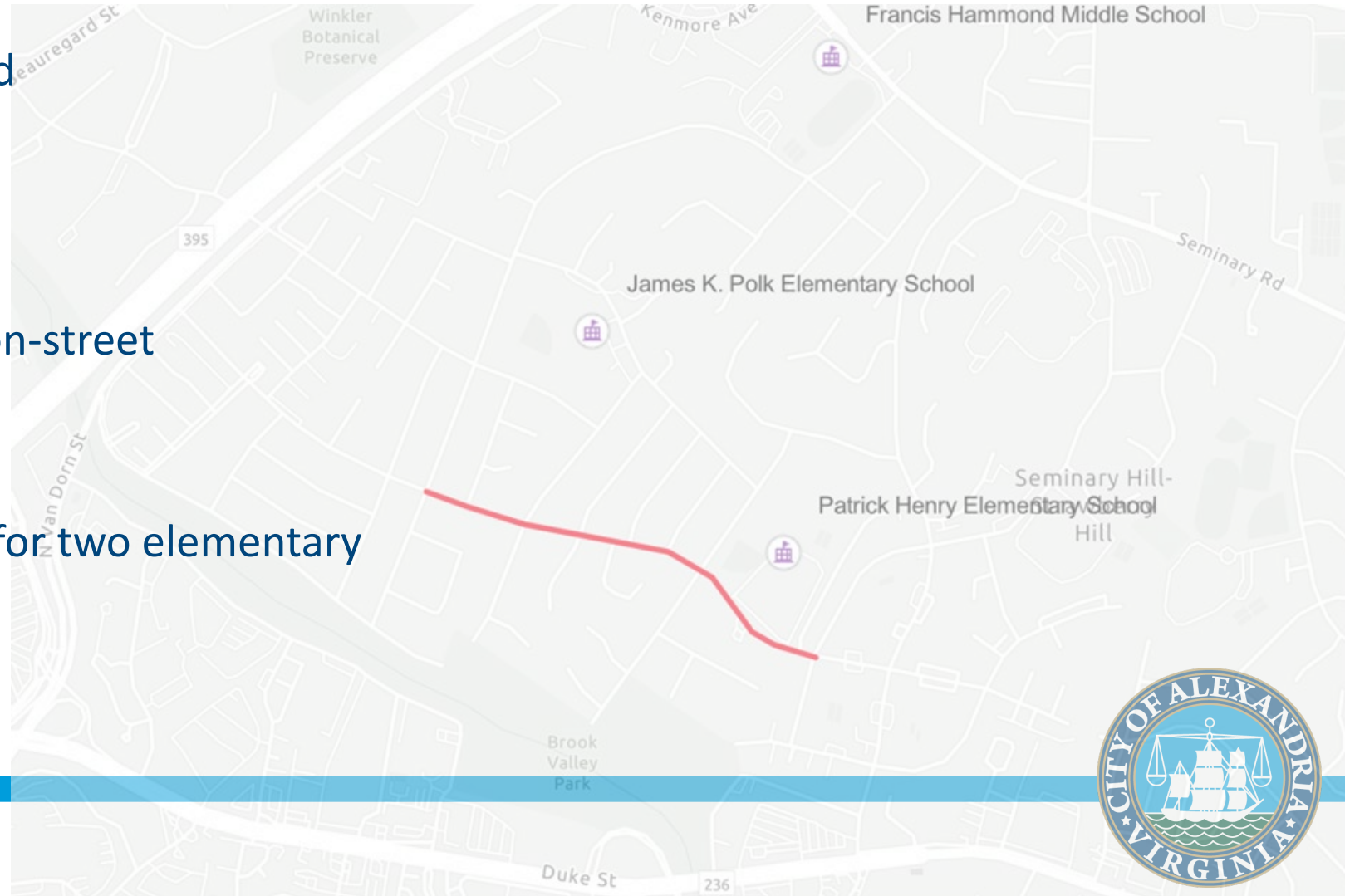
Presenter: Ryan Knight





Location and Background

- ▶ Taney Avenue between North Howard Street and North Pegram Street
- ▶ Two-lane roadway accommodating on-street parking and bike facilities
- ▶ Serves as an important access point for two elementary school and Recreational Center





Board Recommendation

- ▶ **That the Board recommend the Director or T&ES to approve...**
- ▶ Up to 35 Parking Spaces to be removed
- ▶ Additional Stop Signs at Howard Street intersection and the Pickett Street intersection





Additional Background and Goals

- ▶ The Brookville-Seminary Valley Civic Association requested the City investigate measures to calm traffic
- ▶ Previous data collected show most vehicles traveling more than 30 MPH.
- ▶ Project Goals: To create a safer street through the following strategies:
 - ▶ Encourage slower travel speeds
 - ▶ Encourage Intersection compliance
 - ▶ Improve travel safety for people biking and walking
 - ▶ Continue connectivity for all road users





Existing Conditions



- ▶ 25 MPH speed limit
- ▶ Two-Lane Local Roadway
- ▶ On-street parking
- ▶ Bike Facility (Bike Lane and Sharrows)
- ▶ ACPS and WMATA bus stops
- ▶ All way Stop and Uncontrolled
- ▶ High volume pedestrian activity (school and recreational center)
- ▶ Higher speed and low stop sign compliance

Speed Cushion





Design Alternative: Speed Cushion Concept

▶ Benefits:

- ▶ Most Effective Method to Slow speeds
- ▶ Low Cost
- ▶ No Parking Removal

▶ Trade-Offs:

- ▶ Speed Cushion Design
- ▶ Introduce potential opposing lane conflict
- ▶ Noise



Speed Cushion





Design Alternative: Traffic Circle

Benefits:

- ▶ Low Cost
- ▶ Intersection Traffic Calming
- ▶ Public Art Opportunity

Trade-Offs:

- ▶ Operational Challenges
- ▶ Large vehicle impacts
- ▶ More devices



Traffic Circle





Recommended Alternative: Enhanced Stop Sign Concept

Benefits:

- ▶ Low Cost
- ▶ Effective Intersection calming
- ▶ Stop Sign Compliance
- ▶ Safety enhancement



Trade-Offs:

- ▶ Parking Removal
- ▶ Large Vehicle Impacts
- ▶ More devices

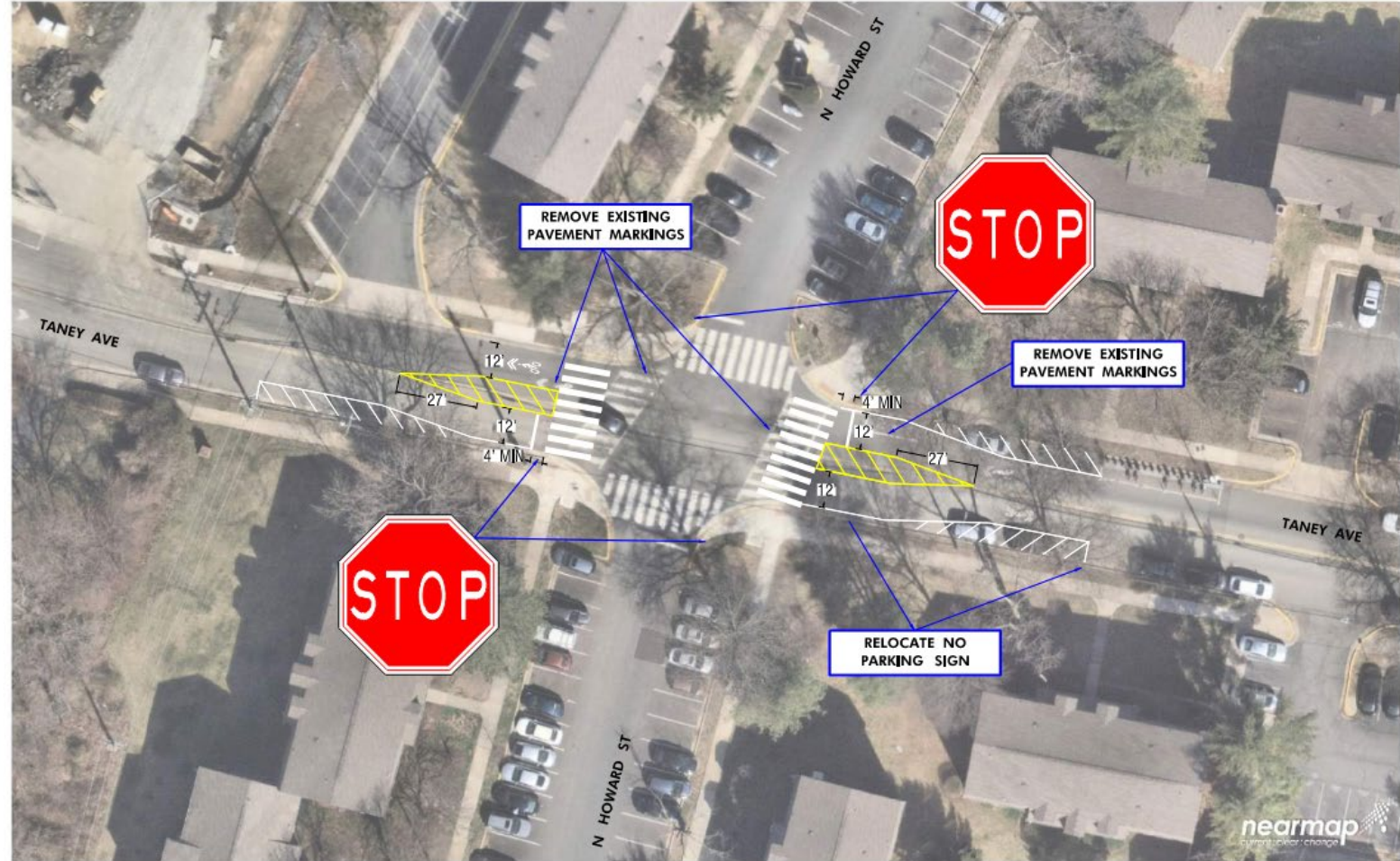


Enhanced Stop Sign



Recommended Alternative: Enhanced Stop Sign Concept

- ▶ New Stop Signs
- ▶ Up to 10 Parking Spaces Removed



TANEY AVE WEST OF INTERSECTION: 0 PARKING SPOTS LOST

TANEY AVE EAST OF INTERSECTION: 6 PARKING SPOTS LOST

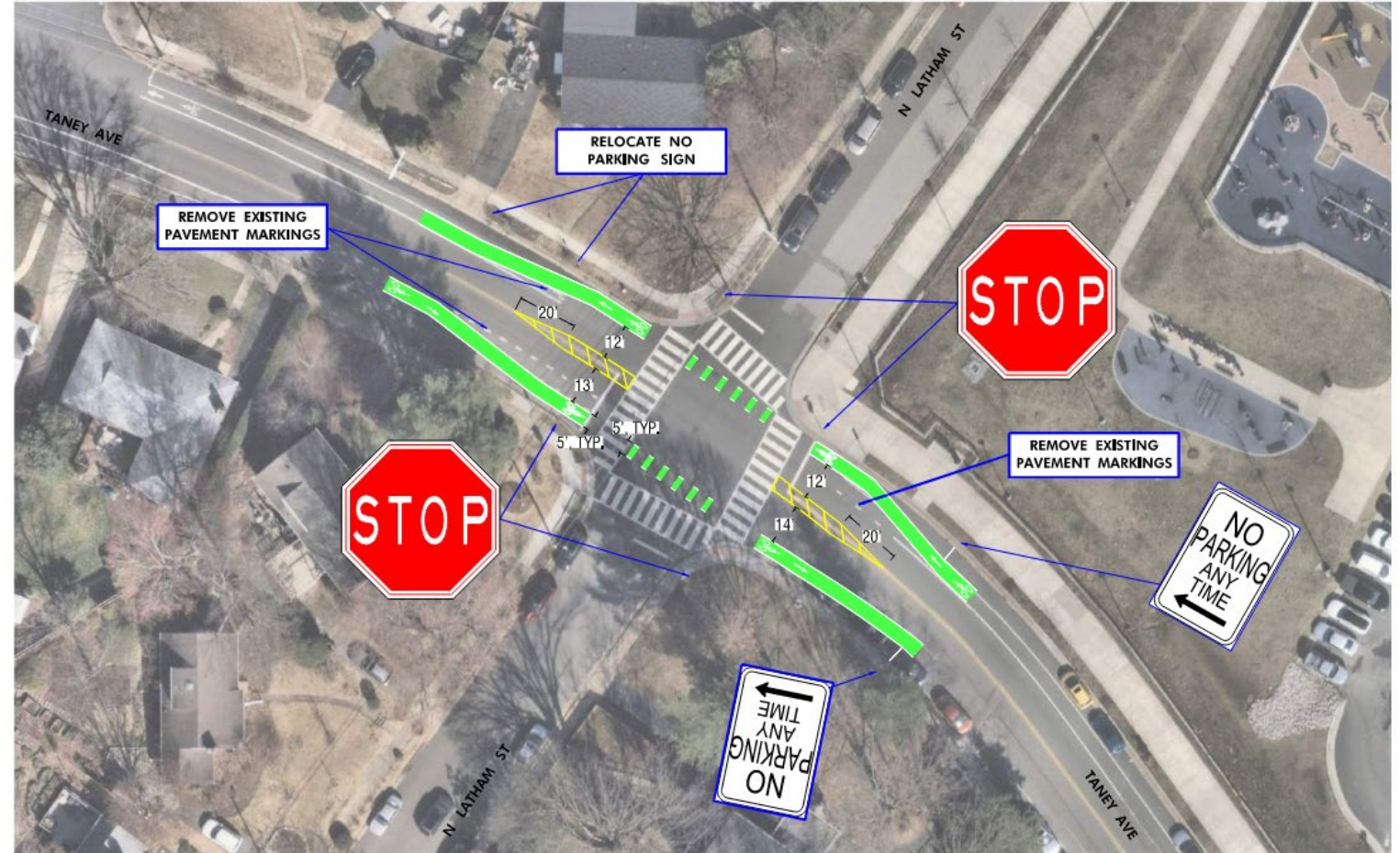
At Howard Street





Recommended Alternative: Enhanced Stop Sign Concept

▶ Up to 10 Parking Spaces Removed



TANEY AVE WEST OF INTERSECTION: 2 PARKING SPOTS LOST

TANEY AVE EAST OF INTERSECTION: 4 PARKING SPOTS LOST

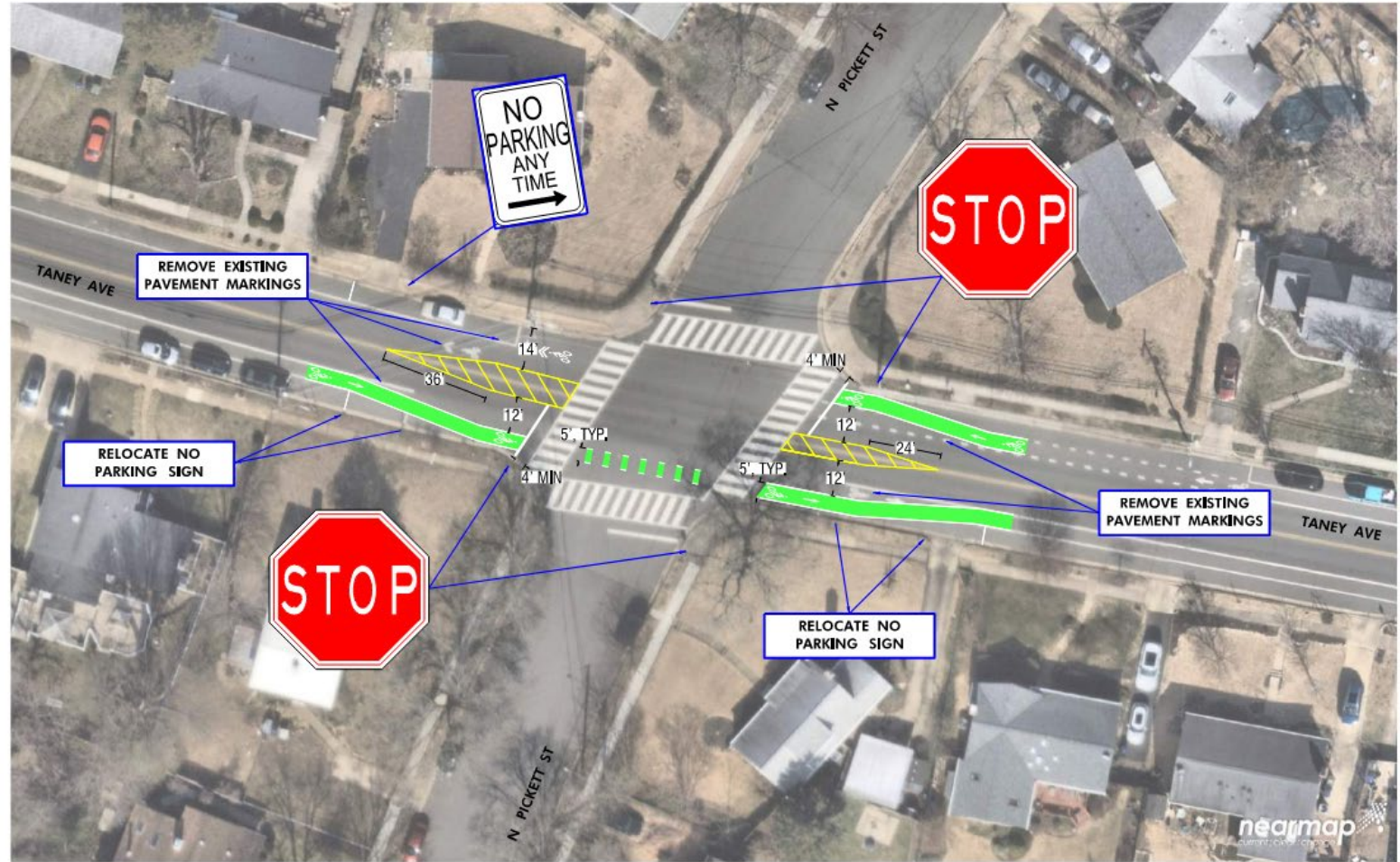
At Latham Street





Recommended Alternative: Enhanced Stop Sign Concept

- ▶ New Stop Signs on Taney Ave
- ▶ Up to 5 Parking Spaces Removed



At Pickett Street

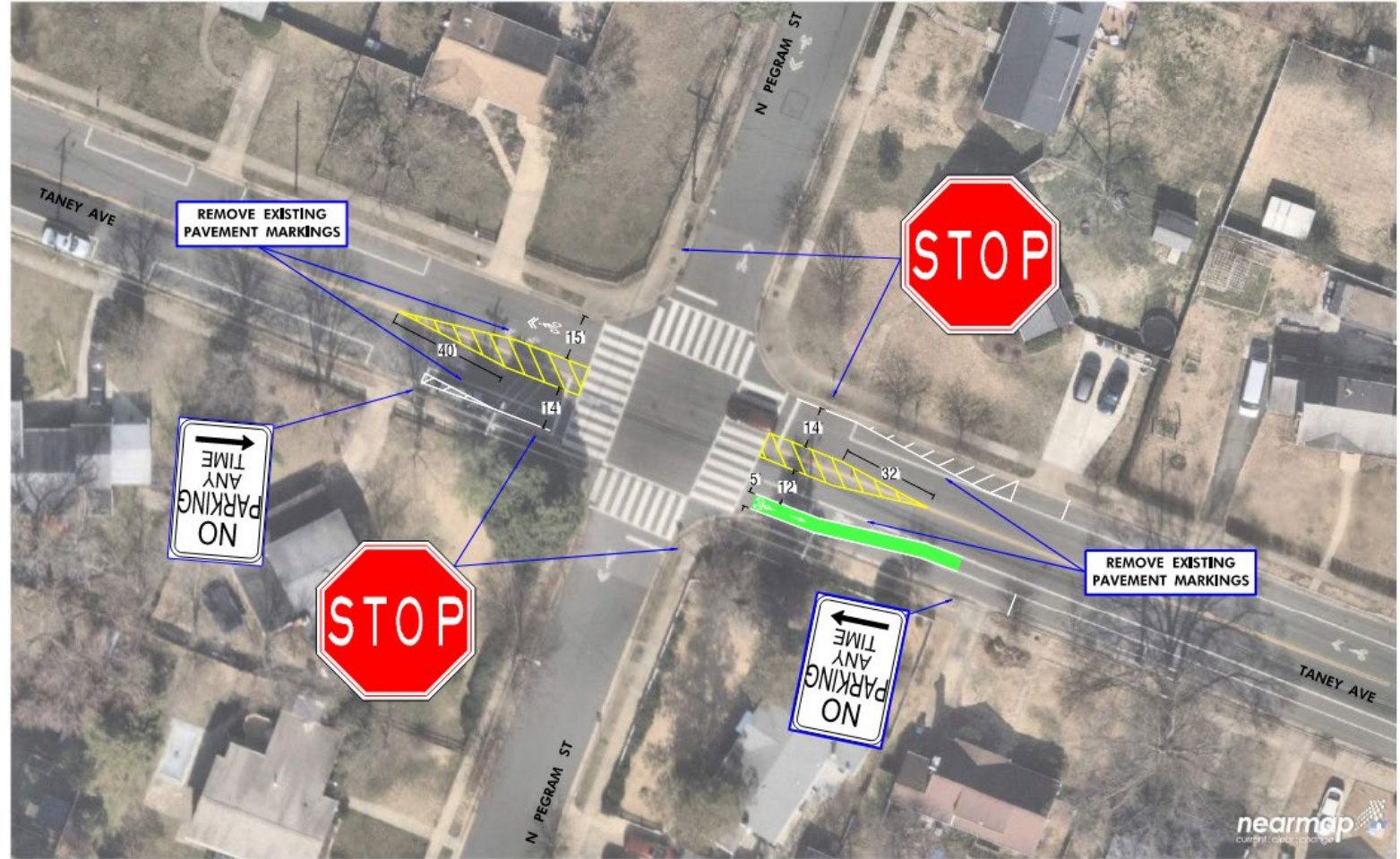
TANEY AVE WEST OF INTERSECTION: 3 PARKING SPOTS LOST

TANEY AVE EAST OF INTERSECTION: 1 PARKING SPOT LOST



Recommended Alternative: Enhanced Stop Sign Concept

▶ Up to 10 Parking Spaces Removed



TANEY AVE WEST OF INTERSECTION: 2 PARKING SPOTS LOST

TANEY AVE EAST OF INTERSECTION: 6 PARKING SPOTS LOST

At Pegram Street



Community Engagement

- ▶ Several Community Meeting with the Brookville-Seminary Valley Civic Association starting from mid 2023
- ▶ In August 2024, the BSVCA provided staff a letter of support for the Enhanced Stop Sign Concept
- ▶ ACPS did not have any issues with the concept.
- ▶ Minor adjustment would be required to accommodate bus turning radius.

Brookville-Seminary Valley Civic Association

August 16, 2024

Ryan Knight
Division Chief, Transportation Engineering
301 King Street
Alexandria, Virginia 22314

Dear Mr. Knight:

It is with optimism and enthusiasm that we communicate to you BSVCA's support for the "Enhanced Stop Sign" concept prepared by your office for traffic calming along Taney Avenue. We are confident that a safer environment will be realized by the enhancements at the N. Latham and N. Pegram intersections, as well as the addition of an enhanced stop at N. Pickett. As you know, this concept was one among three that were proposed to BSVCA in March for our consideration. We appreciate your in-person attendance at our meeting in June to discuss the proposed concepts and answer questions pertaining thereto. After ample notice and opportunity for comment, BSVCA voted in favor of the supported concept at our most recent Quarterly Meeting held on July 27.

This step forward in the ongoing Taney Avenue Traffic Calming Project is the culmination of almost a year's worth of discourse and determination within our community to improve safety along our neighborhood's main corridor. We recognize that BSVCA is but one of several stakeholders with a say in how pedestrian, bicycle, and vehicular safety can be improved on Taney Avenue. We look forward to remaining part of the conversation as the city proceeds to address the concerns of Alexandrians who regularly traverse Taney Avenue, and note that opportunities for improvement on the thoroughfare still remain between N. Van Dorn and N. Pelham.

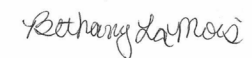
With Appreciation,

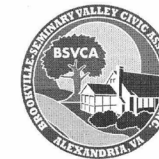
The Board of Brookville-Seminary Valley Civic Association


Mike Rodriguez, President

Aaron Thomas, First Vice President


Beth LaMois, Second Vice President







Recommendation

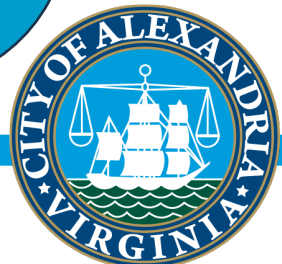
That the Board recommend the Director of T&ES:

Remove:

- Up to 10 parking spaces at the Howard Street, Latham Street, Pickett Street, and Pegram Street intersections, and
- Up to 5 parking spaces at the Pickett Street intersection; and

Install stop signs at:

- All approaches of Taney Avenue at Howard Street and Pickett Street intersections.



11. Staff Updates



12. Commissioner Updates



Next Meeting: March 24

