

Minutes of Parkfairfax Transportation and Land Use Committee (TLUC) meeting of 10 March 2022

With eight enthusiastic members participating, the TLUC meeting was conducted via Zoom on March 10th 2022.

The Chair offered an unsolicited proposal to rethink parking in Parkfairfax-controlled areas and elicit member feedback. The briefing (see attached) suggests increasing the allowance of vehicles parked from one to two, reducing the permitted duration from 30 days to two weeks, and establishing a registration procedure and enforcement methodology (a first for Parkfairfax) for those residents intending to park in Parkfairfax controlled areas as defined on slide 2 of the presentation. For completeness, City street parking regulations were also reviewed but those are governed by City Code and enforced by the Police Department Parking Enforcement Officers.

While the proposal was generally well received, it became obvious that the need for effecting changes and the overall goals were not adequately addressed, and the presentation will be updated accordingly. While Parkfairfax is one condominium with one set of bylaws and resolutions, parking is a challenge for certain areas of the community and a non-issue for others. Building density and the ratio of residential units to nearby parking vary widely. Those fortunate enough to live in areas where parking is plentiful may wonder why any changes should be considered.

The proposed changes attempt to balance Parkfairfax-controlled and City street parking and provide an inobtrusive mechanism for controlling use of a prized amenity, just as is done for laundry rooms, bicycle and canoe storage, maintenance yard access, etc. and are consistent and inspired by neighboring communities. The changes also are proposed to discourage the “dead storage” of surplus vehicle in our lots.

The Chair reported that the Alexandria Deputy Director for Transportation, Ms. Hillary Orr, was last month’s guest at the Alexandria Federation of Civic Associations meeting where she was asked about the languishing unfunded Shirlington Circle Improvement project. Ms. Orr responded that, in concert with Arlington County, a decision was made NOT to submit the project for \$11.2M funding under the state’s “SMART SCALE” program. That program accepts applications once every two years and April 1st 2022 would have been the submission deadline. Although many in the community worked closely with VDOT on developing a “hybrid” solution to improve the safety of the Shirlington Circle entry points, it does not appear likely that project will be implemented until perhaps FY30 or beyond! Meanwhile, VDOT is holding a

public hearing on March 15th regarding necessary structural repairs to the existing south end of the rotary structure, including refurbishing a section of roadway that would have been eliminated had the long-delayed improvement program been implemented.

The Capital Bikeshare station, proposed for installation in the driveway leading to the gym building, will not materialize as early as originally envisioned. The decision to locate the VDOT-funded station on private versus City property resulted in it being removed from the first tranche of 17(?) stations, as additional dialogue between the City and VDOT is now required in order to secure approval.

An eagle-eyed TLUC member spotted the installation of three dual ChargePoint public electric vehicle charging stations adjacent to the Dominion Energy building on W. Glebe Road. Capable of charging 6 vehicles simultaneously, they could prove to be a very convenient option for Parkfairfax residents. DASH buses 36A/B stop directly in front of the Dominion building every 15 minutes (alternating) providing free and convenient transportation to and from the charging stations. It is unclear whether the station is operational yet, but that appears to be imminent (please see attached photos). The recommended locations for charging stations within Parkfairfax are under Management review with findings unknown to the Committee at this time.

Emails outlining the 2021 proposed (and deferred) property wide lighting survey were separately distributed to TLUC members and feedback, and volunteerism would be appreciated. As discussed last month, safety railings for areas with steps would be included in an upcoming survey.

The TLUC members participating agreed unanimously to return to in-person meetings, effective April 14th, subject to change if conditions warrant. The preferred (and traditional) location is the spacious Party Room and thanks to the graciousness of two other committee chairs, there should be no problem convening TLUC meetings in the fabled Party Room, at least until renovations begin. So we look forward to seeing the “old” members face-to-face again and meeting new members for the first time on April 14th at 7PM!!

Best regards,

Bob Gronenberg

Transportation & Land Use Committee Chair