

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, MAY 19, 2025 7 P.M.
IN-PERSON AND VIRTUAL MEETING**

MINUTES

BOARD MEMBERS PRESENT: Vice Chair Casey Kane, Annie Ebbers, LaVonda Bonnard, Dane Lauritzen, Ashley Mihalik, and Kursten Phelps.

BOARD MEMBERS ABSENT: Chair Ann Tucker

STAFF MEMBERS PRESENT: T&ES: Hillary Orr, Deputy Director; Katye North, Division Chief, Mobility Services; Ryan Knight, Division Chief, Transportation Engineering; Sara Brandt-Vorel, Principal Planner; Max Devilliers, Urban Planner III; Brian Hayes, Complete Streets Coordinator; Jordan Exantus, Transit Program Manager; Silas Sullivan, Urban Planner II.

1. Announcement of deferrals and withdrawals: None.

2. Approval of the April 28, 2025 Traffic and Parking Board meeting minutes:

BOARD ACTION: Ms. Phelps made a motion, seconded by Ms. Ebbers to approve the minutes of the April 28, 2025, Traffic and Parking Board meeting. The motion carried unanimously.

3. PUBLIC DISCUSSION PERIOD: No public comments were received.

4. WRITTEN STAFF UPDATES: The Board received written staff updates on:

- **Eisenhower/Landmark/ Van Dorn Project Updates**
 - Ms. Ebbers: Appreciates the newsletter on Eisenhower area; Mr. Kane concurred.
- **King Street Access and Safety Improvements Study at ACHS**
- **July WMATA Shutdown**
- **Taxi Compliance Update**
- **Braddock Trail Access and Corridor Improvements Project**
- **200 Block of King Street Pedestrianization Update**
- **King and Beauregard Project**
- **Increase to Weekend Max Parking Rate at City Garages**

5. CONSENT ITEMS

ISSUE: Stop Sign Addition – Intersection of Kentucky Avenue and Old Dominion Boulevard

DISCUSSION: No presentation was made to the Board.

- Mr. Kane: Appreciates the stop sign addition and wants to ensure a stop bar is included at this intersection and installed with all new stop signs going forward.

BOARD ACTION: Ms. Ebbers made a motion, seconded by Ms. Bonnard, to recommend to the Director of Transportation & Environmental Services to install a stop sign at the intersection of Kentucky Avenue and Old Dominion Boulevard. The motion carried unanimously.

PUBLIC HEARING ITEMS

6. ISSUE: Mill Road Corridor Improvement Project

DISCUSSION: Mr. Hayes presented the item to the Board.

- Mr. Lauritzen: At the Mill Road and Jamieson Avenue intersection, the protected left is not utilized while pedestrian and cyclist traffic is present - is the 15-20 second left turn signal south onto Mill Road (from Jamieson) still needed when vehicles are not present, given its potential to confuse pedestrians/bicyclists at the intersection?
- Mr. Knight replied that the Jamieson Ave approach does warrant a left turn based on traffic volume. Traffic signal operation could be optimized to ensure that protected left signal happens only when a vehicle is present, but it's feasible only with a detection device at the intersection – staff can look into adding this device, so the signal is only triggered when a vehicle is present.
- Ms. Mihalik: A portion of the roadway will include sharrows instead of protected bike lanes – why the use of sharrows instead of protected bike lanes?
- Mr. Hayes responded that the road was too narrow to install the bike lanes, but staff will be looking at additional traffic calming measures and ways to make the transitions smoother.
- Ms. Mihalik is excited about paving - the parking lot in front of the metro is especially in need. The timing aligns with the closing of the tunnel to connect Eisenhower to Witter Field - will there be a gap in accessibility?
- Mr. Hayes replied that this should be completed before the tunnel closure – it will be repaved this summer with striping; timing impacts and updates will come later.
- Ms. Mihalik: Do the traffic signals at Stovall going up the hill detect cyclists?
- Mr. Knight replied that staff will look into those devices within the corridor.
- Ms. Phelps asked for clarification where the bike lanes end after the conclusion of the sharrows at the hotel parking lot.
- Mr. Hayes indicated there was a desire to add in way-finding signage.
- Mr. Lauritzen: On the path from Jamieson towards Duvall, the sidewalk there has an asphalt section and a parking lot under the rail where metro runs and you can see a desired path towards the Eisenhower Metro –any planned improvements to pedestrian infrastructure in this area or is the repaving limited to the main street?
- Mr. Hayes responded the repaving will be for the main street, noting they led with the western segment and haven't yet looked at or designed the eastern segment - mainly focusing on curb-to-curb design, but a few different approaches may be

considered. Improvements for pedestrians will include crosswalks and trail markings.

- Mr. Lauritzen: Recommends the City investigate the 40-foot-wide desired path there, which is inconvenient and ugly.
- Mr. Kane noted that some of that area is Metro property, which may limit the City's ability to improve it.
- Mr. Kane: The intersection of Mill & Mill is tenuous, with traffic coming from multiple directions. It's difficult to navigate the roadway and very difficult for pedestrians/cyclists to navigate – would like to see a study of that space to slow down vehicles and make it safer for bikes and pedestrians.
- Mr. Hayes replied that the City is exploring other options to improve the area – focused on short-term improvements such as curb extensions.
- Mr. Kane: Happy there's a cycle track, but there's a challenge accessing it at the intersection of Mill and Mill, where you have to make a left across Cabin Creek: not sure vehicles will move slowly enough to allow cyclists to enter the cycle track. When biking eastbound past the metro building where the shared use path ends, it's difficult to cross Mill there – need to consider a design which allows cyclists to cross the street safely.
- Mr. Hayes: Still need to work through the design to find a solution.
- Mr. Kane: This is the City's first protected cycle path - need to ensure there is a responsibility to clear snow from the cycle track at the same time as roadways: these should have the same priority level.

PUBLIC TESTIMONY:

- Jacqueline Kittridge testified in support of the staff recommendation indicating that bicycle lanes make communities safer for everyone.
- Randy Cole testified in support and supported narrowing the roadways further, while maintaining standards, to slow down traffic.
- Jonathan Krall testified in support of the staff recommendation and supports more intuitive bike lane design across the City to assist navigation.
- Zach DesJardins testified in support of the staff recommendation and the improvements to east-west cycle connectivity across the City and asked for the inclusion of a crosswalk near the DMV building.
- Asa Brown (virtual) testified in support of the staff recommendation - happy to see the implementation of the design.
- Ken Notis (virtual) testified in support of the staff recommendation.
- William Buscher (virtual) testified in support of the staff recommendation and underscored improvements are needed at the intersection of Mill Road and Jamieson Avenue.
- Andrew Justus (virtual) testified in support of the staff recommendation and echoed support of removing the double left turn lanes within the project area and requested a sturdier barrier between the cycle track and vehicle travel lanes.

BOARD ACTION: Ms. Phelps made a motion, seconded by Ms. Ebbers, to recommend the Director of T&ES: 1) Remove one general purpose travel lane in each direction on Mill Road between Stovall Street and Cabin Creek Road; 2) Remove one general purpose

travel lane in each direction on Mill Road between Jamieson Avenue and 2401 Mill Road; 3) Remove one of two northbound left turn lanes from Stovall Street at Mill Road; and 4) Remove one of two northbound left turn lanes from Mill Road onto Mill Road at Jamieson Avenue. The motion carried unanimously.

7. ISSUE: Parking Meter Changes – Increase to Parking Meter Rates

DISCUSSION: Ms. North presented the item to the Board.

- Ms. Ebbers inquired why the rate was identified as \$2 when other jurisdictions are higher, Ms. North indicated without additional data they wanted to take the rate increase slower
- Mr. Kane inquired if there was an appetite by City Council to increase the rate above \$2 and whether, should they move to increase the rate, the issue would need to come back to the Traffic and Parking Board? Ms. North indicated they could increase the rate.
- Mr. Lauritzen noted, if the \$1.75 previous rate was enacted in 2010, the rate increased per inflation is about \$2.56. If the rate increase is not addressed in the short term, they should seek to keep up with inflation, given that the areas of the meters are also the most valuable parking spaces in the City. He'd like to increase the rate to \$2.50 or \$3.00 to keep up with inflation and suggested erring on the higher end than lower, noting the valuable space could be used for other purposes such as parklets or outdoor dining.
- Mr. Kane asked if staff had the dates that the current rates for other jurisdictions had been enacted - Ms. North replied they did not have this information. Mr. Kane requested that staff track and include rate implementation dates for other jurisdictions in future presentations and inquired about the process to implement parking meters in other areas of the City. Ms. North responded that implementing new meters would be an action reviewed by the Traffic and Parking Board and noted that, pre-COVID, the business and citizens' associations in Del Ray did not voice support for adding parking meters. Mr. Kane requested that staff reach out to all civic associations to gauge interest in adding parking meters in surrounding commercial areas and echoed support for Mr. Lauritzen's proposal to increase the parking meter rate and leave it to City Council to adjust it as appropriate.

PUBLIC TESTIMONY:

- Jonathan Krall testified in support of staff action and voiced support to increase the parking rate.

BOARD ACTION: Ms. Ebbers made a motion, seconded by Mr. Lauritzen, to recommend that City Council increase parking rates from \$1.75 to \$3.00 per hour. The motion carried unanimously.

8. ISSUE: Corridor Improvements – Metro Road

DISCUSSION: Mr. Exantus presented the item to the Board.

- Mr. Lauritzen inquired as to why the slip lane from Eisenhower onto Metro Road lane is being maintained. Mr. Exantus replied that the final condition is being studied and the scope for this project is focused on repaving. Mr. Knight clarified that the Eisenhower Avenue Corridor Improvement Project, which sought approval to seek funding last year from the Traffic and Parking Board, would remove the slip lane.
- Mr. Kane noted that when traveling south on Van Dorn, it's nice to use Metro Road to get onto Eisenhower Avenue; the paving will improve bicycle access but where the bus pulls-offs are would have been ideal locations for cycle climbing lanes where bikes and buses can share spaces. Creating the buffer for pedestrians is commendable, but it could have been repurposed as a bike lane instead of the passive buffer – disappointed in design. Mr. Exantus indicated that much of the passive space could be used by a cyclist. Mr. Kane agreed this would be possible for some, but stressed the City should plan for less confident cyclists with more clearly defined cycling spaces. Mr. Exantus advised that the future conditions of Eisenhower Avenue will provide additional bicycle infrastructure.
- Ms. Ebberts inquired about the possibility of deferring the project in order to have staff review the option to install a climbing bike lane in buffer area. Mr. Exantus explained we are trying to time this design to align with the proposed paving schedule. Ms. Orr indicated the paving is to occur in June: to study a climbing lane would require additional study that could not be conducted thoroughly enough in the time allocated. Mr. Lauritzen indicated he really appreciated the tactical approach to quickly implement improvements.

PUBLIC TESTIMONY:

- Carl Leonard testified in opposition to the staff recommendation to reroute traffic along Metro Road, suggesting it would create a bottleneck at Metro Road between Eisenhower and Van Dorn since an accident there would block all traffic in the area.
- Randy Cole testified in support of the staff recommendation and supported any actions to better protect pedestrians and cyclists.
- Jonathan Krall testified in support of the staff recommendation.
- Ken Notis (virtual) testified in support of the staff recommendation and acknowledged staff's efforts to address concerns from nearby neighbors.

BOARD ACTION: Ms. Ebberts made a motion, seconded by Ms. Mihalik to recommend that the Director of T&ES: 1) Eliminate one northbound travel lane of Metro Road from north of Pearson Lane to Eisenhower Avenue (800 feet) and one southbound travel lane from the South Van Dorn Street ramp to Pearson Lane (350 feet) and 2) Install a southbound left-turn lane into the North WMATA Parking Lot. The motion carried unanimously, 6-0.

INFORMATION ITEMS

9. STAFF UPDATES:

Ms. Brandt-Vorel provided an update and overview of the King & Commonwealth Streetscape Improvements Project.

Ms. North provided the Board with an update regarding VDOT plans for the 495 express lane extension. Ms. North will send the Transportation Commission letter to the Board for their review and they can decide if they would like to send a similar letter at next month's meeting.

Ms. Mihalik wanted to confirm that City Council voted to approve the residential parking rates that were recommended by the Traffic and Parking Board. Ms. North confirmed they did.

Eisenhower Transportation Study – the traffic speed limit signs have been posted to reduce the limit from 35 to 25mph – Mr. Knight advised that speed feedback signs were posted on Eisenhower Avenue and that they needed to be adjusted for accuracy. Mr. Kane inquired if any traffic enforcement had been implemented in the area – Mr. Knight confirmed there had been.

10. COMMISSIONER UPDATES:

Mr. Kane provided the Board with the following updates:

- Thanked staff for their attendance at various recent City events such as Bike to Work Day and the Eco-City festival.

ADJOURNMENT

Mr. Lauritzen moved to adjourn the meeting, seconded by Ms. Bonnard. The motion carried unanimously. The meeting adjourned at 8:58 PM.