

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, FEBRUARY 24, 2025 7:00 P.M.
IN-PERSON AND VIRTUAL**

The February 24, 2025, 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_1p5TY94AS9-95PSEU0jDdw Or an H.323/SIP room system:

H.323: 144.195.19.161 (US West) or 206.247.11.121 (US East)

Meeting ID: 914 0805 8251

Passcode: 915805

SIP: 914 0805 8251@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, FEBRUARY 24, 2025 7:00 P.M.
IN-PERSON AND VIRTUAL**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the December 9, 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. 2024 Capital Bikeshare Ridership Record Breaking Year
 - B. 200 Block of King Street Walk Zone Pilot Phase One Update
 - C. Transportation Planning Project Updates
 - D. King & Commonwealth Streetscape Project Update
 - E. Edison Crosswalk Update
 - F. Parking Enforcement Contractor Update
 - G. Wheeler Avenue Follow Up
 - H. Taxicab Compliance 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

10. **STAFF UPDATES**
11. **COMMISSIONER UPDATES**

Next Meeting: Monday, March 24, 2024

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, DECEMBER 9, 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 – Katye North, Division Chief; Sheila McGraw, Principal Planner; Katherine Carraway, Principal Planner; Alex Carroll, Principal Planner; Sara Brandt-Vorel, Principal Planner; and Max Devilliers, Urban Planner III.

1. Announcement of deferrals and withdrawals: None.
2. Approval of the October 28, 2024, Traffic and Parking Board meeting minutes:

BOARD ACTION: Ms. Tucker made a motion, seconded by Ms. Ebbers, to approve the minutes of the October 28, 2024, Traffic and Parking Board meeting. The motion carried unanimously.

3. **WRITTEN STAFF UPDATES:** The Board received written staff updates on:
 - 200 Block of King Street Pilot Pedestrianization Update
 - Duke Street Transitway Update
 - Mr. Kane asked that the Director of T&ES notify the Board in the future when the City Council makes a recommendation that differs from the recommendation made by the Board.
 - Annual Residential Parking Permit Fees Update
 - Traffic and Parking Board Schedule for 2025
4. **PUBLIC DISCUSSION PERIOD:** None.

CONSENT ITEMS

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

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Tucker, to recommend the Director of T&ES to install a stop sign on Marstellar Street at both East Oak Street and East Walnut Street. The motion carried unanimously.

6. **ISSUE:** Parking Removal - 3640 Wheeler Avenue

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Tucker, to recommend the Director of T&ES remove 200 linear feet of on-street parking at 3640 Wheeler Avenue. The motion carried unanimously.

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

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Tucker, to recommend 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).

The motion carried unanimously.

8. **ISSUE:** Residential Pay by Phone - 400 block of South Fairfax Street

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Tucker, to 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. The motion carried unanimously.

PUBLIC HEARING ITEMS

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

DISCUSSION: Mr. Devilliers presented the item to the Board. Ms. Ebbers asked why a crosswalk across Dale Street and on the south side of the intersection were not included in this proposal, to which Mr. Devilliers responded that there are concerns amongst the community about parking availability. Chair Lewis suggested adding a crosswalk in the future across the Unit block of Dale Street where the fire hydrant exists across Hume Springs Park to avoid the need for excessive parking removal.

PUBLIC TESTIMONY: Richard Pantoja testified in support.

Ben Stecker testified in opposition because Mr. Stecker believes the crosswalk will embolden pedestrians crossing Edison Street to cross without looking both ways first.

Greta Neimanas testified in support.

Benjamin Smith testified in support because many homes have off-street parking in the rear, which is often underutilized due to sharp waste discouraging drivers to park in off-street spaces accessed via the alleys. Mr. Smith also requested that flexposts be installed at either end of the crosswalk.

Julie Smith testified in opposition due to concerns with parking availability.

Colleen Stover requested more traffic safety measures beyond the one crosswalk as well as a solution to parking availability.

Chair Lewis asked if a double yellow centerline could be painted on Edison Street, to which Mr. Devilliers responded that he would check with Transportation Engineering. Chair Lewis asked if this neighborhood would be eligible for a new Residential Permit Parking District, to which Mr. Devilliers responded that the Hume Springs neighborhood alone would be too small to meet the eligibility requirements listed in the Code. Mr. Kane asked if the City could paint advisory bike markings on Edison Street, which Mr. Devilliers will relay to Transportation Engineering. Chair Lewis asked if parking removal requests must meet a certain signature requirement, to which Mr. Devilliers responded that they do not.

BOARD ACTION: Ms. Ebbers made a motion, seconded by Ms. Phelps, to recommend the Director of T&ES remove 3 parking spaces to install a crosswalk across Edison Street, and that staff consider additional crosswalk-related enhancements followed by a written update with what was considered and what was implemented. The motion carried unanimously.

10. **ISSUE:** Taxicab Biennial Review

DISCUSSION: Ms. McGraw presented the item to the Board. Mr. Kane asked what the compliance issues are, to which Ms. McGraw responded that staff are still evaluating, but issues include dispatch hours, ADA-accessible vehicles available at all hours of operation, et cetera, but none of the issues are safety-related.

PUBLIC TESTIMONY: Surafel Bekele testified in support.

Shah Nusrati testified in support.

Jon Liss testified in support. Ms. Ebbers asked if the HACK office is addressing the compliance issues, to which Ms. McGraw responded that they are and will update the Board on this in six months.

Daniel Merris testified in support.

Daniel Woldegiorgis asked that the insurance coverage requirement be lowered. Chair Lewis asked how someone can create a new taxi company in Alexandria, to which Ms.

McGraw responded that there is a section of the City Code that outlines everything needed to do so.

BOARD ACTION: Ms. Ebbers made a motion, seconded by Ms. Mihalik, to accept the Biennial Taxicab Review and maintains current taxicab regulations, and to request a Written Update from the HACK office on the compliance issues at the February 2025 meeting. The motion carried unanimously.

INFORMATION ITEMS

11. **STAFF UPDATES:** None.

12. **COMMISSIONER UPDATES:**

- Mr. Kane requested that the bike lanes on Wheeler Avenue be completed and that staff add 'No Parking' signs for the bike lanes to facilitate parking enforcement
- Mr. Kane is concerned with the trailers hanging over the sidewalks/public right-of-way on Wheeler Avenue
- The Transportation Commission voted to approve a CMAQ grant for Safe Routes to School work scheduled for 2031 as well as bus bulbs
- The Eisenhower West/Landmark Van Dorn Implementation Advisory Group met to consider the Victory Center redevelopment which will include tax credits for only the new buildings to be built on site.

ADJOURNMENT

Ms. Tucker moved to adjourn the meeting, seconded by Ms. Phelps. The motion carried unanimously. The meeting adjourned at 8:31 PM.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: February 24, 2025

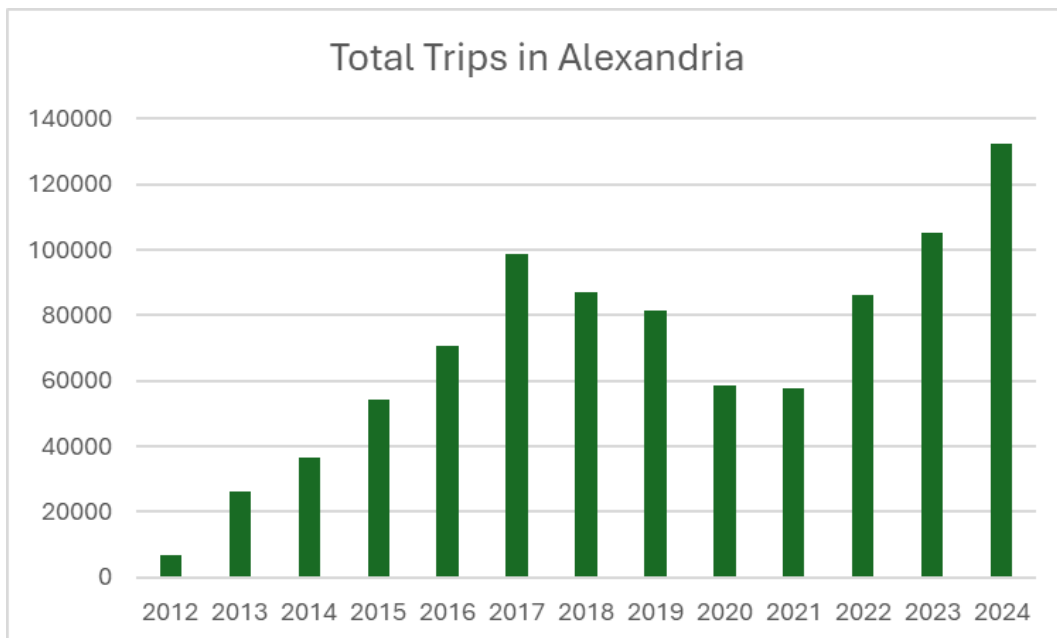
DOCKET ITEM: 4

ISSUE: Written Staff Updates & Public Hearing Follow-up

A. 2024 Capital Bikeshare Ridership Record Breaking Year

2024 was another record-breaking year for Capital Bikeshare in the City. There were 132,567 unique trips in the City, 26% more than in 2023. The best month of the year, and system history, occurred in October with 16,215 unique trips. The most popular stations were Braddock Road Metro South, Mount Vernon Trail & South Washington Street, and Prince Street & Union Street.

With 10 new stations and 22 station replacements planned for 2025, this upward trajectory is expected to continue into 2025.



B. 200 Block of King Street Walk Zone Pilot Phase One Update

The City launched Phase 1 of a walk zone pilot for the 200 block of King Street during the holiday season, which occurred from November 22, 2024 to January 3, 2025. During this phase, the 200 block of King Street was open to pedestrians and closed to vehicular traffic. Feedback on the project was received via a feedback form and will be used with data to make changes to the second phase of the project.

The second phase will run from March 14 to September 30, 2025. This extended period will allow for additional community engagement and data collection. Based on the outcomes of the pilot, the City Council may consider making the walk zone permanent in the fall of 2025.

Visit the [project website](#) for updates, designs, and more information.

C. Transportation Planning Project Updates

Mill Road Corridor Improvements

The Mill Road Corridor Improvements project seeks to improve the safety and function for all roadway users on Mill Road between Stovall Street and Eisenhower Avenue. The project aims to connect the existing bicycle facilities between Stovall Street and Eisenhower Avenue. Community engagement to provide feedback on existing conditions and potential lane configurations is scheduled for March. In the Spring, the Traffic & Parking Board will be briefed on and consider the project.

Edsall Road/Yoakum Parkway Corridor Improvements

Last fall, the City initiated the Edsall Road/Yoakum Parkway Corridor Improvements Project. The purpose of this project is to identify mobility, access, and safety improvements on both corridors. The project team gathered initial community input in November, collected traffic data, and analyzed existing conditions. The project team is now developing conceptual ideas to share with the community in the spring.

This project is partly supported by the Metropolitan Washington Council of Governments (MWCOG) Transportation-Land Use Connections Program. More information can be found on the [project webpage](#).

West End High-Crash Intersection Audits

The City recently kicked off its West End High-Crash Intersection Audits project. This project is supported by the U.S. Department of Transportation's Safe Streets and Roads for All Program, and will study the following high-crash intersections, gather community input, and identify opportunities for improvements:

- South Van Dorn Street and South Pickett Street
- South Van Dorn Street and Edsall Road
- Seminary Road and Mark Center Avenue
- Seminary Road and Kenmore Avenue/Library Lane
- King Street and Dawes Avenue

- King Street and 28th Street
- King Street and Park Center Drive

Data collection and initial community engagement is expected to take place this spring. More information is available on the [project webpage](#).

Metro Road Improvements

The City is developing concept plans to implement in coordination with the repaving of Metro Road. The purpose of this project is to address concerns from residents related to safety, noise, pavement conditions, and traffic management along Metro Road. The project team met with the community in November 2024 and intends to return to the community in March 2025 to gather feedback on project alternatives. Once a preferred alternative is selected, the Traffic and Parking Board will hold a public hearing and consider the project. Resurfacing is currently scheduled for the Summer of 2025.

Seminary West Safety Study

In early February, staff conducted a site visit for the Seminary West Safety Improvements, which is a project aimed to improve safety on a half mile segment of Seminary Road between North Beauregard Street and the City line. The project is funded by the MWCOG Regional Roadway Safety Program. Conceptual corridor design alternatives are being developed and if any action is needed by the Board, the project will be considered at a public hearing later this Spring.

Braddock Road Trail Access and Corridor Improvements

The Braddock Road Trail Access and Corridor Improvements project aims to enhance safety and accessibility for all users along Braddock Road between Russell Road and North West Street. It seeks to create a more connected, comfortable, and safe corridor for walking, biking, transit, and driving while improving access to the Braddock Road Metrorail Station, Potomac Yard Trail, and Metro Linear Trail. Data was collected and analyzed in early 2025. Public engagement on existing conditions is scheduled for February and March. Based on the data and public input, design alternatives will be developed and shared in late Spring 2025.

King Street Safety & Access Improvements Study at Alexandria City High School

The King Street Study will investigate mobility, access and safety improvements along King Street, in front of the Alexandria City High School. The study will build upon safety recommendations identified in the 2023 Safe Routes to School Walk Audit for the school. The goal of the project is to identify short-term improvements that enhance the day-to-day operations and safety of all roadway users that can be implemented quickly. This study is not intended to address mid-day transportation considerations between the Alexandria City High School and Minnie Howard campuses. The study kicked off in January 2025 with ongoing data collection, including site observations, traffic counts and interviews with key stakeholders such as Alexandria City Public Schools, DASH and the Department of Recreation, Parks and Cultural Activities. The project website is under development, and information will be posted as the project develops further.

D. King & Commonwealth Streetscape Update

On January 22, Staff provided a project update to the Transportation Commission and shared an initial project concept with Commission members and the public. The streetscape improvements propose wider sidewalks and new bicycle lanes on either side of King Street and Commonwealth Avenue that connect into existing bicycle and pedestrian connections surrounding the King Street Metro Station. A recorded presentation and feedback form were posted on the project website on January 27, 2025 to provide community updates and solicit feedback on the concept.

Staff and the design team will continue to refine the overall concept and complete a traffic study for the potential bike lanes on Cameron Street. Fully engineered design plans are being solicited and will require careful coordination to integrate the design into the adjacent Fourth Track and Rail Bridges Replacement Projects being implemented by the Virginia Passenger Rail Authority (VPRA). City Staff will continue to coordinate with VPRA staff to seek opportunities to minimize future construction impacts and accelerate construction timelines.

More information is available on the [project webpage](#).

E. Edison Crosswalk Update

At the December Traffic and Parking Board meeting, Board members asked questions about additional traffic calming measures on Edison Street. First, staff assessed a double yellow line down the middle of Edison Street. Typically, when a double yellow line is added, the parking lane is also painted to narrow the look of the lane. Otherwise, the street looks very wide if there are no cars parked. Since the amount of traffic on Edison Street is rather low, this was not deemed necessary. Second, the Board asked about a crosswalk across Dale Street at Edison Street. This can be incorporated when Dale Street is repaved. Third, the Board asked about advisory bicycle lanes to further narrow the traffic lanes. Advisory bicycle lanes have been removed from the MUTCD and are therefore not being considered for Edison Street. Fourth, the Board asked about additional measures like bump outs. These are possible and could be implemented, however they are not part of the proposal at this time.

F. Parking Enforcement Contractor Update

The Alexandria Police Department (APD) started a pilot parking enforcement program with contractor, Reimagine Parking, that ran through the entirety of 2024. The pilot has been extended into 2025 and supplements the City's existing parking enforcement officers and provides parking enforcement in Old Town, primarily along and around King Street. The contractors are authorized to issue citations only and do not handle issues of towing, vehicle relocation, or booting. With six contractors, including three daylight contractors and three evening contractors, the average ticket count issued per month by a parking enforcement contractor was 370 tickets per month per contractor. This is slightly higher than the City's Parking Enforcement Officers, currently at 13 parking enforcement officers with 10 vacancies, where the average number of tickets per officer per month is 341. It is expected that the PEOs ticket numbers are lower as they handle numerous tasks throughout the city that the parking contractors don't have the ability to do. Currently, APD is exploring modifications to the parking enforcement contract in order to experiment with having one or more of the parking enforcement contractors work on the weekend and evaluate that performance. Additional information can be found about the program on the [City's Parking Enforcement Pilot Contractor Program FAQs](#).

G. Wheeler Avenue Follow Up

City staff have been communicating with representation for Duke Shirley, LLC, who own the industrial warehouses along Wheeler Avenue, regarding parked trucks extending into the right-of-way. They have indicated they are speaking with management and tenants to reiterate that trucks should not utilize the right-of-way and to try to resolve the issue, and staff will continue to monitor before determining if additional action is required.

H. Taxicab Compliance Follow Up

At the December 2024 meeting, the Board reviewed the taxicab biennial review and heard feedback from taxi industry members regarding compliance issues among various taxicab companies operating in the City. The Board requested that staff provide a written update on these compliance issues at the February 2025 meeting.

Since December, staff has collaborated with the Hack Office to address these concerns. Letters were sent to companies that staff had received complaints about, requiring them to submit a written response on their compliance status by February 1. Staff has since reviewed these responses and issued additional letters identifying specific code sections where persistent compliance issues remain. These letters ask companies to outline how they will resolve the issues within 90 days.

If the compliance issues are not resolved within this timeframe, the Hack Office and the City Attorney's Office will take further action in accordance with City Code Section 9-12-33, which outlines civil penalties, as well as the potential suspension or revocation of operating certificates.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: February 24, 2025
DOCKET ITEM: #5
ISSUE: New Stop Sign and Parking Removal in Parkfairfax

REQUESTED BY: Parkfairfax Transportation and Land Use Committee

LOCATION: Parkfairfax – Martha Custis Drive, Preston Road, and Gunston Road

STAFF 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.

BACKGROUND: In 2023, the Parkfairfax community contacted Transportation & Environmental Services (T&ES) to request traffic calming measures on city streets within their development. Following this request, T&ES launched a Traffic Calming project in 2024, working with the Parkfairfax Transportation and Land Use Committee to identify concerns. Traffic data collected in June revealed that most vehicles exceeded the 25-mph speed limit by over 5 mph on three corridors: Martha Custis Drive, Gunston Road, and Preston Road.

Based on these findings, staff developed recommendations to address safety concerns (Attachment 1). The proposed measures include:

- **Speed cushions** to help reduce vehicle speeds.
- **Painted curb extensions** to narrow the roadway and encourage slower traffic.
- **Removal of parking spaces** to improve visibility and enhance ADA accessibility at existing bus stops.
- **Additional painted curb extensions** to further support pedestrian safety and accessibility.
- **A new stop sign** for southbound traffic on Gunston Road at Chalfonte Drive.

DISCUSSION: Parkfairfax is a residential community of 1,684 condominium units in north Alexandria. Primary roads including Martha Custis Drive, Gunston Road, and Valley Drive serve it. These roads provide access to Quaker Lane and Interstate 395 via

Shirlington Circle and connect the community to West Glebe Road, Charles Barrett Elementary School, and surrounding neighborhoods. The moderately dense development is served by DASH and WMATA buses.

The proposed improvements aim to complement speed cushions and enhance traffic and pedestrian safety. These include strategic parking removal and a new stop sign. Implementing painted curb extensions where parking will be removed achieves multiple objectives: visually narrowing roads to reduce vehicle speeds, improving sight lines at intersections for pedestrian safety, and ensuring ADA-compliant bus access to curbs. These modifications support the broader goal of creating safer streets while maintaining essential transportation connections and improving bus accessibility.

Parking Removal at Gunston Road & Lyons Lane

The intersection of Gunston Road and Lyons Lane presents safety and accessibility challenges. This uncontrolled intersection sits along Gunston Road, which is about 35 feet wide and accommodates two travel lanes with parking on both sides. DASH bus stops are on either side, with the eastbound stop east of the intersection and the westbound stop west.

In early 2025, a parking study revealed high parking utilization in this area, with spaces reaching capacity during PM peak hours and overnight. Of concern is the parking configuration near the eastbound bus stop, where permitted parking interferes with bus operations. Parked vehicles create a barrier for passengers boarding or exiting buses, particularly impacting those with mobility challenges needing direct access to the curb.

Staff recommend removing four parking spaces to improve accessibility and safety. Three spaces are in front of the eastbound bus stop and one by the westbound stop. To enhance pedestrian safety, the plan includes adding high-visibility crosswalks across Lyons Lane and Gunston Road, creating a safe connection between the two bus stops.

Parking Removal at Martha Custis Drive & Mount Eagle Place

Another uncontrolled intersection is Martha Custis Drive and Mount Eagle Place. Martha Custis Drive is 35 feet wide with two travel lanes and parking on both sides. A high-visibility crosswalk is located to the south of the intersection, and two DASH bus stops are also south, positioned on either side of the street.

Parking is prohibited at the southbound bus stop. There's no parking adjacent to the northbound bus stop, but one more space needs to be removed so that busses can pull up to the curb to meet ADA requirements.

Parking Removal and New Stop Sign at Gunston Road & Chalfonte Drive

The intersection of Gunston Road, Chalfonte Drive, and Wellington Road on the eastern side of Parkfairfax presents unique traffic management challenges due to its complex configuration.

This intersection serves as a key junction for vehicular and pedestrian traffic, with two DASH bus stops on Gunston Road just north of Chalfonte Drive. To ensure buses at the southbound stop can safely pull to the curb for passenger boarding and alighting, one parking space must be removed.

The City has already taken steps to improve pedestrian safety at this location by installing a high-visibility crosswalk connecting the two bus stops. However, the current traffic control configuration remains incomplete. Three approaches to the intersection, westbound Chalfonte Drive, northbound Wellington Road, and northbound Gunston Road, are controlled by stop signs, while southbound Gunston Road faces no stop requirement. This creates an unpredictable situation where some drivers must stop while others proceed without interruption.

Staff recommends installing a new stop sign for southbound traffic on Gunston Road to address this inconsistency and enhance safety. This would create a predictable four-way stop, making it easier for pedestrians and drivers to anticipate vehicle movements. The new stop sign, existing high-visibility crosswalk, and improved bus stop accessibility will create a more organized and safer environment for all transportation modes at this junction.

Next Steps

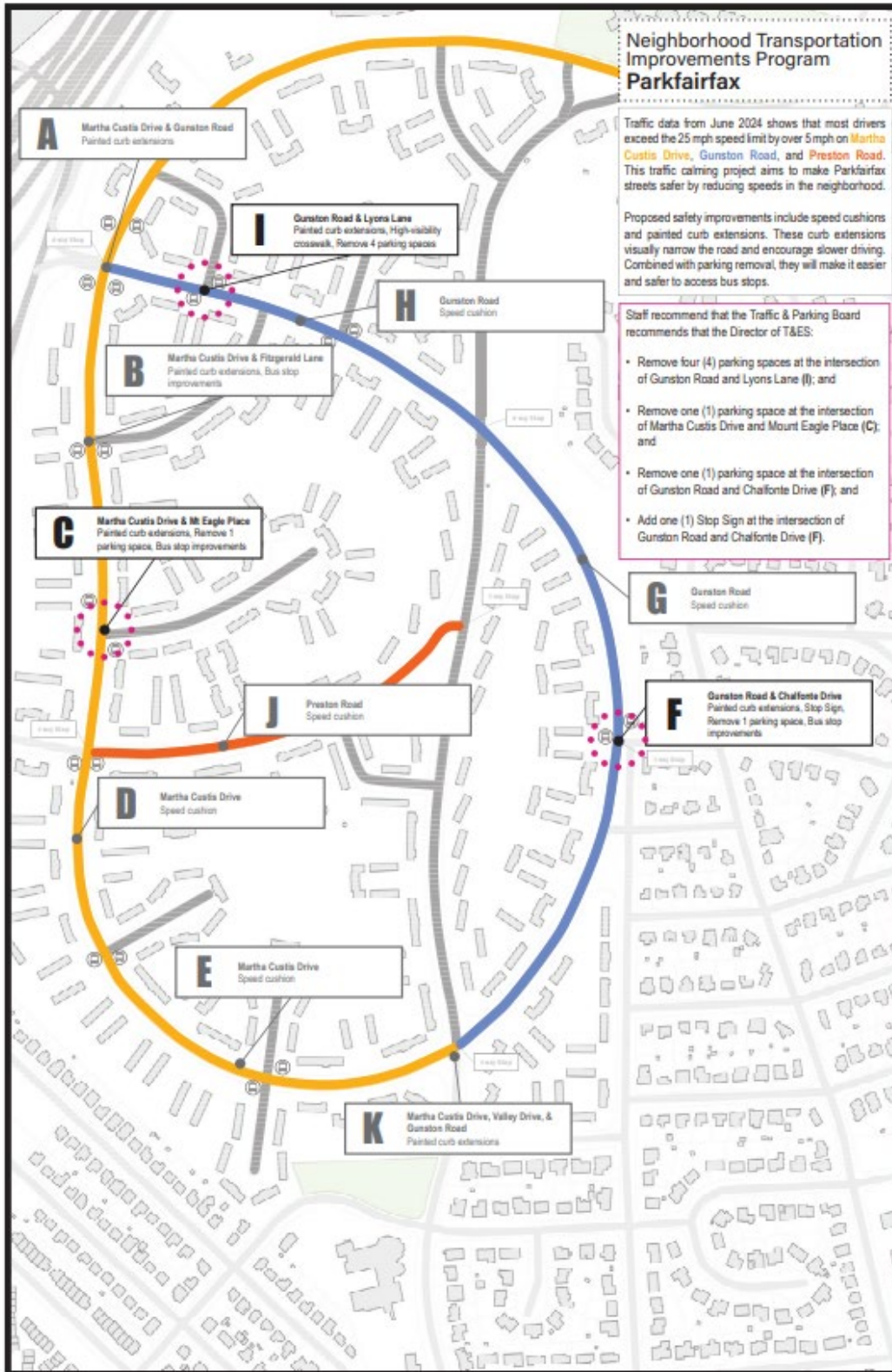
If approved, T&ES will develop engineering designs for the Parkfairfax Traffic Calming Project, including painted curb extensions, no parking signs, pedestrian crossing signs, a new stop sign, and speed cushions. Implementation would begin in Spring 2025 and be completed during the summer.

OUTREACH: Since the 2024 project kickoff, staff have coordinated directly with the Parkfairfax Transportation and Land Use Committee, which reports to the Parkfairfax Unit Owners Association Board of Directors. The committee chair has served as the primary liaison between staff and the Parkfairfax community during the project planning phase.

In November 2024, the Transportation and Land Use Committee hosted a town hall in Parkfairfax. Staff presented data and draft recommendations for traffic calming in Parkfairfax. More than 30 Parkfairfax residents participated. Based on feedback, staff updated draft recommendations, adjusting proposed speed cushion locations and adding painted curb extensions at the intersection of Martha Custis Drive, Valley Drive, and Gunston Road.

After the town hall meeting, the Transportation and Land Use Committee recommended that the Board of Directors endorse the traffic calming recommendations. At the January 2025 meeting, the Board of Directors endorsed the traffic calming recommendations, including the parking removal and new stop sign described in this memo (Attachment 2).

ATTACHMENT 1: PROPOSED NEIGHBORHOOD TRANSPORTATION IMPROVEMENTS PROGRAM PARKFAIRFAX



Neighborhood Transportation Improvements Program Parkfairfax

Traffic data from June 2024 shows that most drivers exceed the 25 mph speed limit by over 5 mph on **Martha Custis Drive**, **Gunston Road**, and **Preston Road**. This traffic calming project aims to make Parkfairfax streets safer by reducing speeds in the neighborhood.

Proposed safety improvements include speed cushions and painted curb extensions. These curb extensions visually narrow the road and encourage slower driving. Combined with parking removal, they will make it easier and safer to access bus stops.



ATTACHMENT 2: PARKFAIRFAX LETTER OF SUPPORT

Parkfairfax Condominium
A Historic District

UNIT OWNERS ASSOCIATION

3360 GUNSTON ROAD • ALEXANDRIA, VIRGINIA 22302-2198

TELEPHONE (703) 998-6315 FAX (703) 998-8764

City of Alexandria, Virginia
Department of Transportation and Environmental Services

January 17, 2025

Dear Ms. Castañeda,

On behalf of the Parkfairfax Condominium Unit Owners Association, I am writing to express strong support for proposed FY 2025 traffic calming measures in Parkfairfax.

We are most grateful for the installation of an all-way stop at Preston Road and Valley Drive in February 2024, pursuant to our letter of 14 December 2023 (attached), and applaud your initiatives to further improve safety in our community. At a well-attended Townhall on 12 November, Mr. Bryan Hayes and Mr. Silas Sullivan presented candidate traffic calming locations based upon speed and volume data collected over a three-day period last June. Treatments proposed included speed cushions, curb extensions, ADA-compliant bus stops and an all-way stop at the intersection of Chalfonte Drive and Gunston Road. The Townhall presentation summary, amended to reflect Parkfairfax resident input, is attached for reference.

It is understood that curb extensions and bus stop improvements may necessitate removal of a limited number of on-street parking spaces for which the Alexandria Traffic and Parking Board will invite public comment.

We look forward to working with your team as the locations and design details are finalized.

Thank you for striving to improve safety throughout our community.

Sincerely,



Scott F. Mulrooney,
President, Parkfairfax Board of Directors
smulrooneyatlarge@parkfairfax.org

City of Alexandria, Virginia

Traffic and Parking Board

DATE: February 24, 2025

DOCKET ITEM:6

ISSUE: Parking Removal - King Street and South Pitt Street

REQUESTED BY: T&ES Staff

LOCATION: 500 Block of King Street, near intersection with South Pitt Street

STAFF 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.

BACKGROUND: King Street in Old Town is a primary collector that serves the commercial, cultural, legislative, and historical activity center of Alexandria and links the Potomac River waterfront with the King Street-Old Town Metrorail Station (Attachment 1). A variety of mixed uses line the corridor. People walk, scoot, bike, ride the bus, and drive to reach many of the interest points along the King Street corridor.

T&ES and DASH collaborate closely on matters related to transit service and bus stops within the City of Alexandria. While DASH operates transit service, T&ES is responsible for the construction and maintenance of bus stops and associated amenities citywide. Americans with Disabilities Act (ADA) standards, and industry best practices, require that bus stops are clear of parked cars to improve accessibility and safety for all bus riders, especially persons with disabilities.

This month, DASH notified customers that six (6) bus stops along King Street will be removed or relocated during the February 23 service change. This service change will standardize service along the corridor so all DASH Line 30, 31 and King Street Trolley buses stop at the same bus stops, which have a frequent service every 5-10 minutes along the corridor and move thousands of riders each day.

DISCUSSION: On February 23, DASH will establish a new bus stop on the 500 block of King Street, near the intersection with South Pitt Street. As a new bus stop, it must meet ADA standards, meaning up to two (2) parking spaces need to be removed on the 500 block of King Street. These parking spaces are metered spaces, Monday – Saturday, 8 a.m. to 9 p.m. The Courthouse Garage is located around the corner from these spaces on South Pitt Street. An existing no-parking area exists closer to the intersection. The proposed parking removal would

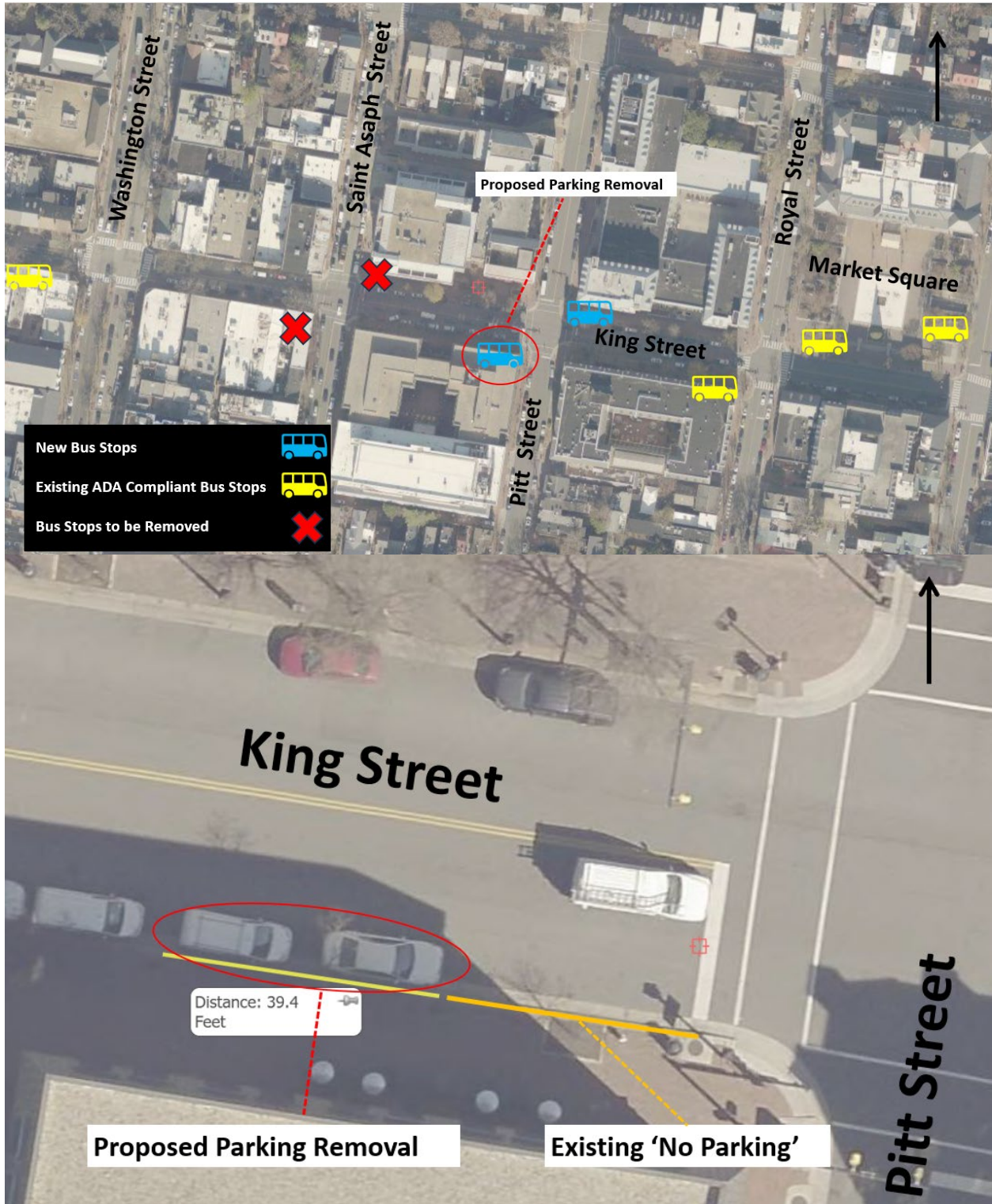
extend the no-parking area to ensure safe operations for DASH buses to reach the curb for safe and accessible boarding and alighting movements of customers. The new bus stop pair at Pitt Street will replace the existing stops at King Street and Saint Asaph Street, which do not meet ADA standards.

Another bus stop is being established on the 400 block of King Street, near the intersection of North Pitt Street, to serve as a bus stop pair. No construction is necessary for changes at either of these bus stops outside the installation and removal of signposts. The Capital Bikeshare Station at North Pitt Street was repositioned in January 2024 so the existing bus bulb can be more effectively utilized by transit riders.

OUTREACH: T&ES staff posted public notice signs at the site of the proposed parking removal location in February 2024.

DASH posted flyers and sent digital alerts to notify customers that six (6) bus stops along King Street will be removed or relocated during the February 23rd service change. These flyers were posted for 20 days prior to implementation. Digital alerts were provided twice (2) during the outreach window.

ATTACHMENT 1: PROJECT LOCATION AND PROPOSED PARKING REMOVAL



City of Alexandria, Virginia

Traffic and Parking Board

DATE: February 24, 2024

DOCKET ITEM: 7

ISSUE: Residential Pay by Phone – 200 block of North Fairfax Street

REQUESTED BY: Residents of the 200 block of North Fairfax Street

LOCATION: 200 block of North 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 200 block of North 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.

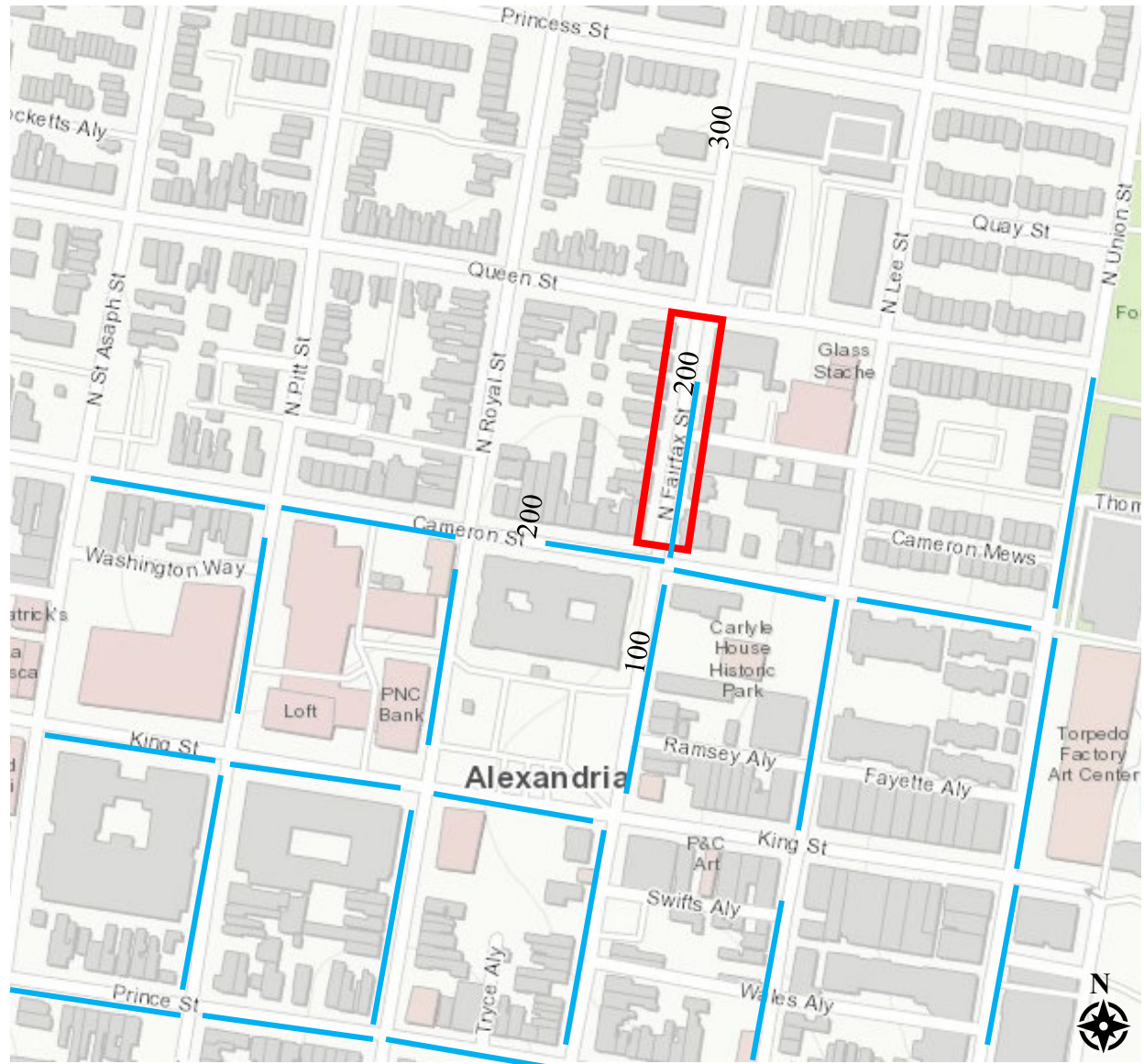
The residents on the 200 block of North Fairfax Street have submitted a petition requesting these restrictions. This block is located between Cameron and Queen Streets, one block from the heart of King Street and two blocks from the waterfront. Parking is allowed on both sides of the block and is restricted to 2 hours from 8 a.m. to 2 a.m., Monday through Saturday, and 11 a.m. to 2 a.m. on Sundays, District 2 permitholders exempt. There are approximately 26 legal parking spaces on this block. The block is mostly residential with some commercial units on the corners at either end of the block (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 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 (<i>District 2 permitholders exempt</i>): <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.

OUTREACH: Staff notified the Old Town Civic Association (OTCA) of this petition on December 27, 2024. OTCA acknowledged receipt of the email but did not provide a stance on the proposed change.

**ATTACHMENT 1: LOCATION OF PROPOSED RESIDENTIAL PAY BY PHONE
BLOCK – 200 BLOCK OF NORTH FAIRFAX STREET**



— Metered or RBPB Parking

ATTACHMENT 2: RESIDENT PETITION

Mr. Max Devilliers
Urban Planner III
City of Alexandria, Virginia
Department of Transportation & Environmental Services' Mobility
Services Division
421 King Street
Suite 235
Alexandria VA 22314

SUBJECT: RPP PETITION SUBMISSION for 200 Block N Fairfax St

Dear Max,

On behalf of the residents of the 200 Block of North Fairfax Street, please find attached our completed petition for Residential Pay-by-Phone (RPP) signage installation along our Zone 2 block per City Code 5-8-84.

We meet the Parking & Traffic Board's minimum criteria for eligibility and submit to you our RPP Petition to survey and vet. We look forward to the public presentation and review by the Board as soon as we can get on the Docket, and earning their recommendation for approval by the City Manager.

Below please find current list of all 21 households facing North Fairfax Street [200 block/District 2, in numerical order]; 16 households (76%) agree and have signed the attached petition requesting the RPP signage.

Per your instruction, the signatures have been renewed and re-dated November 2024 (*N.B.* 207 1/2 and 210 have been unavailable to sign again; 216, 218 and 226 were ~~uncommitted~~).

Commercial Corner (N Fairfax @ Cameron) 207 Hooker 207 1/2 McPherson [unavail] 209 A Annett 209 B Whelan 211 Wilkes 213 Karadaghi 215 Carosi 219 Frankiewicz/Davis 221 Albro/Betz Commercial Corner (N Fairfax @ Queen)	Commercial Corner (N Fairfax @ Cameron) 208 Finn 210 Turner [unavail] 212 Nance 214 Urbahn 214 1/2 Maillet 216 Figgins 218 Matricardi 220 Monroe 222 Jones 224 Chase 226 Brown/Conger 301 Queen St <i>corner</i> Corzine
---	--

Thank you for your guidance, and marshalling our petition through the approval process. As necessary, I will arrange for someone to speak at the meeting at which we are docketed.

Gratefully,

Magee Whelan

Attached: Six (6) RPP petition pages

Please initial
OR RE-SIGN FOR Nov 2024

We the undersigned residents hereby request that the City add residential pay by phone signage on the 200 Block of N 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
LUSHTON TURNER Katie FRANKS ENDRONIS		210 N FAIRFAX ST	11/3/23
(DUPE) Patrice de Millet Anker van de Water		214 1/2 N Fairfax St	11/3/23
(DUPE) Caitlin Betz		221 N Fairfax	11/3/23
(DUPE) Jason Frankiewicz		219 N Fairfax	11/4/23
(DUPE) ARI KARADAGHI		213 N. Fairfax St	11/4/23
(DUPE) Pete Erickson		208 N. Fairfax	11/4/23
Jordan Albore		221 N Fairfax	11/24/24
Gwen Davis		219 N Fairfax	11/24/24
Scott CORNIE		300 Queen St.	11/24/24
Iris Karadaghi		213 NORTH FAIRFAX	11/24/24
Jane Erickson		208 North Fairfax	11/29/24

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

1/6

Please initial
or sign for NOV 2024

We the undersigned residents hereby request that the City add residential pay by phone signage on the 200 Block of N. 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.

WAV
L
MAY

Resident Name (Printed)	Resident Signature	Address	Date
Will Nance	<i>Will Nance</i>	212 N. Fairfax St Alexandria	11/26/23
SUE WILKES	<i>Sue Wilkes</i>	211 N. FAIRFAX ALEX. VA	10/21/23 11/23/23
MARGARET WHELAN Parker Maillet	<i>Margaret Whelan</i> <i>Parker Maillet</i>	209 B N. Ffx 214 1/2 N Fairfax	10/29/2023 11/24/24

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

2/6

Please initial or sign for Nov 2024

We the undersigned residents hereby request that the City add residential pay by phone signage on the 200 Block of N. 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.

NOV 24, 2024

AT's
ape
ape

Resident Name (Printed)	Resident Signature	Address	Date
NICHOLAS CAROSI III	<i>Nicholas Carosi</i>	215 N FAIRFAX ST	10/24/24
VIRGINIA D. CAROSI	<i>Virginia D. Carosi</i>	215 N FAIRFAX ST	10/25/23
CHRISTA ANNETT	<i>Christa Annett</i>	209 N FAIRFAX	11/10/23
CHRISTA ANNETT	<i>Christa Annett</i>	209 N FAIRFAX	11/24/24


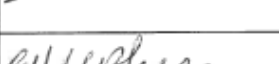
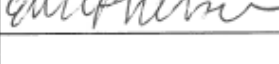
11/24/24

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

3/6

We the undersigned residents hereby request that the City add residential pay by phone signage on the 200 Block of N. 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
Josephine Harker		207 N. Fairfax St.	10/27/23
Albert Harker		207 N. Fairfax St.	10/27/23
Erin Matherson		207A N. Fairfax St.	11/13/23

DDA
(dupe)

11/27/23

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

4/6

Please initial or Resign
For Nov 2024

We the undersigned residents hereby request that the City add residential pay by phone signage on the 200 Block of N. 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.

KJ

Resident Name (Printed)	Resident Signature	Address	Date
Kathleen Jones	<i>Kathleen Jones</i>	222 N. Fairfax	11/7/23
<i>William Monroe</i>	<i>William Monroe</i>	220 N. Fairfax	11/23/24
Pam CHASE	<i>Pam Chase</i>	224 N. Fairfax St	11/20/24

11/30/24

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

5/6

Please initial and RE-DATE 11/24/24

We the undersigned residents hereby request that the City add residential pay by phone signage on the 200 Block of N 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.

One
or
the
other

AO
(copy)

Resident Name (Printed)	Resident Signature	Address	Date
KEITH URBAN	<i>[Signature]</i>	214 N FAIRFAX	11/12/23
Kerri Urban	<i>[Signature]</i>	214 N FAIRFAX	11/13/23

11/24/24

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

6/6

City of Alexandria, Virginia

Traffic and Parking Board

DATE: February 24, 2025
DOCKET ITEM: 8
ISSUE: Sanger Avenue Corridor Modifications

REQUESTED BY: T&ES Staff

LOCATION: Sanger Avenue, from North Beauregard Street to Van Dorn Street

STAFF 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

BACKGROUND: In 2017, the City adopted the Vision Zero Action Plan to eliminate traffic fatalities and severe injuries. The City also employs a safe system approach when planning and engineering for traffic safety, which aligns with the U.S. Department of Transportation's National Roadway Safety Strategy and involves taking preventative action to minimize crashes.

In 2023, the City released Phase II of the Safe Routes to Schools (SRTS) Walk Audits to help make it easier, safer, more convenient, and more enjoyable for kids to walk and bike to school. The audit for Ferdinand T. Day Elementary called to explore the feasibility of safety improvements at Sanger Avenue and intersections with Bradford Court and Sheffield Court. The City has an active SRTS project on Sanger Avenue, across North Beauregard Street, to install curb extensions and update crosswalks near William Ramsey Elementary School.

In 2024, the City adopted the AlexWest Small Area Plan to guide the development of the AlexWest with relation to urban design, land use, transportation, parks and open space, and more. The plan calls for safety enhancements along Sanger Avenue, and also a future off-road multi-use path.

The Complete Streets Five-Year Work Plan (*Fiscal Years 2025-2029*) calls for corridor improvements along Sanger Avenue to enhance mobility, access, and safety for all travel modes.

Sanger Avenue is a residential collector that links the AlexWest neighborhood of North Beauregard Street to points south and east of I-395 like Van Dorn Street and the Brookville-Seminary Valley neighborhood (Attachment 1). There is a mix of high-density residential uses

along this corridor. The corridor also provides access to William Ramsay Elementary School and Recreation Center, Jerome “Buddy” Ford Nature Center, Ferdinand T. Day Elementary School, Mark Center, serves as a critical link for travelers of all modes as the only connection traversing I-395 between Seminary Road and Duke Street, and acts as a detour route for the Holmes Run Trail for people walking and biking.

Sanger Avenue, between North Beauregard Street and Van Dorn Street, is a four-lane undivided roadway with a posted speed limit of 25 MPH. On-street parking is allowed in both directions along most of the corridor, though no parking restrictions are active in the morning and afternoon peak periods to convert the curbside lane into a travel lane. There are also multiple ACPS bus stops along the corridor. There are a few transit stops along the corridor serviced by the apartment communities which provide resident shuttles to Metro. DASH Line 35 provides transit service every 10-15 minutes along North Beauregard Street.

Currently, the City is developing the West End Transitway project, which will install high-quality bus rapid transit (BRT) service between the Van Dorn Metro Station and the Pentagon, with key connections at Landmark, Mark Center, Southern Towers, and Shirlington. Sanger Avenue will be a critical link for the Transitway, with new BRT stations to be constructed between the intersection of North Beauregard Street and Trent Court and Ascot Court. It is important that residents can easily and safely access transit to ensure it is viable and supports the City’s sustainability goals. However, Sanger Avenue currently presents a barrier for people walking to the future West End Transitway, with limited opportunities to cross the street. Considering this, the existing adopted recommendations for Sanger Avenue, crash history in this area, and an opportunity to take advantage of the planned repaving schedule, the City initiated the Sanger Avenue Safety Improvements Project.

DISCUSSION: The project kicked off in fall 2024 with a goal of making it easier, safer, and more comfortable for people of all ages, abilities, and modes to travel on Sanger Avenue. The project team performed data collection, site visits, and a community engagement period as part of the existing conditions assessment (Attachment 2). Based on this work, staff identified several high-level takeaways:

- *Crash History:* Over 60 total crashes have occurred since 2016, with nearly half resulting in injury. Seven pedestrians were injured as a result of these crashes. Many crashes result from pedestrians walking outside of the crosswalk, and due to low visibility near intersections.
- *Speed:* The 85th percentile speed is between 29 and 34 MPH. Every MPH over the posted speed limit of 25 MPH is an added risk to people walking and biking along the corridor.
- *Access Management:* Residential drive aisles not properly aligned and often within close proximity along the corridor, with no medians or turn restrictions on Sanger Avenue, create many points of potential conflict.
- *Parking:* Street with highest number of parking citations in the City, signaling a significant use of enforcement resources. Parking is not delineated, so cars park too close to intersections and impact sight lines for cars exiting side streets. Parking is limited to off-peak only (20 hours/day) and there are 91 total spots along the corridor during those times.

- *Vehicle Delay:* Queues exceed capacity at North Beauregard and Van Dorn for turning movements during AM and PM peak periods. The corridor operates under capacity for most of the day.
- *Nonmotorized Users:* Conditions are very uncomfortable for people walking and biking. On both sides of the street, a narrow sidewalk directly abuts the roadway with no buffer from traffic, except for limited segments which weave around mature trees. Between North Beauregard Street and Van Dorn Street, there is only one marked crosswalk which is located at Knole Court, and even at this location pedestrians must cross up to four (4) lanes of undivided traffic. There is no dedicated space for people biking.
- *Roadway Configuration:* On-street parking is allowed in both directions along most of the corridor, though restrictions are active in the morning and afternoon peak-periods to convert the curbside lane into a travel lane. Sanger Avenue is largely already functioning as a two-lane roadway during peak hours since drivers use the inside lanes more often to avoid illegally parked cars in the outside lane.
- *Equity:* Sanger Avenue falls within the City's Equity Index Map, highlighting that a dangerous Sanger Avenue is an equity issue.
- *Community Input:* 102 respondents provided input via the feedback form. When asked to rank the most important improvements, respondents ranked the top three as: safer crossings, lower speeds, and safer bus stops. In-person engagement at Ferdinand T. Day Elementary in November, and Patrick Henry Recreation Center in January, was attended by over 40 residents. The consensus at these meetings included concerns about current levels of pedestrian safety and the need for improved lighting, but also support for potential improvements, and logistical questions about the repaving process.

The project team developed concept designs based on adopted plans, the existing conditions described above, and realities of a limited budget and utilizing the repaving process, seeking to achieve a balance between safety, multimodal access, traffic operations, and future West End Transitway considerations (Attachment 3). The concept designs include the following features:

- **Remove timed parking restrictions** to allow for all-day parking in the curbside lane
- **Reduction of one peak-period travel lane** in each direction, between Van Dorn Street and Trent Court for westbound travel, and between North Beauregard Street and Knole Court for eastbound travel
- **Retained travel lanes at all signalized intersection approaches** to minimize vehicle delay
- **Painted curb extensions** at Ascot Court/Trent Court, Bradford Court/Sheffield Court, and Knole Court to reduce pedestrian crossing distance, improve sightlines, and reduce turning speeds.
- **New crosswalks** at Ascot Court/Trent Court and Bradford Court/Sheffield Court to improve access for people walking and wheeling. The new crosswalk at Ascot Court/Trent Court will support a planned HAWK signal that will be installed as part of the West End Transitway project.
- **Reduction of up to 6 on-street parking spaces** to allow appropriate sight distance for new crosswalks

This project is part of a near-term repaving project. Proposed improvements in the concept are mainly limited to repurposing the existing pavement, though spot improvements for new ADA curb ramps and spot-widening of specific sidewalk segments are possible.

There were concerns related to future bus traffic as part of the West End Transitway, calls for improved infrastructure for people biking, and concerns about traffic congestion that the project team took into account:

- *West End Transitway:* The project team coordinated directly with the West End Transitway project team, WMATA and DASH. All parties are supportive of proposed improvement measures due to the potential safety benefits for pedestrians boarding and alighting the bus, along with protecting bus operators from dangerous weaving concerns of passenger vehicles attempting to overtake the bus while passing sporadic parked cars. The project team found that any difference in delay during peak-periods compared to the existing condition would be minimal, with potential impacts coming from vehicles turning onto side streets or buses yielding to pedestrians at new crosswalks.
- *Considerations for people biking:* The project team heard requests from various parties that improved infrastructure for people biking was needed, with many citing the use of the corridor as a detour of the Holmes Run Trail. Currently, shared lane markings are provided in both directions on Sanger Avenue. A future off-street multi-use path for use of people walking and biking is called for in approved plans and policies. However, due to budgetary and right-of-way constraints, an off-street multi-use path is not included in the concept. Staff will explore the use of space in proposed curb extensions for additional bike corrals, where it makes sense. The proposed improvements are part of a near-term repaving project.
- *Traffic Congestion:* The project team heard concerns about removing peak-period curbside travel lanes and converting them to all-day parking, with some respondents concerned that traffic congestion would increase. Currently, Sanger Avenue is underutilized during midday and at night, so a reduction to one (1) lane in each direction right-sizes the capacity. However, the project team understands congestion concerns during the AM and PM peak-periods and included retaining existing travel lanes at the signalized intersections to handle queuing for turn movements in the proposed concept.

The proposed treatments outlined above are aligned with industry guidance and best practice for the safe and equitable operation of streets in urban areas. In summary, the corridor operates acceptably under the proposed condition, and the project team has determined that any minimal increases in delay or queuing from turning movements to neighborhood drive aisles are a worthwhile tradeoff for the tremendous safety benefits under consideration.

OUTREACH: Prior to the start of this project, area residents were involved in extensive outreach efforts as part of the AlexWest Small Area Plan.

In November 2024, the project team began the formal outreach period and gathered initial input from residents to better understand their experiences traveling on Sanger Avenue. Input was gathered via multi-lingual posted fliers, e-news, social media announcements, emails to key stakeholders, feedback form, and in-person engagement.

The feedback form received 102 responses. Takeaways include:

- Top three requested improvements, as ranked, were: Safer crossings, lower speeds, and safer bus stops.
- Narrative comments included a mix of opinions about the corridor. There were numerous comments requesting more traffic calming and improved pedestrian, bicycle and transit infrastructure. There were also comments expressing opposition to any potential changes to the corridor, and concerns about increased traffic congestion.

In November 2024, the project team shared project information and sought feedback from parents of Ferdinand T. Day Elementary at the school's monthly 'Parent Coffee Agenda' meeting. In January 2025, the project team shared project information, feedback form results, and sought additional feedback in a presentation to the Brookville-Seminary Valley Civic Association at Patrick Henry Recreation Center. Takeaways from in-person engagement include:

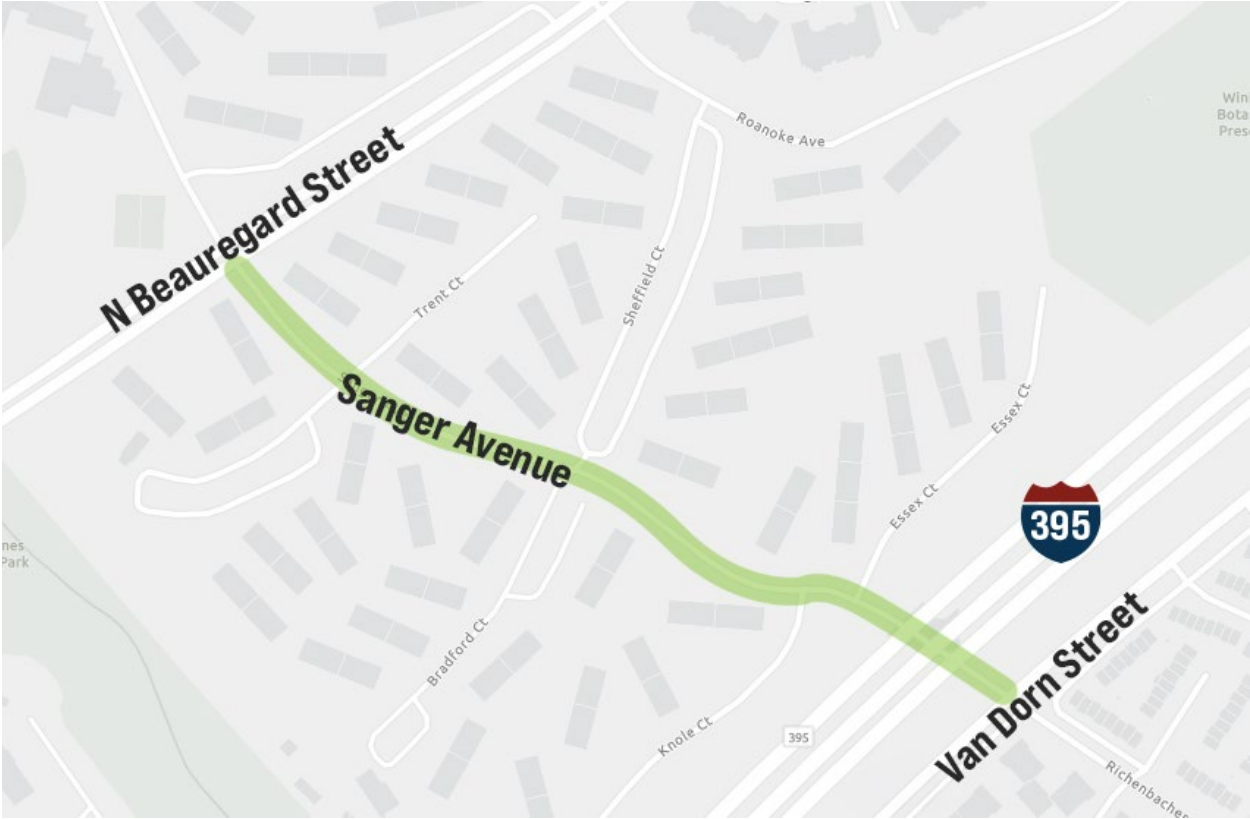
- Support for potential improvements, but also logistical questions about repaving process.
- Concern about current levels of pedestrian safety and need for improved lighting.

Staff connected with numerous stakeholders along the corridor via phone, email, or virtual meeting to share project information and better understand any concerns they may have. Stakeholders included Alexandria City Public Schools, Alexandria Fire Department, Alexandria Police Department, Brookville-Seminary Valley Civic Association, DASH, Morgan Properties, West End Transitway project team, and WMATA. The project team received several statements from organizations on this project:

- Statements of support from:
 - Alexandria City Public Schools
 - Alexandria Police Department
 - Alexandria Fire Department
 - Brookville-Seminary Valley Civic Association
- Statements supporting improvements as called for in approved plans and policies:
 - Alexandria Families for Safe Streets

A full summary of community feedback is available in Attachment 4. Community letters are provided in Attachment 5.

ATTACHMENT 1: PROJECT LOCATION



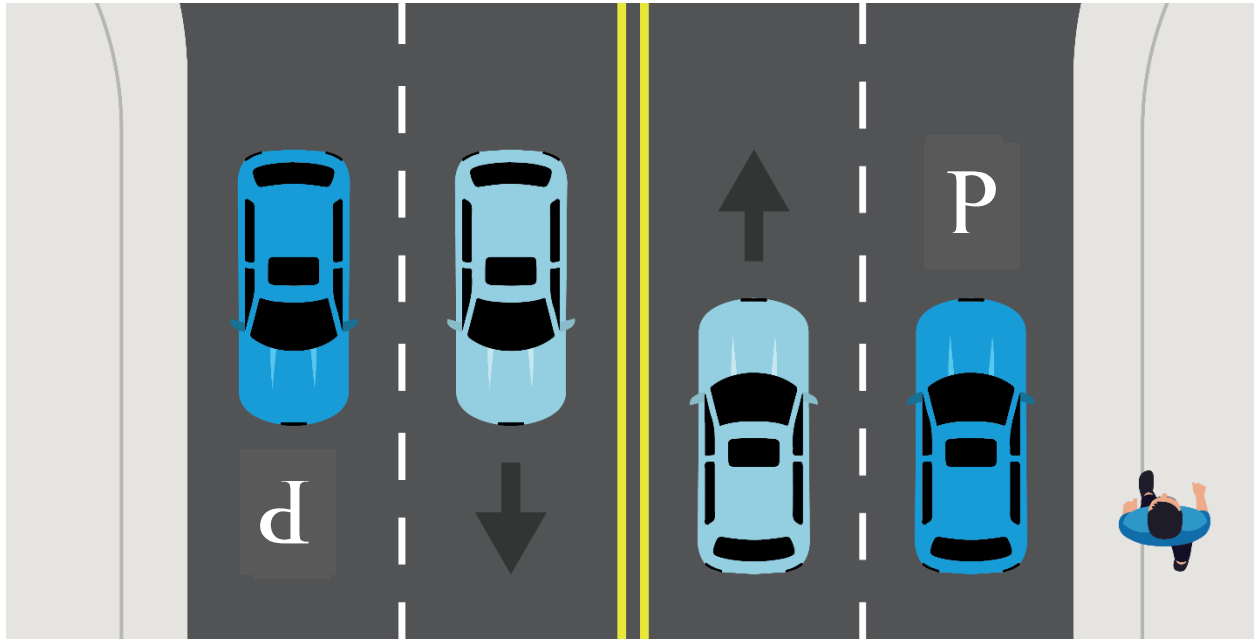
ATTACHMENT 2: EXISTING CONDITIONS

Corridor Photos:

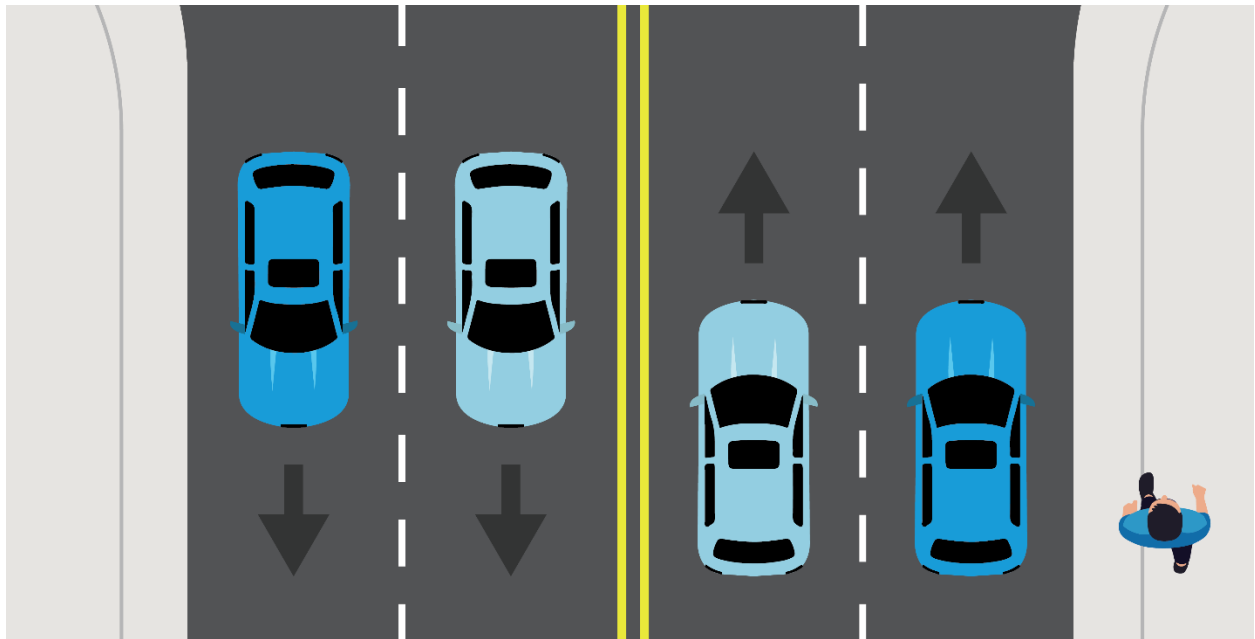




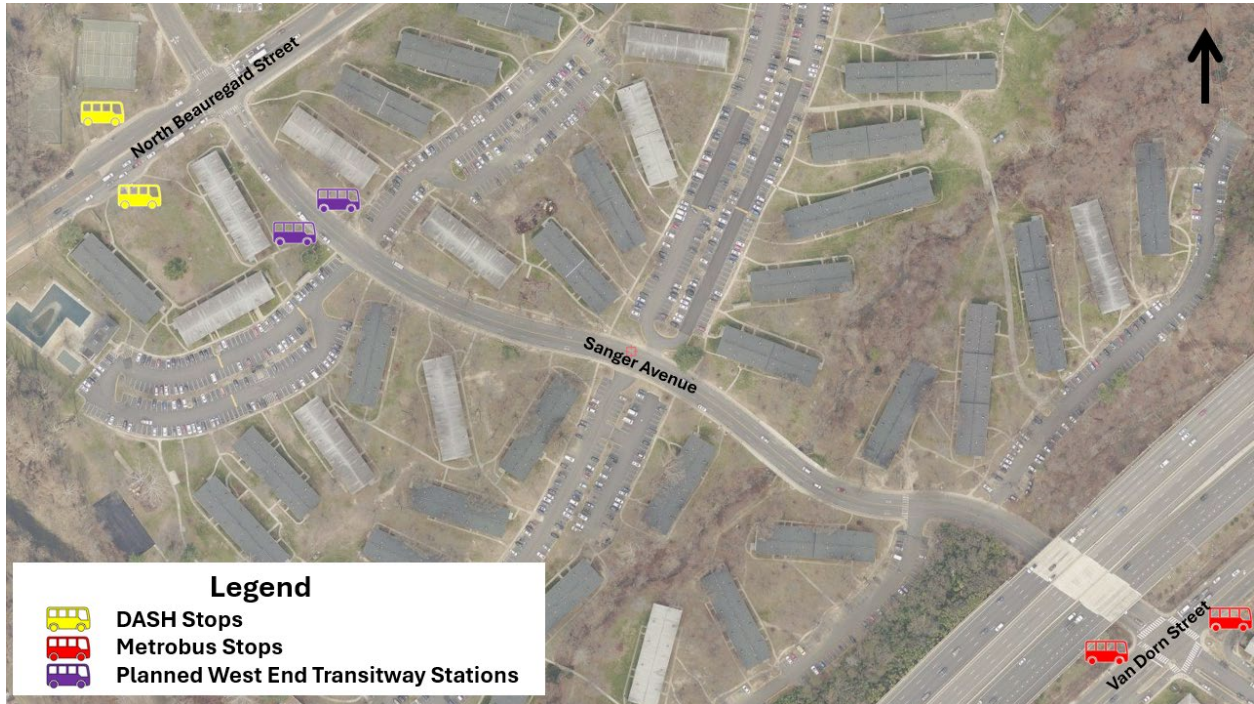
Existing Typical Cross-Section (20 hours/day)



Existing Typical Cross-Section (7- 9 a.m., 4 – 6 p.m., Weekdays)



Existing Transit Stop Locations



Corridor Speeds and Volumes

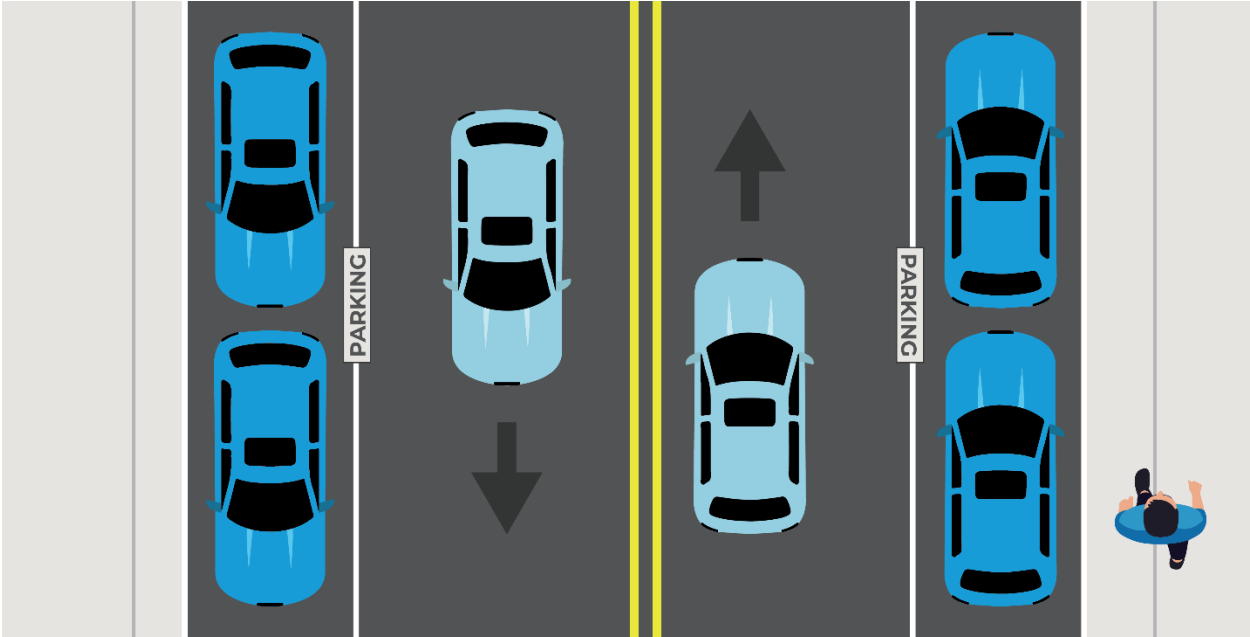
Sanger Avenue Between North Beauregard Street and Van Dorn Street	Total
Average Daily Traffic (ADT)	12,000 VPD
85 th Percentile Speed	29 – 34 MPH
Maximum Speed	45 - 49 MPH

Crash History Summary

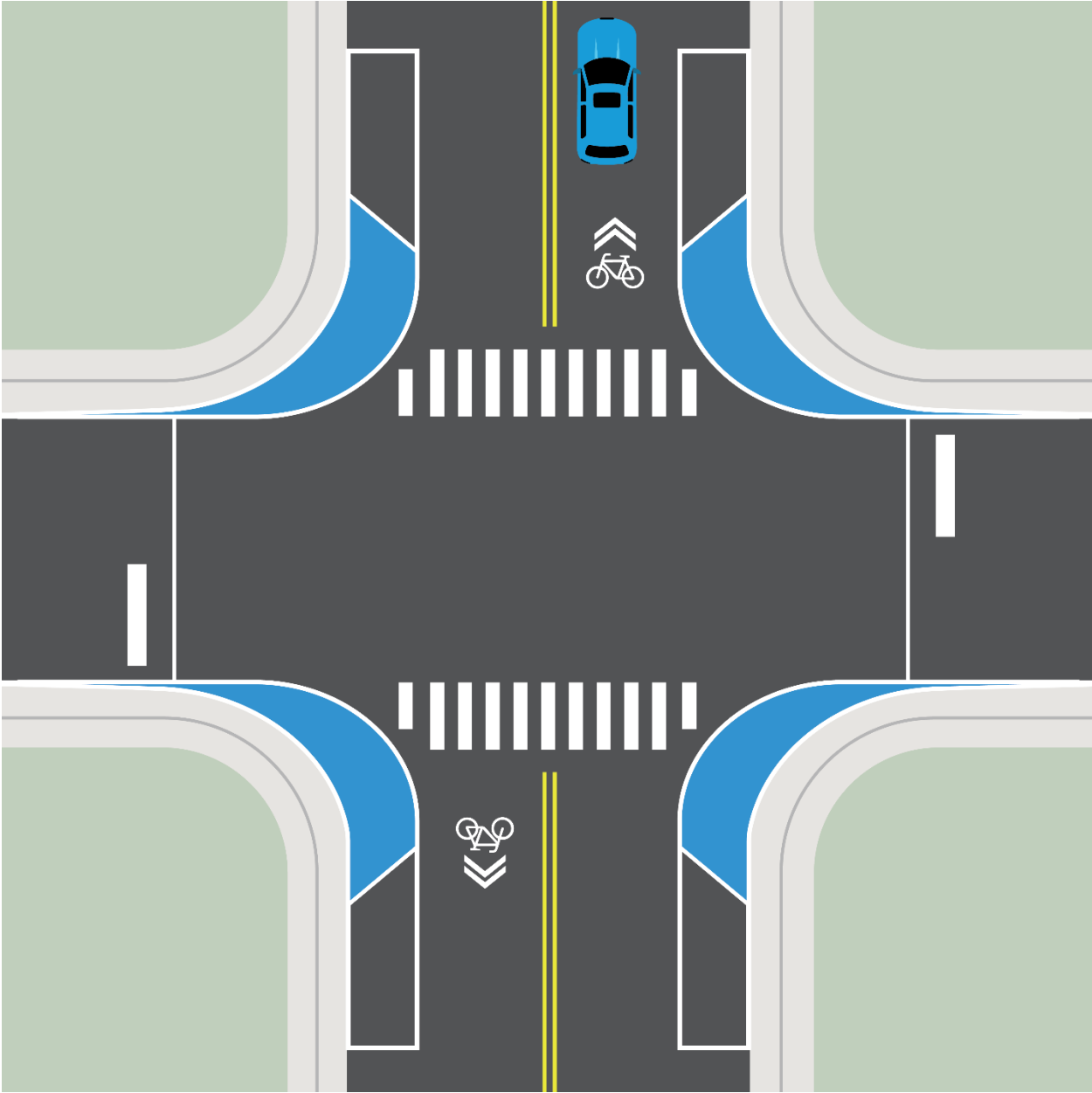
Crashes 2016 - 2024			
Crash Year	Crash Severity	Total # Crashes Involving Injury	Total # Crashes
2016	Property Damage Only – 4 Non-visible Injury - 1 Visible Injury - 4	5	9
2017	Property Damage Only – 5 Visible Injury - 3	3	8
2018	Property Damage Only – 7 Visible Injury - 1	1	8
2019	Property Damage Only – 4 Visible Injury - 11	11	15
2020	Property Damage Only – 5 Visible Injury - 2	2	7
2021	Property Damage Only – 1	0	1
2022	Property Damage Only – 4 Visible Injury - 0	0	4
2023	Property Damage Only – 7 Visible Injury - 3	3	10
2024	Property Damage Only – 6 Visible Injury - 1	1	7
Subtotal		26, incl. 7 pedestrians	69

ATTACHMENT 3: CONCEPT DESIGNS

All-Day Parking



Curb Extensions and Pedestrian Crossings

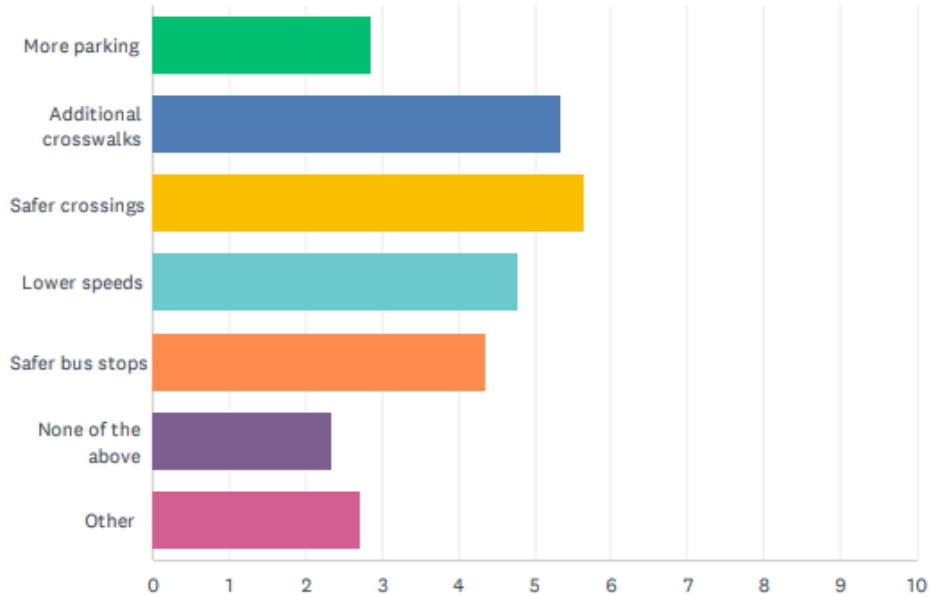


ATTACHMENT 4: COMMUNITY ENGAGEMENT SUMMARY

This is a summary of the feedback form, which was live from November 8 – 25, 2025.

Q1 Which improvements are most important to you on Sanger Avenue? Please rank the following choices.

Answered: 101 Skipped: 2



**Note: 'Safer Crossings' and "Additional Crosswalks' were lumped together for the purposes of this presentation, as the proposed concept advocates for both.*

Q2 What questions, comments, or concerns do you have about the proposed safety improvements on Sanger Avenue?

Answered: 76 Skipped: 26

Comments/Preferences

Wider sidewalks and pedestrian safety: Concerns were raised about narrow and unsafe sidewalks, particularly under the I-395 overpass. Respondents suggested widening sidewalks, adding barriers for pedestrian protection, and implementing traffic calming measures like raised crosswalks or speed bumps.

Improved bus stops: Suggestions included new bus stops with shelters and raised loading platforms for easier boarding.

Increased visibility: Ensuring better visibility for drivers exiting parking lots and pedestrians crossing the street.

Improved off-street parking: Requiring the apartment complex to provide more parking to reduce the need for on-street parking.

Protected bike lanes: Many respondents emphasized the need for dedicated bike lanes to enhance safety and encourage cycling.

Concerns raised:

Increased traffic congestion due to peak-period lane reductions for parking.

Lack of police enforcement in the area, particularly regarding illegal parking and speeding. Some believe that enforcement would be more effective in addressing safety concerns than proposed changes.

Traffic signal improvements (at Sanger and Van Dorn): Implementing alternating traffic signals and prohibiting right turns on red to improve safety for vehicles and pedestrians.

ATTACHMENT 5: COMMUNITY LETTERS



City of Alexandria, Virginia



February 5, 2025

City of Alexandria – Traffic and Parking Board
301 King Street
Alexandria, Virginia 22314

Chairperson James Lewis:

I write this letter in support of engineering projects that improve traffic and roadway safety within the City of Alexandria, specifically the Sanger Avenue Safety Improvement Project.

An overly simplistic viewpoint of law enforcement's role in public safety involves a reactive posture that is primarily enforcement based. Under that methodology, a police officer witnesses or responds to a crime, takes a report, makes an arrest, and moves on. The flaw of this viewpoint is that little analysis before or after the enforcement action occurs, and therefore, the conditions that created the crime are never addressed.

Similar logic can be applied to traffic and roadway safety. Traffic problems emerge, there is responsive police activity to abate the issue, and in this case, more tickets are issued. Eventually, the traffic problem fades away but returns once law enforcement pivots to another issue, but the original traffic safety issue has not been resolved.

For a public safety ecosystem to be successful, it must strive to create safer environments that do not require long-term police attention, intervention, and enforcement action. Enforcement alone is insufficient for ensuring traffic safety. Sustainability is a key consideration when deciding how to best allocate scarce law enforcement resources.

Deterrence, through enforcement, is an important component that contributes to traffic safety. However, an engineering solution that prevents the need for deterrence altogether is preferable. This is why I support viable engineering solutions that address traffic and roadway safety over enforcement.

Sincerely,

A handwritten signature in black ink, appearing to read "John East".

John East
Lieutenant
Special Operations Division

From: Daniel McMaster <dan.mcmaster@alexandriava.gov>

Sent: Thursday, January 30, 2025 1:16 PM

To: Silas Sullivan <silas.sullivan@alexandriava.gov>, Alexandria Carroll
<Alexandria.carroll@alexandriava.gov>

Subject: Sanger Avenue Project

Hello Alex and Silas,

Thank you for taking the time to review your plans for Sanger Avenue and for your genuine request for our input. As always you have taken our concerns into account, and I feel that the proposed changes for Sanger Avenue meet our needs. As you we have discussed in the past, Fire's basic needs when considering changes to existing streets are the maintenance of 11' travel lanes, the ability to overtake and pass vehicles during response, adequate available turning radius into complexes or onto cross streets, and the use of mountable surfaces vs. solid physical barriers. Your team has taken those needs into account in the development of this project, and we have no further concerns or input to offer.

Alexandria Fire supports your plan for Sanger Avenue. Please contact me with further questions or concerns

Thank you both very much for your continued collaboration.

Daniel McMaster
Deputy Fire Chief
Alexandria Fire Department
(571)259-2674

From: Arthur Carpenter Holmes <arthur.carpenter-holmes@acps.k12.va.us>

Sent: Friday, February 7, 2025 4:45 PM

To: Silas Sullivan <silas.sullivan@alexandriava.gov>,

Cc: Roberto Ruiz <roberto.ruiz@acps.k12.va.us>

Subject: [blank]

Silas,

Please consider this email ACPS's support for the Sanger Avenue Safety Project. When implemented, the proposed improvements will provide safer walking conditions for students accessing FT Day Elementary School. Additionally, they will align nicely with the pending Safe Routes To School improvements to the section of Sanger Avenue adjacent to William Ramsay Elementary school.

Thank you and let me know if you have any questions.

Arthur Carpenter-Holmes, PMP

Senior Capital Program Manager

Office of Capital Programs, Planning & Design

Alexandria City Public Schools

1340 Braddock Place

Alexandria, VA 22314

Brookville-Seminary Valley Civic Association

February 06, 2025

City of Alexandria
Traffic & Parking Board
301 King Street
Alexandria, Virginia 22314

Dear Mayor Gaskins, City Council Members, and Traffic & Parking Board Members:

The Board of Brookville-Seminary Valley Civic Association ("BSVCA") writes in support of the Sanger Avenue Safety Improvements project which will enhance pedestrian safety by converting curbside lanes to all-day parking and adding crosswalks and curb extensions at the intersections of Sanger Avenue with Ascot Court, Trent Court, Bradford Court, and Sheffield Court.

BSVCA was briefed on the project at our quarterly meeting on January 11th. Participants of said meeting were generally supportive of the project. We thank T&ES's Silas Sullivan for answering all of our questions and addressing our concerns.

BSVCA believes more can be done to improve the pedestrian experience at the intersection of Van Dom Street and Sanger Avenue, as it is currently difficult to navigate for those having mobility issues or pushing strollers. We request that lane configuration and vehicular and pedestrian light timing be reviewed and considered by T&ES to further improve multimodal traversal of this intersection.

Lastly, our neighborhood currently relies upon Sanger Avenue as a detour from the multiple construction projects (Holmes Run improvements, Landmark mall redevelopment) which currently render Van Dom Street congested during rush hour. We ask that the city wield its authority to coordinate these projects and enforce adherence to any associated traffic patterns in order to avoid impedance of our and adjacent neighborhoods' few remaining ingress and egress routes.

On behalf of the BSVCA Board,



Mike Rodriguez
President, BSVCA





November 22, 2024

City of Alexandria
301 King Street
Alexandria, VA 22314

Attn: Silas Sullivan

Subject: Sanger Avenue safety improvements

On behalf of the Board of Directors of Alexandria Families for Safe Streets (AFSS), we urge the City to implement its vision of this transit corridor through the Sanger Avenue safety improvements project. The Alexandria West Small Area Plan, West End Transitway Plan, and Alexandria Mobility Plan envision Sanger Avenue as a robust transit corridor with safe, off-street multimodal transportation.

First, we urge the City to immediately implement the separated off-road multi-use pathway envisioned by the Alexandria West Small Area Plan. The Alexandria West Plan identified specific corridors, including Sanger Avenue, to address multimodal safety, access and connectivity. Studies show that bicycle riders strongly prefer to ride on streets with bike lanes. New and improved pedestrian connections promote safe and comfortable travel by foot, an expanded bike network will connect existing trails to each other, and expand access to shared mobility options. This safety improvements project is a major opportunity to implement the vision laid out in the Alexandria West Small Area Plan.

Second, we urge the City to include dedicated transit lanes as part of these safety improvements. Sanger Avenue is critical to the success of the West End Transitway, which is one of the three major BRT corridors planned. Dedicated bus lanes provide faster, safer, and more reliable trips for transit riders. Transit lanes also improve safety by providing more pedestrian islands and slowing car traffic. The Van Dorn bridge may preclude an end-to-end dedicated lane, but we would still urge the City to implement as much of the West End Transitway vision for dedicated transit lanes as is possible.

On behalf of the Board of Directors of AFSS we urge the City to boldly implement the City's vision for Sanger Avenue. The Sanger Avenue safety improvements should include the multi-use pathway and support for the West End Transitway that are envisioned in the Alexandria Mobility Plan, the Alexandria West Small Area Plan, and the West End Transitway. We should move forward through the Sanger Avenue safety improvements project to achieve safer, more accessible, and more reliable multi-modal travel on Sanger Avenue.

Respectfully,
Dane Lauritzen

Board Member - On behalf of the Board of Directors of AFSS

Alexandria Families for Safe Streets
1800 Diagonal Road, Suite 600
Alexandria, VA 22314
Phone: +1 (703) 946-8401
e-mail: contact@novafss.org
novasafeststreets.org

City of Alexandria, Virginia

Traffic and Parking Board

DATE: February 24, 2025
DOCKET ITEM: 9
ISSUE: Parking Removal Taney Avenue

REQUESTED BY: The Brookville-Seminary Valley Civic Association (BSVCA)

LOCATION: Taney Avenue, between Howard Street and Pegram Street

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

Remove:

- Up to 10 parking spaces at the Howard Street, Latham 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.

BACKGROUND: Taney Avenue is a two-lane roadway located within the Brookville-Seminary Valley neighborhood, designed to accommodate on-street parking and bike lanes in some areas. This roadway serves as an important access point to two elementary schools and a local recreational center, making it a key route for children and families. This project focuses on the portion of Taney Avenue between Howard Street and N. Pegram Street.

The City has coordinated with the Brookville-Seminary Valley Civic Association to address residents concerns regarding the higher travel speeds, stop sign compliance, and safety for people walking and biking along Taney Avenue. Previous data shows majority of drivers travel at speeds higher than 30 MPH. According to the community, the higher travel speeds have led to low stop sign compliance rate and increased safety concerns for vulnerable users.

The project goal, developed in coordination with the community, is to create a safer street through the following strategies:

- Encourage slower travel speeds through Taney Avenue
- Encourage intersection stop sign compliance
- Improve travel safety for vulnerable users
- Continue connectivity for all road users

DISCUSSION: To address the community concerns, staff explored three design alternatives with the community. The first alternative included speed cushions along Taney Avenue. The speed cushions have been a proven effective measure to reduce travel speeds. Due to the designation of Taney Avenue as being an Emergency Response Route from the City’s Emergency Management Services Division, the speed cushions would have to be designed with the “cuts” in the middle. These “cuts” allow for emergency vehicles to navigate through the speed cushion with minimal disruption in their response time (refer to Attachment 3 for example). However, the community had concerns regarding the ability for other drivers trying to maneuver through the speed cushion by driving into the opposing lane, increasing potential conflict with opposing vehicles.

The second alternative included traffic circles within the Howard Street, Latham Street, Pickett Street, and Pegram Street intersections. These traffic circles would include modular devices such as flexible post or wheel stops, as well as an increase in painted area. The intent of the traffic circle is to reduce speeds approaching the intersection, while maintaining connectivity. The design and the placement of the modular devices would be such that a large vehicle could run over with minimal damage to the vehicle (refer to Attachment 3 for example). However, the community had concerns regarding the operation of the intersection, potential confusion for intersection users, and large vehicle maneuverability. Additionally, this design had more impacts to school bus routes.

The third alternative included enhancing the existing stop sign with painted median spaces at the intersection of Latham Street and Pegram Street. Additionally, the alternative includes new stop signs and painted median spaces at the Howard Street and Pickett Street intersections. The painted median space encroaches into the existing travel lane. This requires the travel lane to be realigned closer to the curb approaching the intersection, which laterally displaces the vehicle driving path. The realignment requires drivers to slow down, resulting in slower travel speeds approaching the intersection, enhanced visibility of the stop sign, and providing refuge for pedestrians crossing the street. This alternative requires parking removal within each intersection (refer to Attachment 4).

The community’s preferred alternative to move forward is the third alternative, Enhanced Stop Sign. Therefore, staff recommend implementing the Enhanced Stop Sign alternative that includes new stop signs and parking removal. This alternative meets all our goals and the strategies to meet the project goals are consistent with the City’s [Alexandria Mobility Plan](#) and the [Vision Zero Program](#).

Once approved, the project will continue with detailed design through the early Summer 2025 (see attachment 5). Once further design is complete, construction will begin and is anticipated to be complete Fall 2025. After implementation, we will plan to schedule a reevaluation Spring 2025.

OUTREACH: The Brookville-Seminary Valley Civic Association (BSVCA) hosted several meetings in which the City attended to gather information, discuss potential options, and

communicate plans moving forward. The Association provided the City their preferred alternative in Fall 2024 (see Attachment 6).

Additionally, the City coordinated with the Alexandria City Public School (ACPS) to understand the potential impacts to school bus routes. Per the conversation with ACPS, modular devices would be placed in locations where impacts are minimal to school buses turning paths.

**ATTACHMENT 1: BROOKEVILLE-SEMINARY VALLEY CIVIC ASSOCIATION
SPEED CUSHION REQUEST**

Application for Speed Cushions

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

1. Have you reviewed the eligibility criteria online? Yes
2. If No, please review the criteria before proceeding
3. If Yes, did your street meet the criteria? Yes
4. If yes, Continue application

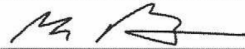
Request for Speed Cushions to provide traffic calming:

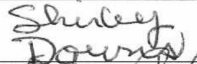
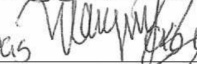



On Street: Taney Avenue
 From Street: N Van Dorn Street
 To Street: N Howard Street

Who is applying for the speed cushion? Please Check One:

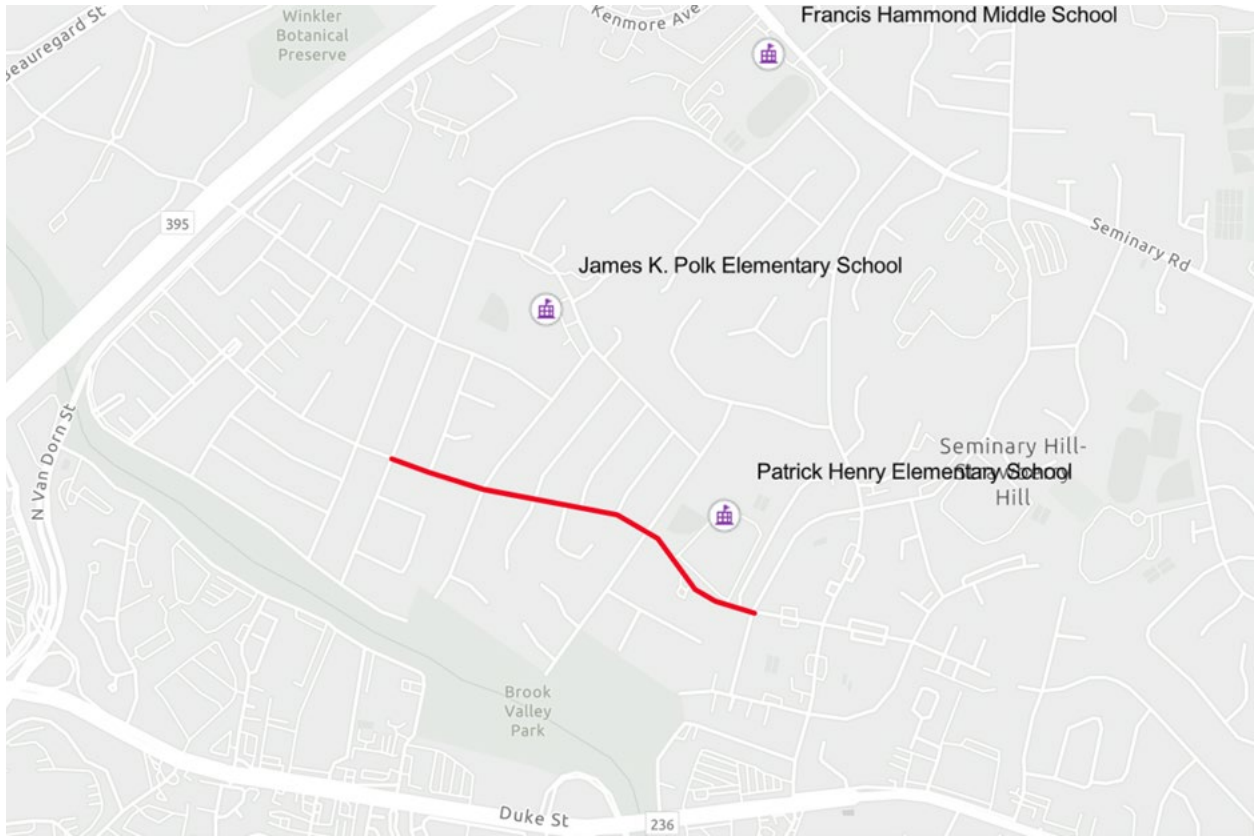
Individual: _____
 Civic or Neighborhood Association:

POINT OF CONTACT INFORMATION

Name: Michael Rodriguez - President, Brookville-Seminary Valley Civic Association
 Email: bsvcainfo@gmail.com
 Phone Number: 813-785-6763
 Address: PO Box 9125 Alexandria VA 22304
 Signature: 

Neighbors in Support of Application (must have 5 signatures)				
	Name	Signature	Street Address	Email Address
1	Shirley Downs		1007 North Vail St.	Shirley - Downs @CortCast.net
2	Mairym Ramos Salinas		22304 5433 Richenbacher Ave	mairym.rosas - salinas@gliv.
3	CAROLYN MEZA		432 N Pogram St	CAROLYN JEAN ADAMS@GMAIL.COM
4	Bethany LaMois		603 N. Mansfield St.	Bethany LaMois@gmail.com
5	Ginny Franco		5012 Richenbacher Ave	vfranco1@verizon.net

ATTACHMENT 2: LOCATION (AERIAL) AND (STREETVIEW)



ATTACHMENT 3: EXAMPLES ALTERNATIVE 1 (SPEED CUSHIONS) AND ALTERNATIVE 2 (TRAFFIC CIRCLE)-



Speed Cushions along North Jordan Street, Alexandria, VA



Hickory Street and Kennedy Street Traffic Circle, Alexandria, VA

ATTACHMENT 4: EXAMPLE OF THE ENHANCED STOP SIGN CONCEPT

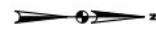
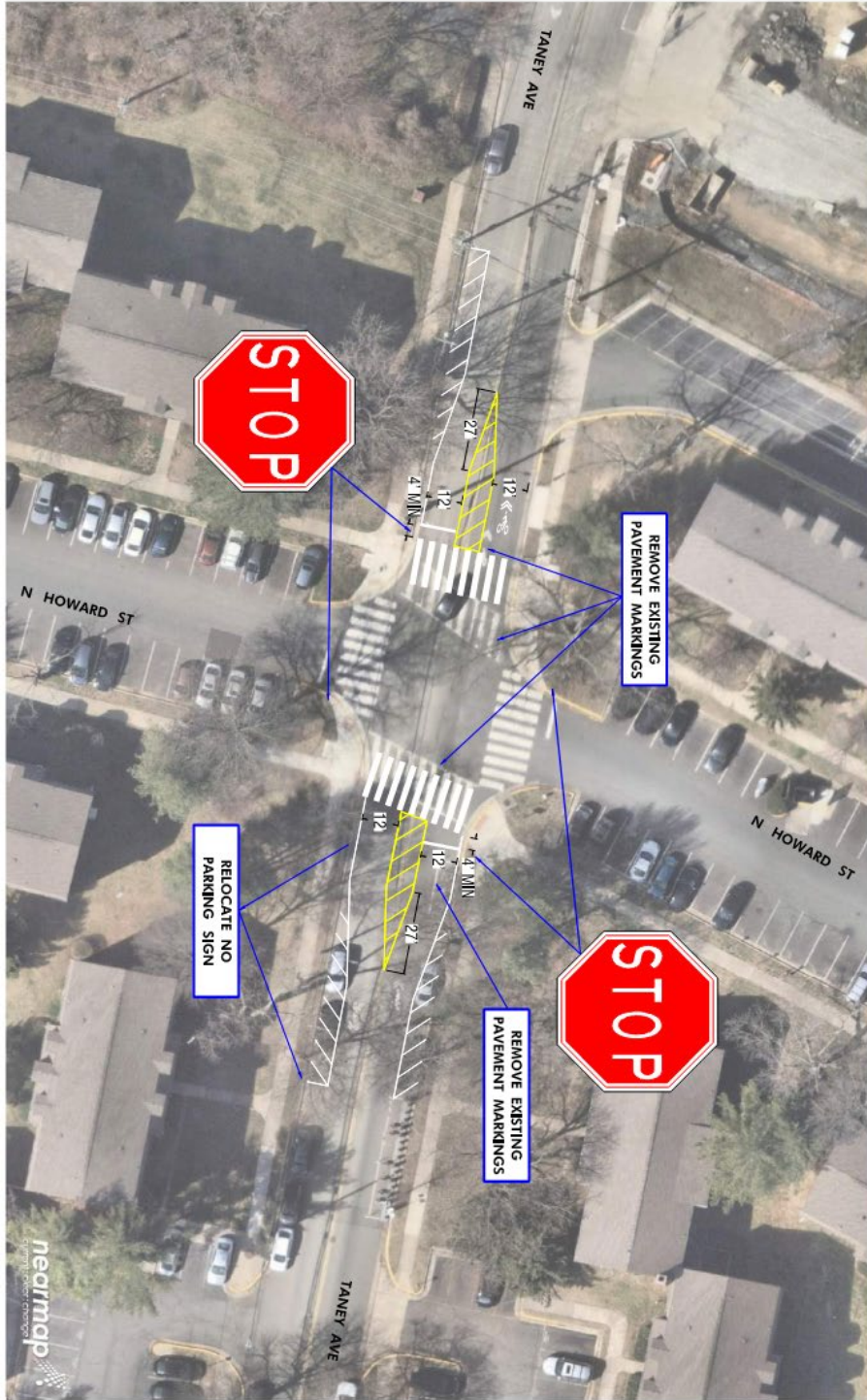


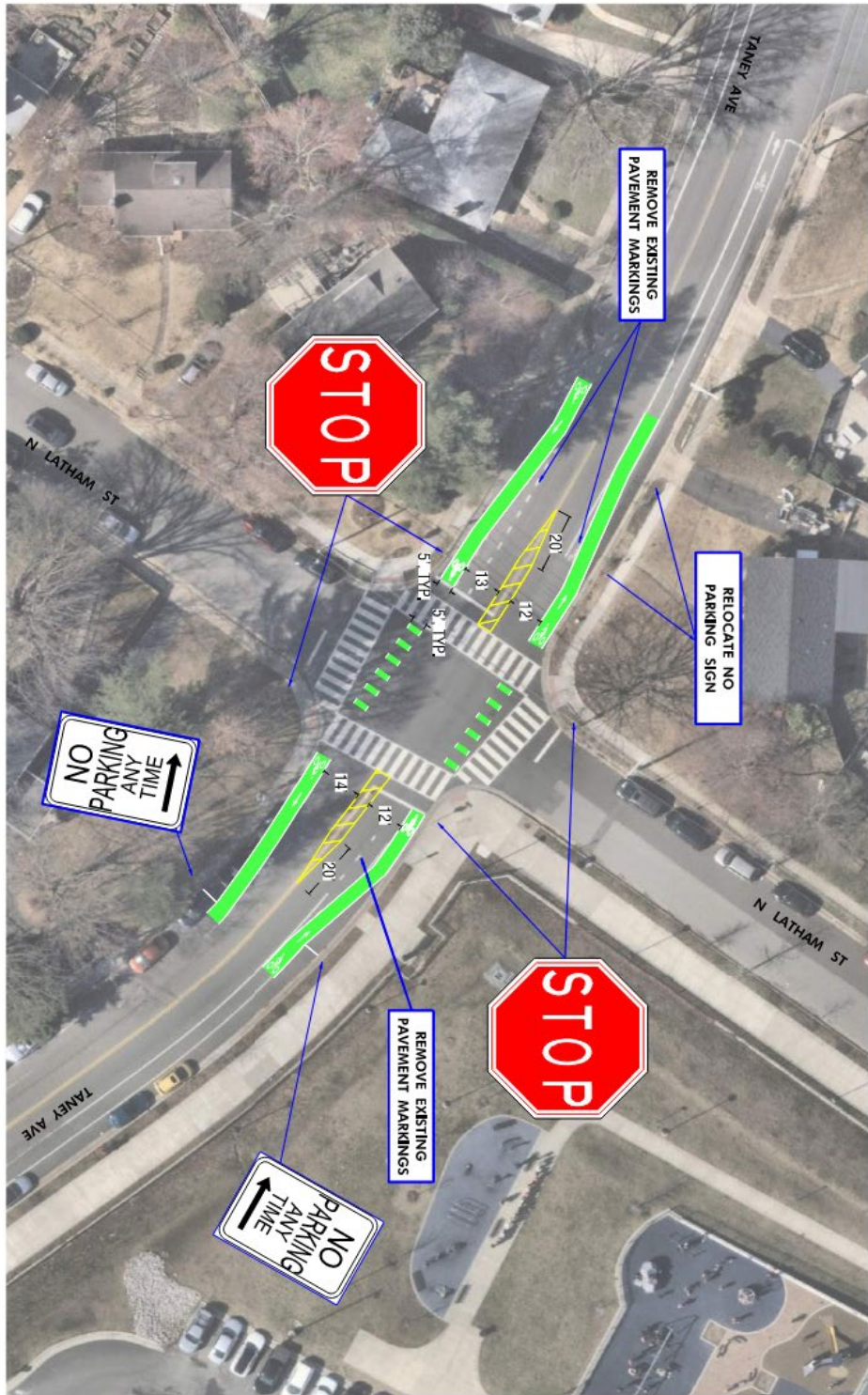
Site: Along Ellsworth Avenue in Pittsburgh, PA

ATTACHMENT 5: ENHANCED STOP SIGN CONCEPT DESIGN PLAN

TANNEY AVE WEST OF INTERSECTION: 0 PARKING SPOTS LOST

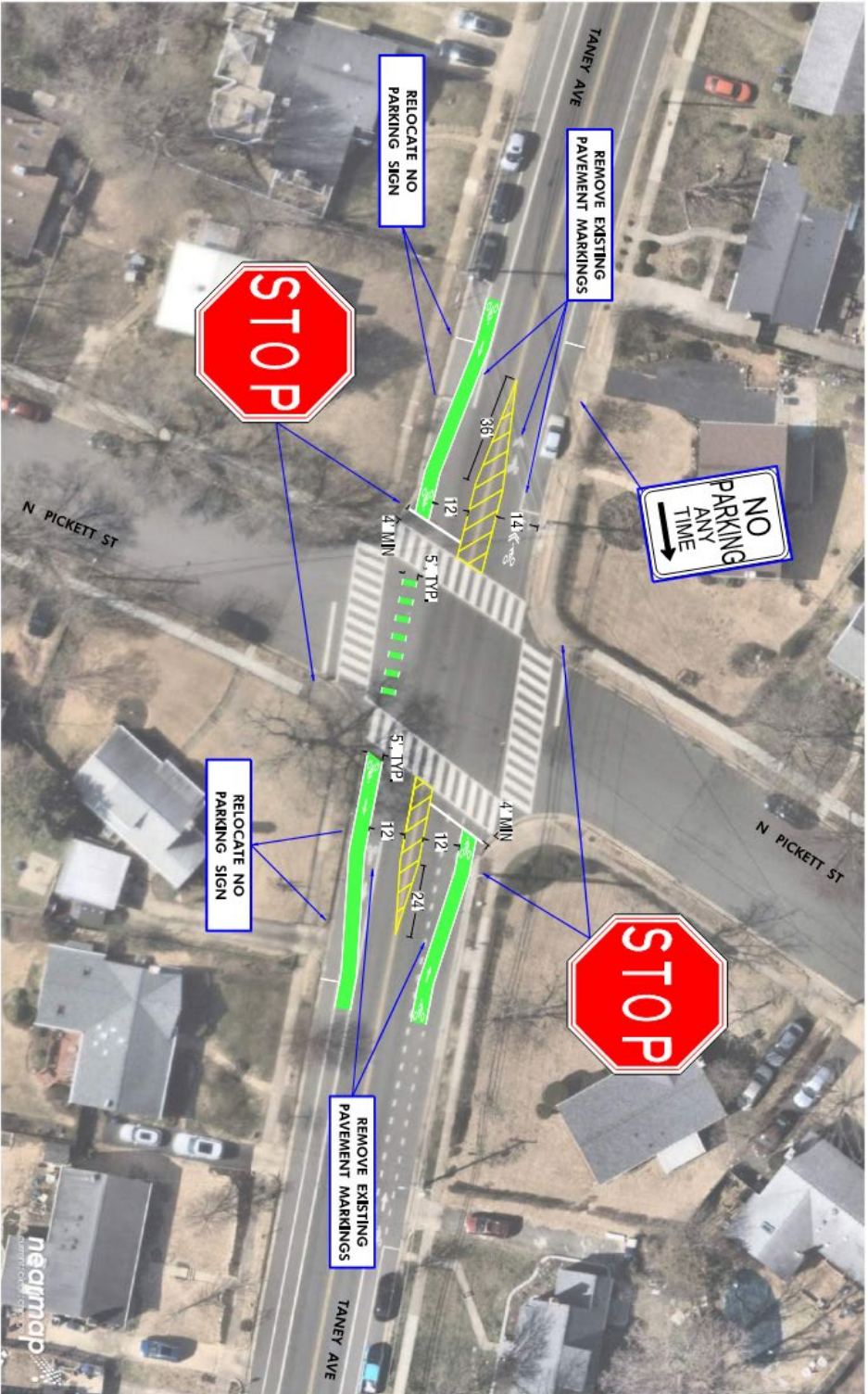
TANNEY AVE EAST OF INTERSECTION: 6 PARKING SPOTS LOST





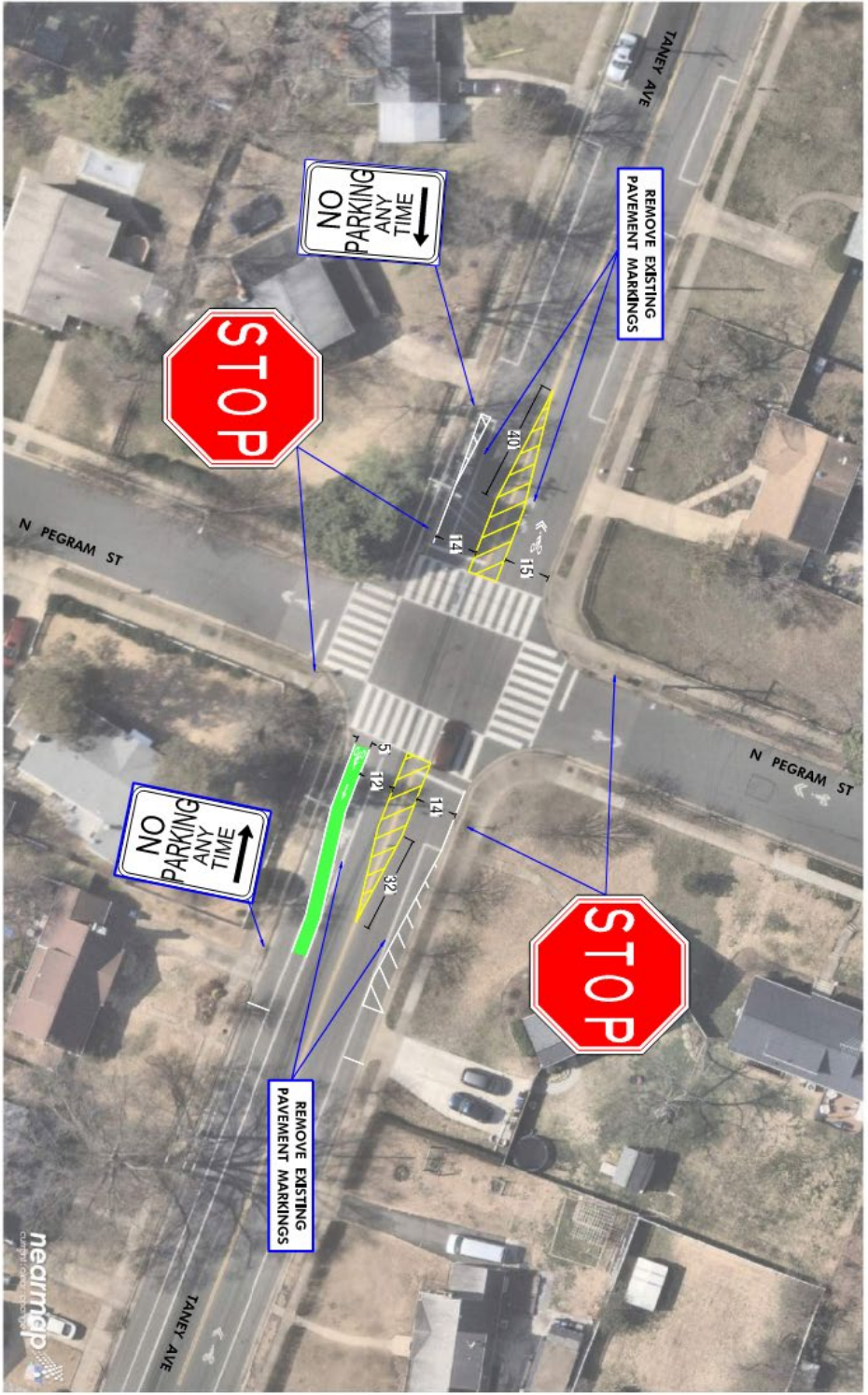
TANEY AVE WEST OF INTERSECTION: 2 PARKING SPOTS LOST

TANEY AVE EAST OF INTERSECTION: 4 PARKING SPOTS LOST



TANEY AVE WEST OF INTERSECTION: 3 PARKING SPOTS LOST

TANEY AVE EAST OF INTERSECTION: 1 PARKING SPOT LOST



TANEY AVE WEST OF INTERSECTION: 2 PARKING SPOTS LOST

TANEY AVE EAST OF INTERSECTION: 6 PARKING SPOTS LOST

**ATTACHMENT 6: BROOKVILLE-SEMINARY VALLEY CIVIC ASSOCIATION
LETTER OF SUPPORT**

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



