

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY, JULY 28, 2025 7:00 P.M.  
IN-PERSON AND VIRTUAL**

The July 28, 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\\_zEZLLlwTjeg1v0VCt85ug](https://zoom.us/webinar/register/WN_zEZLLlwTjeg1v0VCt85ug)

Or an H.323/SIP room system:

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

Meeting ID: 917 6891 6439

Passcode: 915805

SIP: 91768916439@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 [trafficandparkingboard@alexandriava.gov](mailto:trafficandparkingboard@alexandriava.gov) no later than 24 hours before the meeting or make public comments through the conference call on the day of the hearing.

For reasonable disability accommodation, contact [trafficandparkingboard@alexandriava.gov](mailto:trafficandparkingboard@alexandriava.gov), Virginia Relay 711.

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TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY, JULY 28, 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 June 23, 2025, 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. Complete Streets Project Updates
  - B. Capital Bikeshare Fare Changes Update
  - C. Daylighting Administrative Procedure Update

**CONSENT ITEMS**

5. Addition of No U-Turn Restriction – Intersection of Richmond Highway and Slaters Lane

**PUBLIC HEARING ITEMS**

6. Safe Routes to School Crossing Improvements Near Schools Phase I Project – Parking Removal
7. King Street Access & Safety at Alexandria City High School - Travel Lane Changes
8. 200 Block of King Street Permanent Closure - Parking Removal, Signal Changes

**INFORMATION ITEMS**

9. **STAFF UPDATES**
  - Traffic and Parking Board Annual Report and Attendance Report
  - Traffic and Parking Board Virtual Meeting Policy
10. **COMMISSIONER UPDATES**

**Next Meeting: Monday, September 15, 2025**

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY, JUNE 23, 2025, 7 P.M.  
IN-PERSON AND VIRTUAL MEETING**

**M I N U T E S**

**BOARD MEMBERS PRESENT:** Chair Ann Tucker, Vice Chair Casey Kane, Annie Ebbers (virtual), Lavonda Bonnard, Ashley Mihalik, and Kursten Phelps.

**BOARD MEMBERS ABSENT:** None

**STAFF MEMBERS PRESENT:** T&ES – Katye North, Division Chief; Alex Boulden, Division Chief; Andre Williams, Civil Engineer III; Sara Brandt-Vorel, Principal Planner; and Max Devilliers, Urban Planner III.

1. Announcement of deferrals and withdrawals: None.
2. Approval of the May 19, 2025, Traffic and Parking Board meeting minutes:

**BOARD ACTION:** Ms. Phelps made a motion, seconded by Ms. Mihalik, to approve the minutes of the May 19, 2025, Traffic and Parking Board meeting. The motion carried unanimously.

3. **WRITTEN STAFF UPDATES:** The Board received written staff updates on:
  - Sanger Avenue Paving and Project Updates
  - Capital Bikeshare Expansion
    - Mr. Kane asked why the ratio of 100 classic to 60 e-bikes was chosen for procurement, to which Ms. North responded it was related to requirements and cost.
  - Status of Parking Meter Rates
    - Mr. Kane asked which parking policies in particular was the written update referring to, to which Ms. North responded that enforcement mechanics from the Police Department's end were a large factor. Ms. Tucker asked when an evaluation of the parking enforcement contractors would be published, to which Ms. North responded that staff expect to share results at the September Board meeting.
  - Removal of Loading/PUDO Zone on southbound 100 block of South Fairfax St.
  - Taxicab Compliance Follow-Up
4. **PUBLIC DISCUSSION PERIOD:** None.

**CONSENT ITEMS**

5. **ISSUE:** Parking Removal – 1500 Block of Portner Road at Slaters Lane

**BOARD ACTION:** Mr. Kane made a motion, seconded by Mr. Lauritzen, to recommend the Director of T&ES remove 20 feet of on-street parking on the east side of Portner Road immediately south of Slaters Lane. The motion carried unanimously.

**PUBLIC HEARING ITEMS**

6. **ISSUE:** Curb Cut Appeal – 202 West Myrtle Street

**DISCUSSION:** Mr. Williams presented the item to the Board. Ms. Tucker asked if a tree being in the public right-of-way would have affected the City's decision-making, to which Mr. Boulden responded it would have because it would have triggered an examination by the City Arborist. Mr. Kane asked why the property owner applying for the curb cut could have adjacent neighbors object the proposal on the basis of a tree located on private property, to which Mr. Boulden responded that it is helpful for the City to understand the perspectives of those who would be directly affected by the proposed change and who experience the matters in that specific location daily.

**PUBLIC TESTIMONY:** Claudia Smigrod testified in opposition. Kelton Frye testified in support.

**BOARD ACTION:** Mr. Kane made a motion, seconded by Ms. Mihalik, to deny the appeal and affirm the Director's approval of the curb cut application. The motion carried unanimously.

**INFORMATION ITEMS**

7. **STAFF UPDATES:** Ms. Brandt-Vorel provided the Board with an update regarding King Street Tactical Study at Alexandria City High School (ACHS). Mr. Kane suggested traffic signal and leading pedestrian interval timing adjustments specifically around school arrival and dismissal similar to morning and evening rush-hour adjustments. Ms. Tucker asked if staff had received concerns from neighbors, to which Ms. Brandt-Vorel responded that the resident who would be directly fronted by the proposed combined DASH bus stop opposed that specific proposal due to the high volume of boardings and alightings that would occur in front of his home. Ms. Phelps asked if staff had received feedback from ACHS students, to which Ms. Brandt-Vorel responded she would check. Ms. Tucker suggested installing a center-running fence along King Street at ACHS similar to the one installed in front of Beatley Library. Ms. Tucker also asked if staff had spoken with ACPS and RP&CA about these proposals, to which Ms. Brandt-Vorel responded she had. Mr. Lauritzen suggested a mid-block crossing somewhere around 3315 King Street. Ms. Mihalik implored City staff to address similar issues at all schools citywide due to poor driver behavior during school arrivals and dismissals. Mr. Lauritzen asked why the westbound right-turn lane in Option 1 was not present in Option 2, to which Ms. Brandt-Vorel agreed to check on.

**8. COMMISSIONER UPDATES:** Mr. Kane provided the following updates:

- The Transportation Commission submitted letters of endorsement to the City Council regarding two grants; one for procuring additional buses and another for repairing the bus depot roof.
- The City will be receiving funding for fare-free WMATA bus routes in Alexandria
- The City Council will soon be discussing DASH routes replacing ACPS school buses
- A raised crosswalk among other safety-related roadway treatments were approved around William Ramsay Elementary School
- The Transportation Commission will not be meeting in July nor August this year

**ADJOURNMENT**

Ms. Phelps moved to adjourn the meeting, seconded by Ms. Bonnard. The motion carried unanimously. The meeting adjourned at 8:12 p.m.

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** July 28, 2025

**DOCKET ITEM:** 4

**ISSUE:** Written Staff Updates & Public Hearing Follow-up

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### A. Complete Streets Project Updates

Below are updates on several projects previously approved by the Traffic & Parking Board:

- *Holland Lane (Duke Street to Eisenhower Avenue)*  
The project is at the final design stage and is planned to be completed in late summer/early fall when the street is resurfaced. More information can be found on the [project webpage](#).
- *Eisenhower Avenue (South Van Dorn Street to Holmes Run Trail)*  
Staff is developing a grant application for NVT A 70% funding to support design and implementation. More information is available on the [project webpage](#).
- *South Pickett Street (Duke Street to Edsall Road)*  
The project has started detailed design, which is expected to be complete in Spring 2026. More information is available on the [project webpage](#).
- *Sanger Avenue (North Beauregard Street to Van Dorn Street)*  
Design is complete, and Sanger Avenue has been repaved. The approved changes will be installed in the coming weeks. More information is available on the [project webpage](#).
- *Mill Road (Mill Road to Jamieson Avenue)*  
Design is complete, and Mill Road has been repaved. The approved changes will be installed in the coming weeks. More information is available on the [project webpage](#).
- *Metro Road (South Van Dorn Street to Eisenhower Avenue)*  
Design is nearly complete. Metro Road will be paved late this summer, and the approved changes will be installed at that time. More information is available on the [project webpage](#).

Below are updates on other ongoing Complete Streets efforts:

- Seminary West (North Beauregard Street to George Mason Drive)*

In 2025, the City was awarded a technical assistance grant from the Metropolitan Washington Governments' Regional Roadway Safety Program to study safety needs and identify improvements on Seminary Road. The City recently concluded the study, which included an existing conditions analysis, community outreach, concept development, and traffic analysis. Three corridor alternatives were developed, and multiple ideas were generated for the intersection of Seminary Road and George Mason Drive. The project team is continuing to engage with the community and evaluate the options to identify a preferred alternative to present to the Traffic & Parking Board. More information is available on the [project webpage](#).
- Edsall Road and Yoakum Parkway*

In 2025, the City was awarded a technical assistance grant from the Metropolitan Washington Governments' Transportation-Land Use Connections Program to evaluate multimodal needs on Edsall Road from South Pickett Street to the City boundary with Fairfax County. In parallel, City staff evaluated potential improvements on Yoakum Parkway, between Stevenson Avenue and Edsall Road. The project team held a community comment period for both corridors to gather feedback on potential design options. Additional engagement will take place this summer. While recommendations for Edsall Road are on hold while the West End High-Crash Intersection Audits project (which includes South Van Dorn Street and Edsall Road) is underway, the project team expects to bring forth recommendations for Yoakum Parkway later this year. More information is available on the [project webpage](#).
- Braddock Road (Russell Road to West Street)*

In 2025, the City was awarded a technical assistance grant from the Virginia Department of Transportation to study improvements to Braddock Road between Russell Road and West Street. The project team performed an existing conditions analysis, engaged with community residents, and developed multiple conceptual design options. Additional community outreach on these design options is planned this summer, after which the project team will identify preferred alternatives for the corridor. More information is available on the [project webpage](#).

## **B. Capital Bikeshare Fare Changes Update**

On August 1, 2025, the Capital Bikeshare system will be changing fares for casual riders, annual members, and Capital Bikeshare for All members. Pricing was last adjusted in 2021, before the introduction of the latest e-bike model. The Capital Bikeshare system has experienced unprecedented ridership, setting new monthly records in 2024 and 2025, including an all-time high of 725,346 trips in October. This growth also brings significant operational and management costs. City staff worked collaboratively with staff from the other seven jurisdictions in the Capital Bikeshare system to evaluate and implement the smallest possible increases needed to cover rising costs and allow for continued system operation and expansion. Capital Bikeshare will remain one of the most affordable shared micromobility systems in the country.

Because Capital Bikeshare is publicly owned, the expected revenue increase will offset operational costs to the City. Additional information and specifics on the fare changes may be found at <https://capitalbikeshare.com/blog/2025priceupdate>.

### **C. Daylighting Administrative Procedure Update**

Per the Board-approved administrative procedure for reviewing daylighting requests, transportation staff met internally to review the 12 requests received in the first half of 2025. This update is to inform the Board of the outcome of each request per the Board-approved eligibility criteria (i.e., visibility, grade/topography, type/lack of intersection control, and curb radius) and the progress on each approved request thus far. This information was relayed to each requestor on June 24, and staff did not receive negative feedback regarding the decisions made.

1. 3201 Gunston Road
  - Denied, will be handled under the existing Neighborhood Transportation Improvements Program (NTIP) for that area
2. 2800 Mount Vernon Avenue
  - Will remove parking on either side of crosswalk on west side of Mount Vernon Avenue at Raymond Avenue with a painted curb extension and two new ‘No Parking’ signs
3. (Across from) 1332 Michigan Avenue
  - Removed 3 feet of parking with a ‘No Parking’ sign on an existing utility pole
4. Mount Vernon Avenue and East Nelson Avenue
  - Denied, need to address holistically as part of a future staff-led project
5. Mount Vernon Avenue and George Washington Middle School entrance
  - Denied, need to address holistically as part of a future staff-led project/Safe Routes to School
6. Mount Vernon Avenue and East Luray Avenue
  - Denied, need to address holistically as part of a future staff-led project
7. Mount Vernon Avenue and East Mason Avenue
  - Denied, need to address holistically as part of a future staff-led project
8. Mount Vernon Avenue and East Windsor Avenue
  - Denied, need to address holistically as part of a future staff-led project
9. North Henry Street and Cameron Street
  - Will remove 20 feet of parking on the west side, immediately north of Cameron Street, with flexposts, a painted curb extension, and one new ‘No Parking Here to Corner’ sign
10. North Henry Street and King Street
  - Denied
  - Well-known pedestrian-heavy intersection; will conduct leading pedestrian interval and no turn on red project along King Street which will help to address
  - February 2025 crash was due to an intoxicated driver, not roadway design



11. South Henry Street and Prince Street

- Denied, one-way traffic can't turn onto one-way eastbound Prince Street (i.e., no conflicts between drivers and pedestrians)
- August 2022 crash was due to both drivers claiming to have had the green light; did not involve pedestrians

12. Kentucky Avenue and Russell Road

- Removed 20 feet of parking west of the stop sign on Kentucky with one new 'No Parking Here to Corner' sign

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** July 28, 2025

**DOCKET ITEM:** 5

**ISSUE:** No U-Turn Restrictions – Intersection of Richmond Highway and Slaters Lane

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**REQUESTED BY:** City Staff

**LOCATION:** Richmond Highway and Slaters Lane

**STAFF RECOMMENDATION:** That the Board recommend the Director of T&ES restrict U-turns for the southbound left turn on Richmond Highway at Slaters Lane.

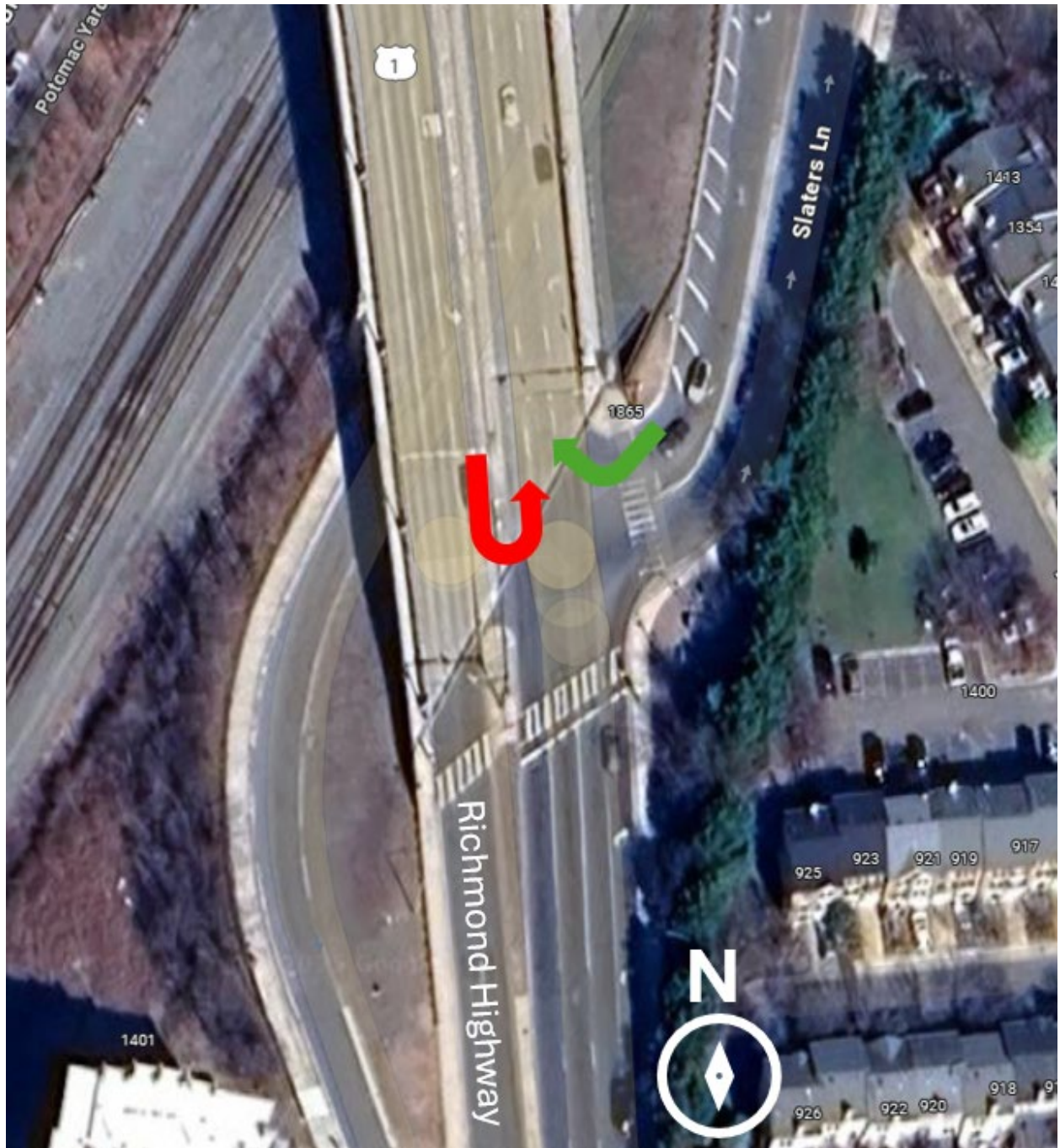
**BACKGROUND:** The intersection of Richmond Highway and Slaters Lane is located in the transition between Old Town and the Potomac Yard neighborhoods and serves as a main connector between the City and Arlington County. The intersection features three lanes of traffic in each direction on Richmond Highway and one lane of traffic in either direction on Slaters Lane with crosswalks across Slaters Lane and Richmond Highway.

The left turn from Richmond Highway onto Slaters Lane overlaps with the right turn movement coming from Slaters Lane onto Richmond Highway. Staff recognized a conflict between the southbound left turn movement and the overlapping westbound right movement where both movements have the right of way (Attachment 1). Without a no U-Turn sign, drivers are allowed to make a U-Turn movement with the green left turn arrow, which directly conflicts with the right turn from Slaters Lane onto northbound Richmond Highway at the same time. Staff identified this as a safety issue that could result in a crash. Staff identified the urgent need to implement and install a 'No U Turn' sign as a safety measure. Staff brought the matter to the T&ES director's attention and a 'No U Turn' sign that met city policies as well as MUTCD guidance was installed on June 25, 2025 (Attachment 2) with temporary directors approval understanding that this issue would need to be brought before the Board at their July meeting.

**DISCUSSION:** Staff used the emergency provision of the City code that allows the T&ES director to authorize and install temporary safety measures within the right of way to install a no U-turn sign in late June. Staff is seeking permanent approval from the Board for a no U-turn sign that restricts U-turns for the southbound left turn on Richmond Highway at Slaters Lane to

increase safety at this intersection. Adding the sign is needed to eliminate a direct conflict between two turn movements that have the same right of way.

**ATTACHMENT 1: LOCATION OF NO U-TURN SIGNAGE INTERSECTION OF RICHMOND HIWAYS AND SLATERS LANE**



## ATTACHMENT 2: CURRENT SIGNAGE



# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** July 28, 2025

**DOCKET ITEM:** 6

**ISSUE:** Safe Routes to School Crossing Improvements Near Schools Phase I Project – Parking Removal

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**REQUESTED BY:** City Staff

**LOCATION:** Six locations near four schools: Patrick Henry K-8 School, Samuel Tucker Elementary School, Jefferson-Houston PreK-8 School, and Mount Vernon Community School

**STAFF RECOMMENDATION:** That the Board recommend the Director of T&ES remove up to 14 parking spaces for curb extensions and improved pedestrian crossings near four schools:

- Remove one parking space at the Taney and Jordan intersection near Patrick Henry K-8 School.
- Remove one parking space on Cameron Station Boulevard near Samuel Tucker Elementary School.
- Remove two parking spaces at the West and Princess intersection near Jefferson-House PreK-8 School.
- Remove two parking spaces at the intersection of Groves and Commonwealth Avenue near Mount Vernon Community School.
- Remove four parking spaces at the Mt. Ida and Commonwealth Avenue intersection near Mount Vernon Community School.
- Remove four parking spaces at the Uhler and Commonwealth Avenue intersection near Mount Vernon Community School.

**BACKGROUND:** In 2017, the City conducted Safe Routes to School Walk Audits at 13 elementary and K-8 schools, identifying safety concerns and recommending improvements, including curb extensions at key crossings. Curb extensions are a safety treatment recommended in the City's Complete Streets Design Guidelines. They make it easier and safer for students and families to walk to school by shortening crossing distances, increasing pedestrian visibility, slowing turning vehicles, and providing extra sidewalk space. In 2023, the City applied for and received Transportation Alternatives (TA) Set-Aside Program grant funding to design and construct curb extensions at six priority locations near four schools (Attachment 1).



**DISCUSSION:** The project is advancing through design, with construction expected to be complete before 2030. The proposed improvements require removing up to 14 parking spaces across six locations, a significant reduction from the 21 identified in 2023. Parking removal impacts local access, but the safety benefits of curb extensions outweigh the parking loss. The curb extensions will create shorter, more visible crossings used daily by students and the community.

See Attachment 2 for design concepts that includes parking additions and removals.

Location	Parking Added	Parking Removed	Net Parking Impacts
Taney Ave and N Jordan St	+3	-4	-1
Cameron Station Blvd	0	-1	-1
N West and Princess St	+1	-3	-2
Groves and Commonwealth Ave	0	-2	-2
Mount Ida and Commonwealth Ave	0	-4	-4
Uhler and Commonwealth Ave	0	-4	-4
<i>Assumes 1 space is 20 feet.</i> <i>Note: <a href="#">Section 10-4-41 of the City Code</a> prohibits parking within 20 feet of intersecting curb lines at every intersection citywide.</i>			

The current proposal reflects refinement since 2023 to minimize parking impacts while maintaining safety benefits. The total number of spaces proposed for removal has been reduced from 21 to 14, focusing on locations essential for pedestrian visibility and access. Based on community input from 2023 and other analysis, changes were made to concepts advancing to the current project for design and construction. Some locations were dropped entirely, while others were altered to reduce impact. Both the 2023 and 2025 concepts were designed to accommodate fire trucks and where appropriate school and transit buses.

### **Patrick Henry K-8 School**

#### *Taney Avenue and North Jordan Street Intersection*

The intersection has high-visibility crosswalks with long crossing distances: 50 feet across North Jordan Avenue and 70 feet across Taney Avenue. The wide curb radii allow high-speed turning movements, creating potential conflicts between turning vehicles and crossing pedestrians.

Proposed improvements for this location include concrete curb extensions, shorter crossing distances, and updated ADA ramps. The curb extensions would create pads for boarding and alighting at both North Jordan Street bus stops. The northbound bus stop is moved closer to the intersection.

The proposed curb extensions for this intersection reduce the crossing distance by 45 feet. New high-visibility crosswalks provide a perpendicular crossing from updated ADA curb ramps.

One total parking space will be removed at this location. The relocated bus stop creates three new parking spaces north of the intersection. The curb extensions will result in the removal of

three parking spaces on Taney Avenue and one parking space on North Jordan Street south of the intersection.

### **Samuel Tucker Elementary School**

#### *Cameron Station Boulevard Mid-block Crossing*

There are no crosswalks along Cameron Station Boulevard between South Pickett Street and the Harold Secord Street school entrance (1,200 feet). Parking is allowed on the north side of the boulevard, but not on the south side near the school. An ADA ramp exists west of the bus loop entrance, but it does not connect to any crosswalks or curb ramps.

Proposed improvements will create a new crossing near the bus loop at Samuel Tucker Elementary School. A curb extension will be built along the north side of the street with an updated ADA ramp. A new ramp will replace the unused one on the south side. A high-visibility crosswalk will connect the two.

Parking is prohibited along the north section of Cameron Station Boulevard due to a fire hydrant and curb extension installation. One space will be removed to reduce impacts on existing trees.

### **Jefferson-Houston PreK-8 School**

#### *West and Princess Street Intersection*

The intersection has four high-visibility crosswalks. As part of a previous project, painted curb extensions were installed here.

Proposed improvements for this intersection include replacing the painted curb extensions with concrete ones, straightening the crosswalks, and updating the ADA ramps.

As many as two total parking spaces may be removed at this location. Two parking spaces may be removed on North West Street and one on Princess Street. One parking space may be added on North West Street.

### **Mount Vernon Community School**

#### *Commonwealth and Groves Avenue Intersection*

Currently, there is no crossing at Commonwealth and Groves Avenues.

Proposed improvements will create one crossing on the north side of the intersection. Curb extensions will be built on either side of the crossing, featuring a high-visibility crosswalk and new ADA ramps. The existing median separating Commonwealth Avenue will be extended, creating a pedestrian refuge.

Two parking spaces will be removed on the southbound travel lane of Commonwealth Avenue to create visibility and allow space for the curb extensions.



### *Commonwealth and Mt. Ida Avenue Intersection*

The intersection of Commonwealth and Mt. Ida Avenue has a traffic signal and high-visibility crosswalks. A pedestrian exclusive phase allows pedestrians to cross Commonwealth Avenue to access Mount Vernon Community School and the James M. Duncan Branch Library.

Proposed improvements will straighten the crosswalks and update the ADA ramps. Curb extensions will be built at the intersection's four corners. The design consultant is exploring options for a northern or all-way crossing.

Up to four parking spaces may be removed at this intersection: one on the northbound lane of Commonwealth Avenue and three on Mt Ida Avenue.

### *Commonwealth and Uhler Avenue Intersection*

There is no crosswalk across Commonwealth Avenue at the Uhler Avenue intersection.

Proposed improvements will add a crossing to the northern side of the intersection. They will feature high-visibility crosswalk markings, updated ADA ramps, and new curb extensions.

Up to four parking spaces may be removed at this location, three on the northbound side of Commonwealth Avenue and one on the southbound side.

**OUTREACH:** In August 2023, the City engaged the public on curb extension concepts, receiving 158 comments through an online survey, project webpage, and coordination with school communities (Attachment 3). The feedback showed significant support for the safety improvements:

- 68-85% of respondents felt more comfortable letting children walk or bike to school with the proposed curb extensions.
- The top benefits included improved visibility, shorter crossing distances, and reduced vehicle speeds.
- Support was consistently high across all proposed locations.

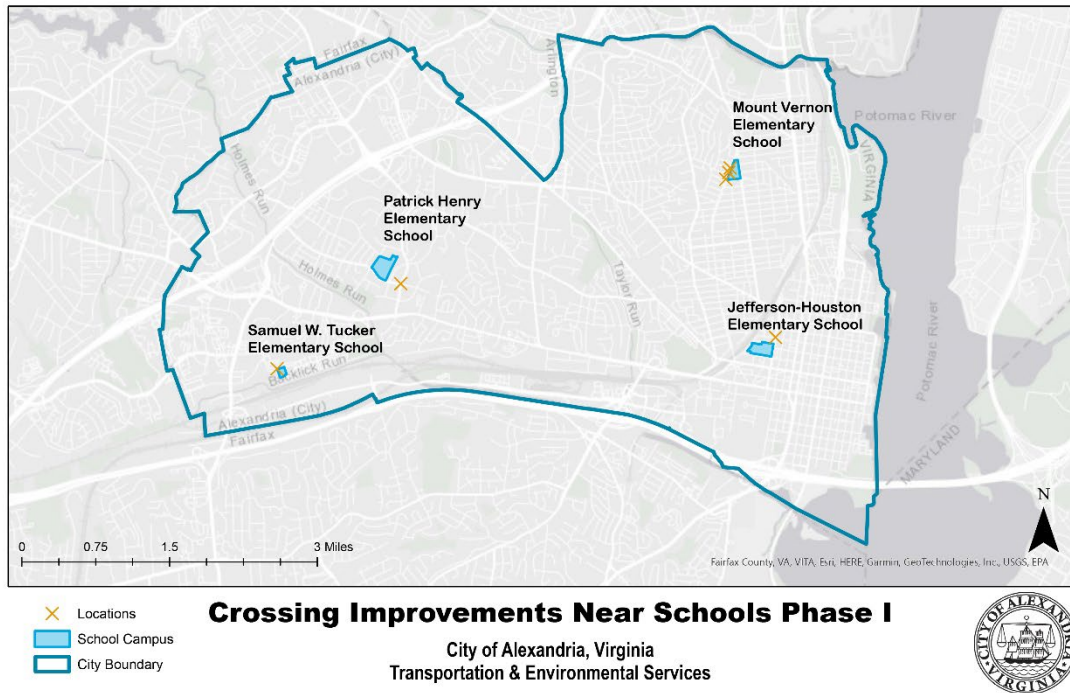
However, the removal of parking spaces emerged as a key discussion point. Many respondents felt the safety benefits outweighed parking impacts, while others expressed concerns about:

- Limited parking for teachers, library patrons, and residents.
- Impact on homes without driveways
- Parking is constrained during school drop-off/pick-up and events.
- Need to balance safety improvements with practical parking needs.

For the July 2025 Traffic & Parking Board meeting, the City conducted additional outreach:

- Previous survey respondents were invited to provide comments.
- Signs were posted at each proposed curb extension location.
- Project information was shared through neighborhood listservs

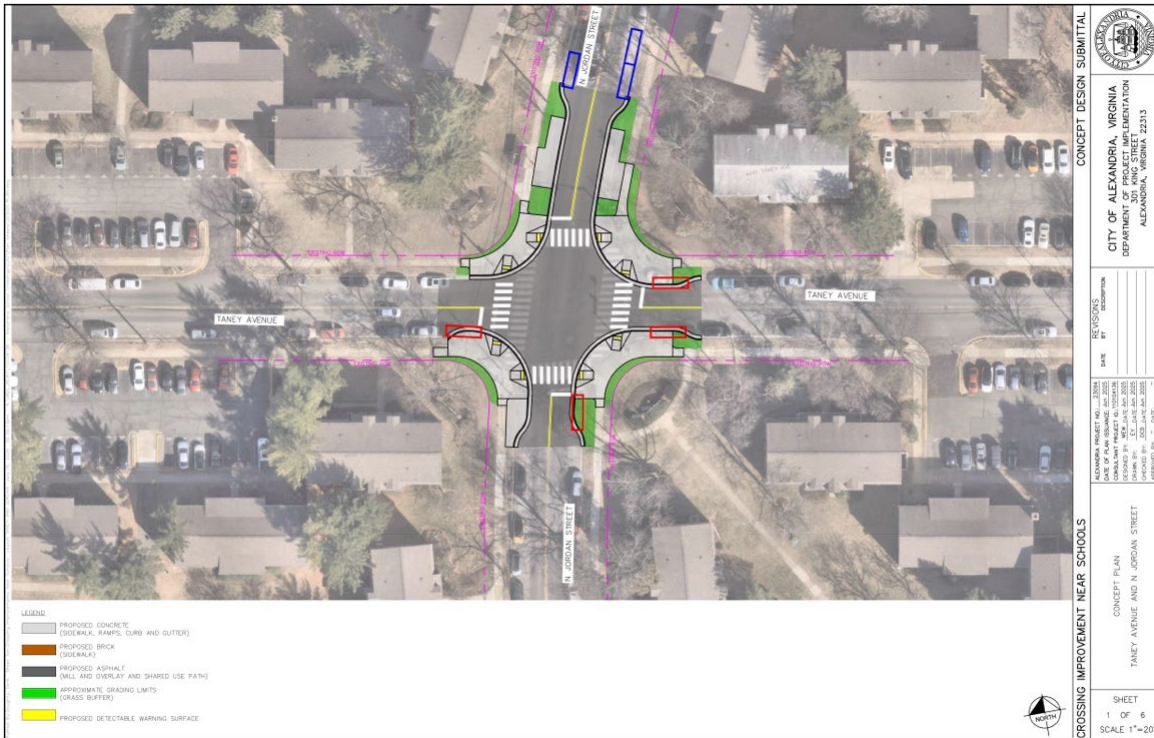
## ATTACHMENT 1: PROJECT LOCATIONS



## ATTACHMENT 2: DRAFT CONCEPTS WITH PROPOSED PARKING CHANGES

- Proposed parking removal highlighted with red boxes.
- Proposed parking additions highlighted with blue boxes.

### *North Jordan Street & Taney Avenue: Draft Concept*



Cameron Station Boulevard: Draft Concept



**LEGEND**

- PROPOSED CONCRETE (SIDEWALK, RAMPS, CURB AND GUTTER)
- PROPOSED BRICK (SIDEWALK)
- PROPOSED ASPHALT MILL AND OVERLAY AND SHARED USE PATH
- APPROXIMATE GRADING LIMITS (GRASS BUFFER)
- PROPOSED DETECTABLE WARNING SURFACE

**PRINCESS STREET**

**N WEST STREET**

**CONCEPT PLAN**

**N WEST STREET AND PRINCESS STREET**

**SHEET 6 OF 6**

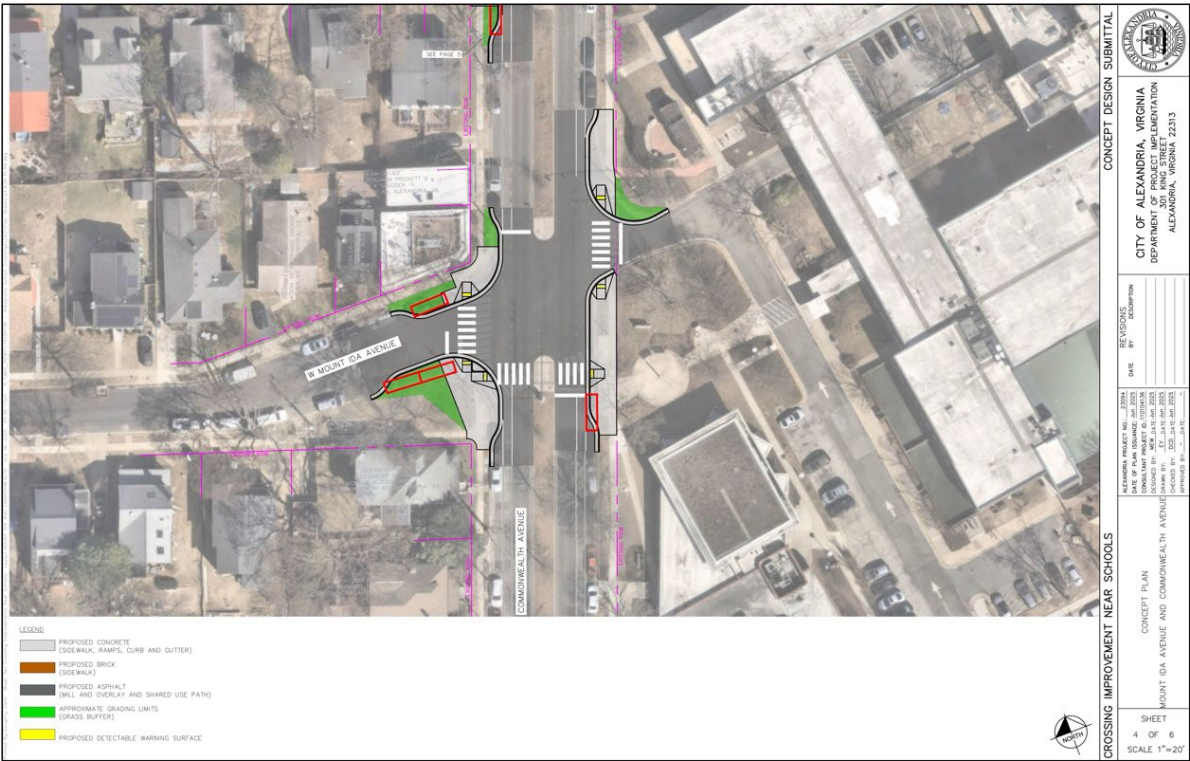
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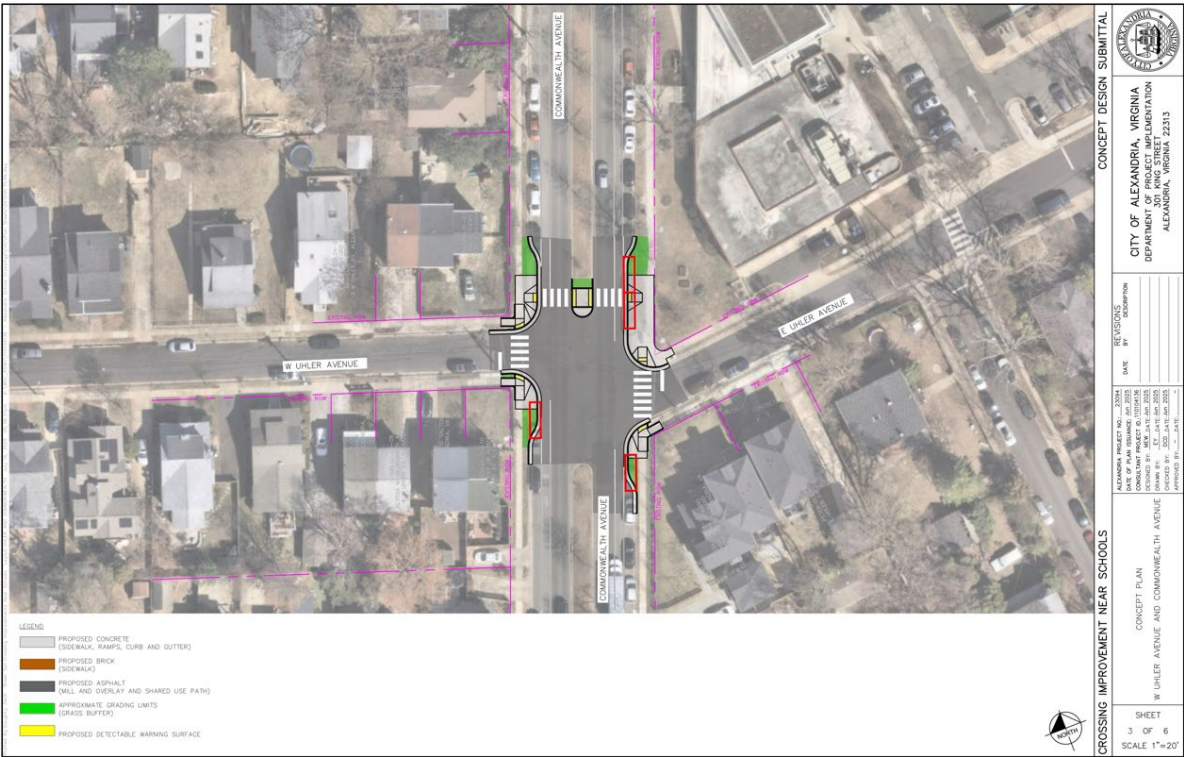
Commonwealth Avenue & Groves Avenue: Draft Concept



Commonwealth Avenue & Mt Ida Avenue: Draft Concept



Commonwealth Avenue & Uhler Avenue: Draft Concept





# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** July 28, 2025

**DOCKET ITEM:** 7

**ISSUE:** King Street Access & Safety at Alexandria City High School

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**REQUESTED BY:** City Staff

**LOCATION:** King Street between Radford Street and Chinquapin Drive

**STAFF RECOMMENDATION:** That the Board recommend the Director of T&ES implement the following changes to reallocate street space:

- Replace the center turn lane and southernmost travel lane on King Street between Kenwood Avenue and Chinquapin Drive with a protected bicycle lane and a dedicated bus pull off.
- Replace the northernmost and southernmost travel lane on King Street between Kenwood Avenue and Radford Street with protected bicycle lanes.
- Remove one eastbound right turn lane from King Street approaching the intersection of King Street and Kenwood Avenue.

**BACKGROUND:** King Street is a critical citywide corridor which provides key links between the City's east and west ends for commercial businesses, commuters, residents and visitors. Within the study area, King Street carries approximately 11,000 vehicles per day (vpd) per 2023 VDOT data, along the length of the corridor at key commercial and commuting hubs with connections to regional roads including I-395 and the George Washington Parkway (Attachment 1).

Within the study area, King Street is an arterial roadway with curb and gutter. The corridor transitions from a four-lane section between Braddock Road and Chinquapin Drive to a three-lane section with a two-way left-turn lane east of Chinquapin Drive. Lane widths are consistently 11 feet. A westbound bike lane begins east of Kenwood Avenue, and an eastbound bike lane starts east of Chinquapin Drive (Attachment 2). Alexandria City High School, located on the south side of King Street, serves over 4,500 students daily from September through June. Directly east of the high school is the City's Chinquapin Recreation Center, accessed from Chinquapin Drive which provides year-round programming and recreational activities for residents.

On the north side of King Street, the area consists of established residential neighborhoods primarily made up of single-family homes and limited townhouses. Redevelopment in this area is minimal and not anticipated. Both the city (DASH) and regional bus (WMATA) services operate along the corridor, with multiple stops for DASH routes 31 and 36 and WMATA Route A71. These stops experience high ridership, particularly from students and commuters. Previously, the City removed two travel lanes and installed a center turn lane and bicycle lanes east of the study area. These lanes transition into mixed vehicular traffic westbound near Kenwood Avenue and eastbound near Chinguapin Drive. The corridor sees a complex mix of users daily, including students, pedestrians, cyclists, micro-mobility users, residential, and commercial traffic, and school and transit buses. The highest traffic volumes and most frequent conflicts occur during student drop-off and pick-up periods, creating significant navigation challenges.

**PROJECT NEED:** This segment of King Street has been identified as a Safety improvement and access need for both pedestrians and cyclists in the Virginia Statewide Transportation Plan (VTrans). The VTrans analysis is independently performed by the state and identifies transportation needs and priority locations that inform investment decisions for studies and construction funding. King Street is on the National Highway System (NHS) and has been identified as a top statewide 1% need within VDOT's Pedestrian and Bike Safety Action Plan, indicating a statewide recognition that the corridor is a high priority for improvements. The City's Alexandria Mobility Plan, adopted in 2016 and reaffirmed in 2021 identified this area as a priority location to complete gaps in the City's bicycle network. In 2023, the City completed a Safe Routes to School Walk audit to identify ways to improve the safety of students walking and biking to school. Through the audit, City Staff conducted data analysis, site visits, observations, community engagement and developed a set of recommendations to improve safety for students. In 2025, the City was awarded funding to further study the corridor and develop recommendations for improvements through the Virginia Department of Transportation (VDOT) technical assistance program. Analysis from 2025 builds on the recommendations from the 2023 Safe Routes to School Audit and is focused on improving safety by minimizing crash risks, improving driver behaviors, reducing crossing distances for pedestrians, and adding bike lanes in a very cost-effective manner.

In both 2023 and 2025, similar safety and traffic issues were observed, including:

- During school drop-off and pick up, vehicles park illegally in turn lanes and unprotected bicycle lanes causing up and downstream confusion in the roadway resulting in aggressive driver behavior.
- High pedestrian volumes, especially during school arrival and dismissal, overwhelm the existing sidewalk infrastructure, causing pedestrians to spill out into vehicle travel lanes.
- Separate bicycle lanes are forced to merge into mixed general traffic volumes in front of the high school, causing unpredictable bicycle activity and discouraging less confident riders from using bicycles or micromobility options to access the school.
- Poorly timed signal phases at intersections results in vehicle backups and delays which encourage vehicles to make ill-timed turns in intersections and increase risky driving behaviors and the risk of crashes.
- Illegal pedestrian crossings outside of intersections or during conflicting walk signals, causing frequent vehicle stops and increasing the likelihood of a crash.

The project goals and recommendations are to implement safety improvements and changes to the roadway configuration that address known safety challenges and can enhance the day-to-day operations and safety of all roadway users.

**DISCUSSION:** The City proposes implementing improvements to reallocate space on King Street to address safety concerns and improve pedestrian and driver behavior (Attachment 3). The changes aim to:

- Simplify the roadway conditions to encourage safer driver behavior;
- Create dedicated space for cyclists and other micromobility users; and
- Better manage vehicle and pedestrian movements.

These improvements are organized into three categories: lane reductions, enhanced bicycle infrastructure, and safety/operational improvements.

#### *Lane Reductions*

- Remove center turning lane on King Street between Kenwood Avenue and Chinquapin Drive where turn volumes into driveways are low and there are no intersecting roadways requiring left turns.
- Remove one eastbound right turn lane from King Street between Kenwood Avenue and Chinquapin Drive.
- Remove one westbound travel lane from King Street between Kenwood Avenue and Redford Street.
- Remove one eastbound travel lane from King Street between Kenwood Avenue and Redford Street
- Remove one eastbound right turn lane from King Street at the intersection of King Street and Kenwood Avenue.

#### *Enhanced Bicycle Infrastructure*

- Install a protected, eastbound bicycle lane on the south side of King Street from Radford Street through Chinquapin Drive, to connect into existing eastbound bicycle lanes.
- Extend the westbound bicycle lane along the north side of King Street from the east side of Kenwood Avenue through Radford Street.
- Install bicycle lane protections on the block of the westbound bicycle lane from Kenwood Avenue to Radford Street.

#### *Safety and Operational Improvements*

- On the north side of King Street, consolidate two DASH bus stops to one, improved DASH bus stop on the west side of Kenwood Avenue. This location will also bring students closer to a dedicated crosswalk, decreasing the likelihood of mid-block pedestrian crossings.
- On the south side of King Street, between Kenwood Avenue and Chinquapin Drive, create a dedicated bus pull-off and enlarged bus stop to facilitate higher passenger volumes.
- Install a high visibility crosswalk with a pedestrian island and rapid flashing beacons on the east side of the intersection of King Street and Radford Street.

- Adjust timing for Leading Pedestrian Intervals at the intersections of Kenwood Avenue and Chinquapin Drive to ensure pedestrians have adequate time to cross King Street.
- Adjust the timing of current traffic signals to have a unique phase for school drop-off and pick-up that optimizes traffic flow to minimize wait times for all drivers
- Create a dedicated left turn lane from King Street at Kenwood Avenue to reduce simultaneous vehicle movements.
- Install signage to prohibit left turns from King Street to Radford Street.

These improvements align with the City's Complete Streets Policy and recommendations from the Alexandria Mobility Plan (2022) and Safe Routes to School Audit (2023). Implementation is planned to start in the fall of 2025.

### ***Expected Benefits***

*Lane Reductions:* From a safety perspective, lane reductions provide the greatest opportunity to improve safety and reduce potential conflicts between drivers, cyclists and pedestrians. The greatest source of conflict in the study area is the result of illegal parking during school drop-off and pick-up in the right turn lane on the south side of King Street between Kenwood Avenue and Chinquapin Drive. Vehicles illegally park in the lane, causing significant queuing and downstream backups into nearby intersections, forcing unaware vehicles to merge suddenly or react to a blocked receiving lane. By removing this right turn lane, we take away the ability for illegal driver behavior and create a safer roadway.

*Enhanced Bicycle Infrastructure:* By removing turning lanes from the cross-section, there is now adequate space for the extension of protected bicycle lanes in the eastbound and westbound directions and protected bicycle lanes will reduce conflicts between drivers, cyclists, and pedestrians. Furthermore, by reducing the number of vehicle lanes, the overall roadway width is made narrow which encourages suitable vehicle speeds and reduces speeding. The provision of protected separation between cyclists, micromobility users and vehicles creates a safer route for vulnerable road users and may encourage greater adoption of non-vehicle transportation; especially since a complete route to the high school is available.

*Safety and Operational Improvements:* A number of overlapping improvements are proposed along the corridor to improve the user experience for all modes.

- **Improved Bus Stops:** The consolidation of bus stops will result in improved route efficiency for the DASH buses along their system and decrease potential delays in travel times. Fewer bus stops may result in faster times through the corridor for both buses and vehicles navigating the space; saving time for everyone. At each improved bus stop, the City aims to expand space for passengers and enhance rider comfort.
- **Pedestrian Improvements:** Installing a high-visibility crosswalk will increase driver awareness of pedestrians and reduce crash risk. A new crosswalk is proposed where mid-block crossings were observed during site visits. Furthermore, consolidating the westbound bus stops to the west side of Kenwood Avenue will align student drop-offs with an existing crosswalk, helping to discourage unsafe mid-block crossings as students move to and from the high school building.

- **Leading Pedestrian Intervals:** Adjusting the duration and timing of pedestrian crossing intervals will give pedestrians more time to enter the intersection before vehicles receive a green light, increasing pedestrian visibility to drivers and decreasing crash risks. Additionally, more time to cross the street may encourage students and pedestrians to better follow posted crossing signals.
- **Signal Timing Adjustments:** Adjustments to the timing and coordination of the traffic lights at Kenwood Avenue and Chinquapin Drive will reduce delay and more efficiently move vehicles through the intersections. Especially during pick-up and drop-off times, ensuring that vehicles can quickly exit from Chinquapin Drive may encourage more vehicles to use the designated pick-up and drop-off areas on Chinquapin Drive. A dedicated left turn signal from King Street onto Kenwood Drive will improve safety at the intersection by reducing conflict points and potential red-light running at the intersection.

The user experience will improve for all modes. Drivers will benefit from more intuitive wayfinding and consistent road configurations, reducing confusion at key intersections. People biking will no longer need to alternate between street, sidewalk, and multi-use paths. People walking will experience shorter crossing distances and improved visibility at intersections.

These improvements position King Street to meet the area's needs and address safety challenges identified in the Safe Routes to School Audit, while adhering to the City's Complete Streets Policy and Vision Zero goals.

**Traffic Analysis:** Within the study area, King Street has adequate capacity and without expected growth in the area, proposed changes to the roadway have minimal impacts on the existing driver experience in the study area. Proposed changes to signal timing are likely to reduce wait times and delays in the study area. Please note, traffic analysis did not include the King/Quaker/Braddock intersection, as it is outside of the study area, but no impacts are expected to the intersection. Any long-range intersection improvements would be analyzed through a separate design effort.

For the King Street Access & Safety at Alexandria City High School Traffic Analysis, key metrics studied included:

- Turning volumes
- Queue lengths
- Service level changes

An analysis of Vehicle Level of Service at the intersection of Kenwood Avenue and King Street and Chinquapin Drive and King Street is included to demonstrate that without proposed improvements in the study area, the existing levels of service are likely to remain or get worse (Attachment 4). With the proposed safety and operational treatments in the study area, City Staff expects to see improvements in the overall level of service at the intersections, however during peak school arrival and dismissal times, adjustments to the length of the leading pedestrian intervals, to allow students and pedestrians more time to safely cross, may decrease the proposed

Level of Service by one letter grade, which reflects a potential increase in vehicle wait time of 5 – 10 seconds. However, the feedback form indicates strong community support for design interventions which decrease potential conflicts between vehicles and pedestrians (see outreach for more details) and increasing the duration of LPI's is consistent with reducing conflicts to adhere to community preferences.

By changing the design of the roadway, the traffic analysis shows that there will be minimal changes for drivers, while the project goal of enhancing the day-to-day operations and safety of all roadway users is achieved.

**OUTREACH:** The project utilized multiple avenues of outreach to share project information and solicit feedback from the community, including:

- Direct emails with updates to nearby Community Associations and advocacy groups, including the Parent Teacher Association for ACHS, the Parent Teacher Association Council, Alexandria Families for Safe Streets, Bicycle and Pedestrian Advisory Committee and the Washington Area Bicyclist Association.
- Direct emails and briefings to City Departments and partners, including Alexandria City Public Schools, DASH, Washington Metropolitan Area Transit Authority (WMATA), Alexandria Police Department, and the Department of Recreation, Parks and Cultural Activities.
- Community Open House at the Alexandria City High School to present existing conditions and design options.
- Online feedback form to solicit feedback on design options and community preferences.
- Online updates to the project website, including meeting recordings and links to public presentations.
- Informational presentation to the Traffic and Parking Board to introduce the project.
- Social media and eNews announcements with project updates.

An online feedback form was launched on June 3 and ran for a month until July 3 and sought community feedback on three design options tailored to address illegal parking on King Street and how to prioritize other potential interventions. The three options in the feedback form were focused on the block between Kenwood Avenue and Chinquapin Drive and known as:

- Option 1: Protected Bike Lane + Bus Pull Off
- Option 2: Protected Bike Lane + Center Turn Lane
- Option 3: No Changes

Options 1 and 2 sought to remove the ability for illegal parking on King Street, while allocating space for cyclists and micro-mobility devices and exploring different bus treatments within the corridor. Option 3 offered an opportunity to keep the corridor design consistent with current designs (Attachment 5). During the month (June 3 – July 3), 114 respondents completed the online feedback form and provided input. See Attachment 6 for a summary of the feedback.

In addition to responses in the feedback form, the City analyzed impacts and traffic patterns and found design alignment with the preferred Option 1: Protected Bike Lane + Bus Pull Off, as supported by community input in the feedback form.

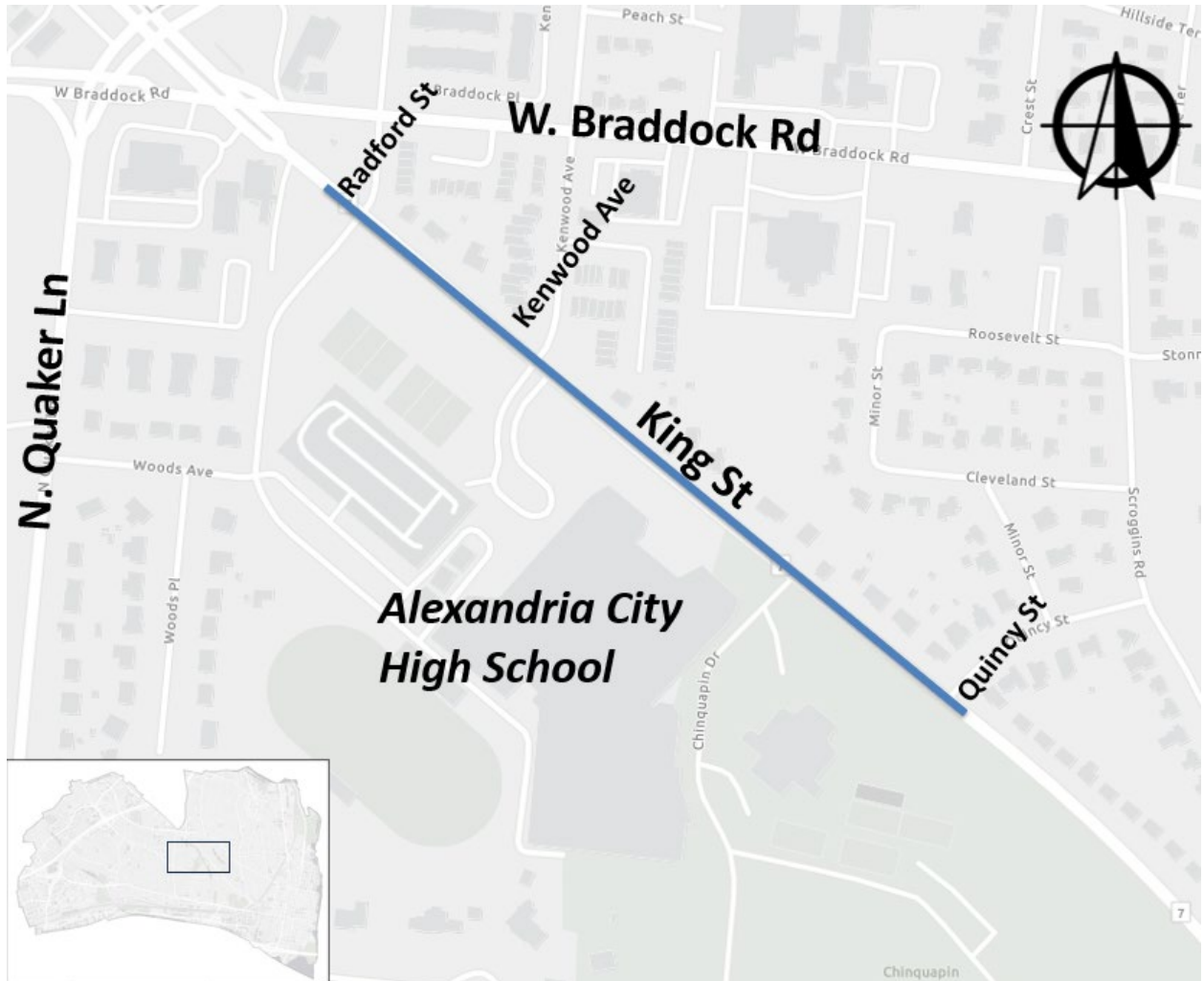
## **Key Takeaways**

- Option 1: Protected Bike Lane + Bus Pull Off is recommended by staff for its ability to maximize a reduction in illegal parking, improve cyclist connectivity and minimize impacts to through traffic, and saw the highest score (3.7 stars) among design options from respondents on the online feedback form.
- Combination of lane reductions, enhanced bicycle infrastructure, and safety/operational improvements proposed by the plan will maintain or improve existing vehicle level of service in the corridor.<sup>1</sup>
- When asked to weigh the importance of different interventions, options which reduce conflicts between vehicles and pedestrians, such as additional crosswalks and dedicated turning phases at intersections, were more important than minimizing potential delays for drivers.
- ACPS has continued to partner with City staff as a project stakeholder, and staff has been in constant communication with them regarding the proposed changes. The Police Department is also aware of the project and have stated no objections to the proposed design.

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<sup>1</sup> Increases in Leading Pedestrian Interval Times to create safer pedestrian crossing conditions may increase wait times for vehicles by 5-10 seconds per cycle, resulting in a decrease of one letter grade in the current level of service scores during school arrivals and departures. Current analysis does not currently account for potential time savings of consolidate bus stops.

## ATTACHMENT 1: PROJECT LOCATION

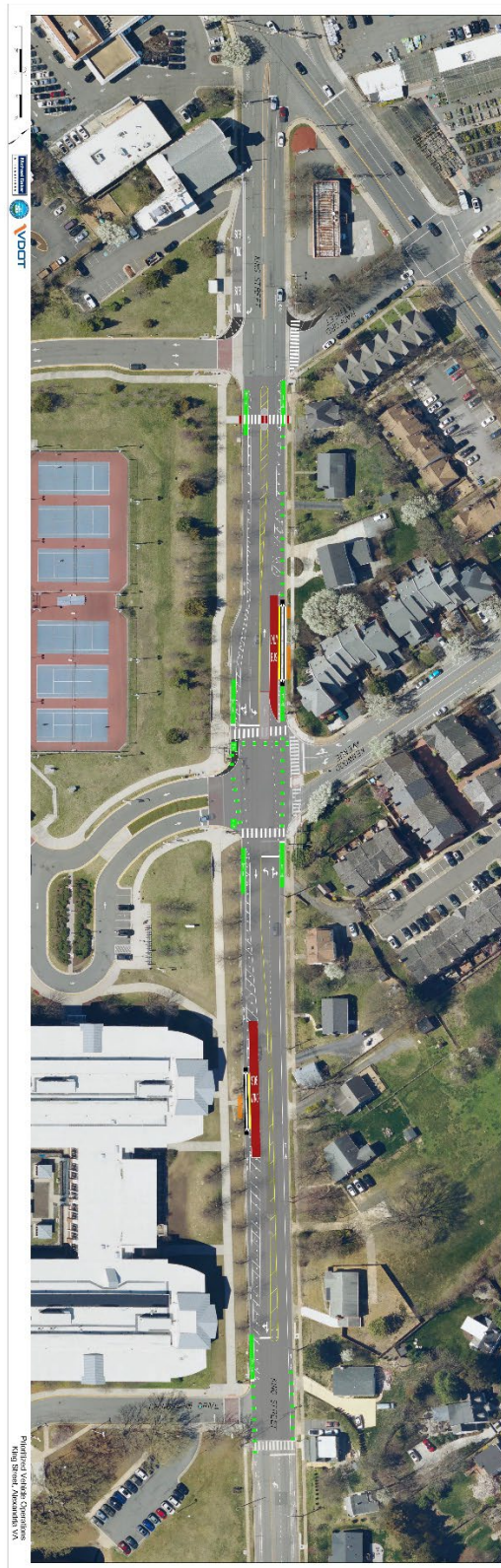




## ATTACHMENT 2: EXISTING CONDITIONS



## ATTACHMENT 3: PROPOSED CONCEPT PLAN



## ATTACHMENT 4: VEHICLE LEVEL OF SERVICE ANALYSIS



### Kenwood Avenue & King Street

- Daily morning commuters and AM school drop off overlap and have the highest traffic volume
- With traffic signal adjustments, evening commute LOS will remain consistent or improve
- Potential timing improvements due to bus stop consolidation are not included in analysis and may improve overall LOS in corridor
- Why is there a decrease in LOS in the morning and school PM peak with project interventions?
  - Pedestrian cross times do not allow enough time for students to get across the street
  - Increasing time to cross (5-7 seconds), lowers the overall LOS score but provides increased safety for students and pedestrians

Kenwood Ave/ Alexandria City High School	Morning Commute + School AM Peak LOS		School PM Peak LOS		Evening Commute LOS	
	EB	WB	EB	WB	EB	WB
Existing Conditions	E	C	F	B	C	C
Future Conditions No Improvements	F	B	F	B	C*	C*
Future Conditions w/ Improvements	D	D	C	C	C*	C*

\*Evening commute LOS will remain the same or improve



### Chinquapin Drive & King Street

- Daily morning commuters and AM school drop off overlap and have the highest traffic volume
- With traffic signal adjustments, evening commute LOS will remain consistent or improve
- Potential timing improvements due to bus stop consolidation are not included in analysis and may improve overall LOS in corridor
- Why is there a decrease in LOS in the morning with project interventions?
  - Pedestrian cross times do not allow enough time for students to get across the street
  - Increasing time to cross (5-7 seconds), takes the LOS score from a B to a C but provides increased safety for students and pedestrians during the morning commute

Chinquapin Drive	Morning Commute + School AM Peak LOS		School PM Peak LOS		Evening Commute LOS	
	EB	WB	EB	WB	EB	WB
Existing Conditions	B	C	B	B	B	A
Future Conditions No Improvements	B	B	B	B	B*	A*
Future Conditions w/ Improvements	C	C	B	B	B*	A*

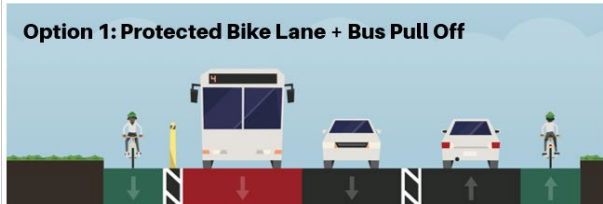
\*Evening commute LOS will remain the same or improve

**ATTACHMENT 5: DESIGN CONCEPTS BETWEEN KENWOOD AVENUE AND CHINQUAPIN DRIVE ON KING STREET**

# Concepts

## Between Kenwood Avenue and Chinquapin Drive

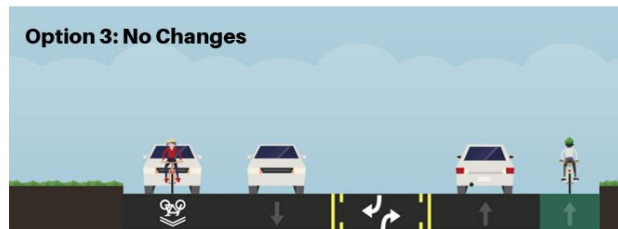
**Option 1: Protected Bike Lane + Bus Pull Off**



**Option 2: Protected Bike Lane + Center Turn Lane**



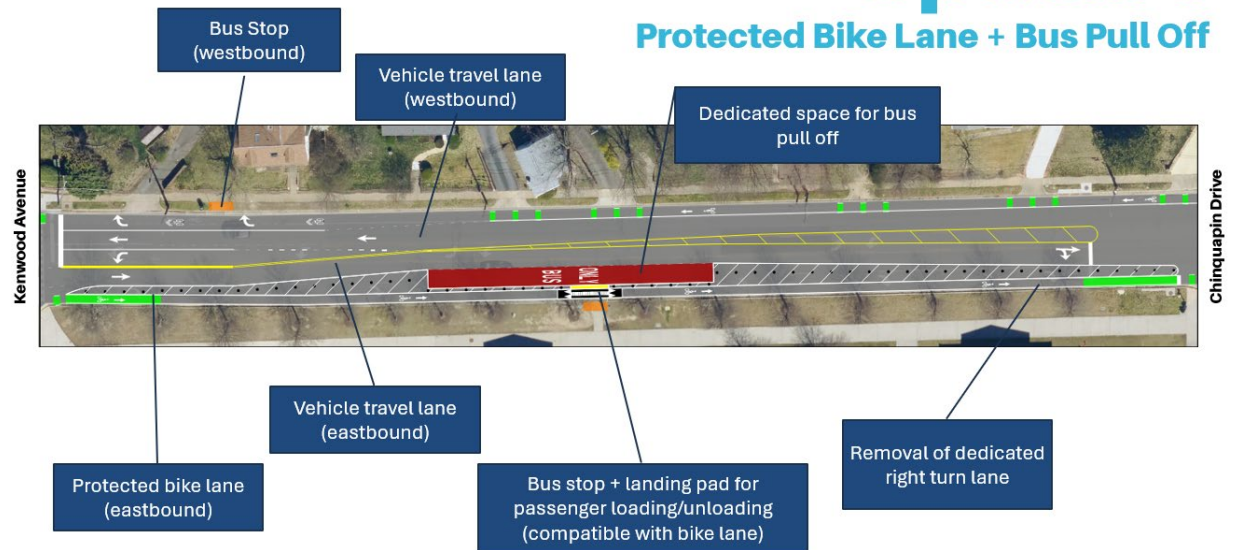
**Option 3: No Changes**





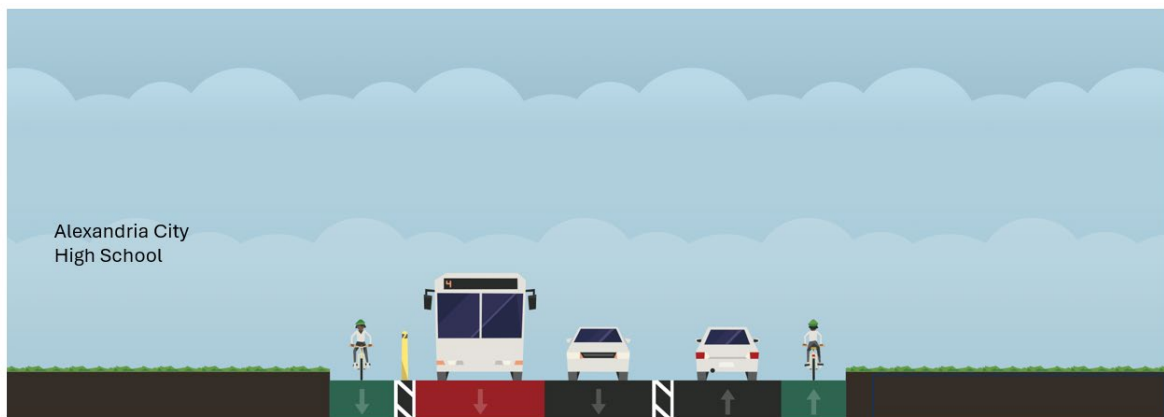
# Option 1

## Protected Bike Lane + Bus Pull Off



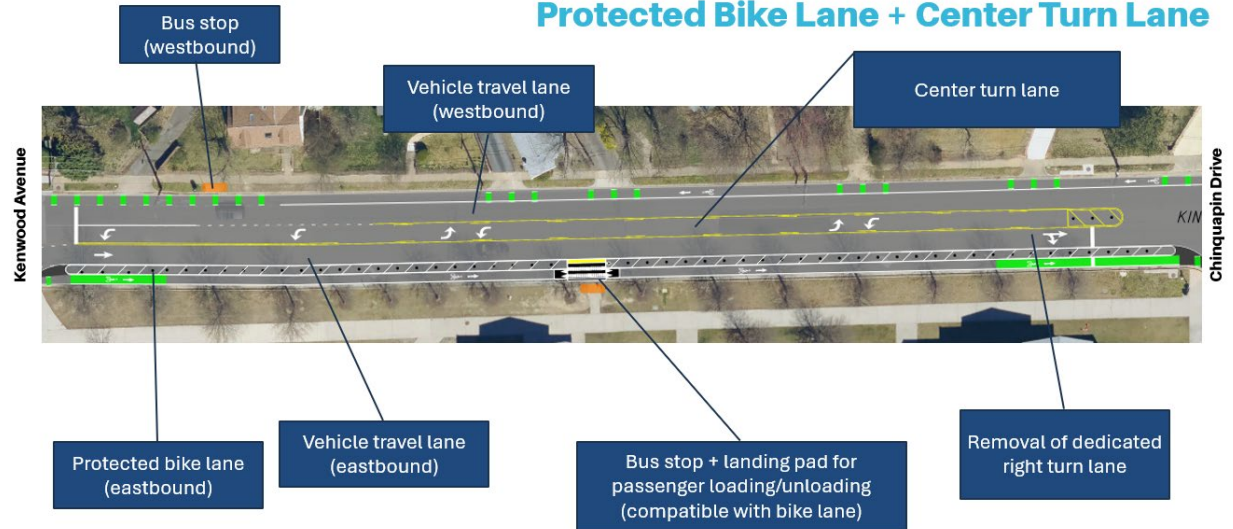
# Option 1

## Protected Bike Lane + Bus Pull Off



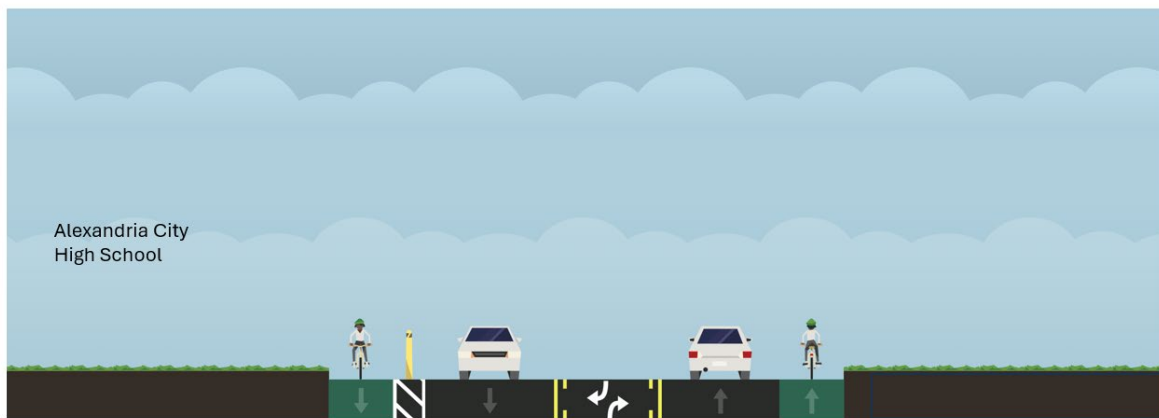
# Option 2

## Protected Bike Lane + Center Turn Lane



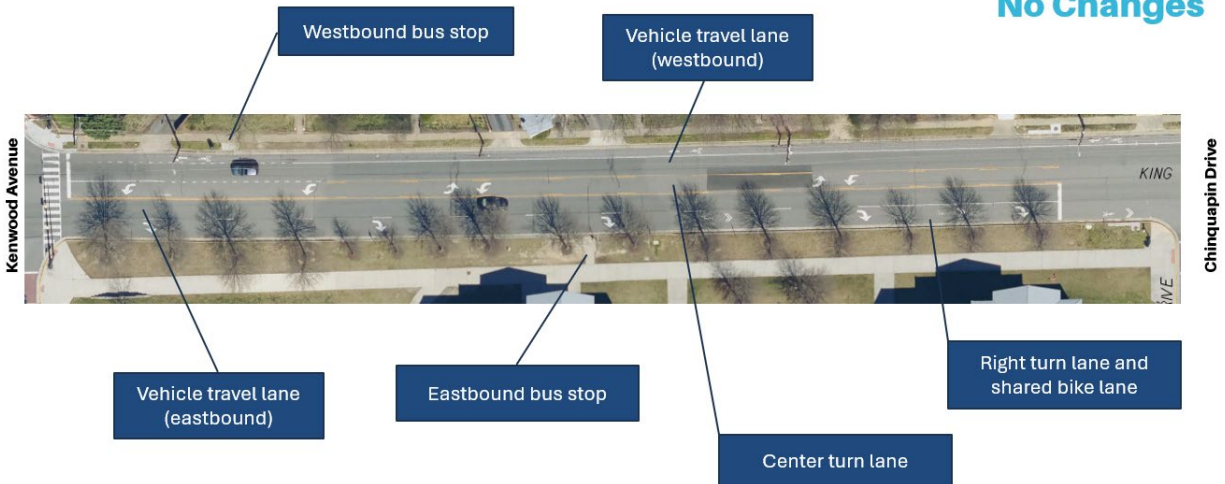
# Option 2

## Protected Bike Lane + Center Turn Lane



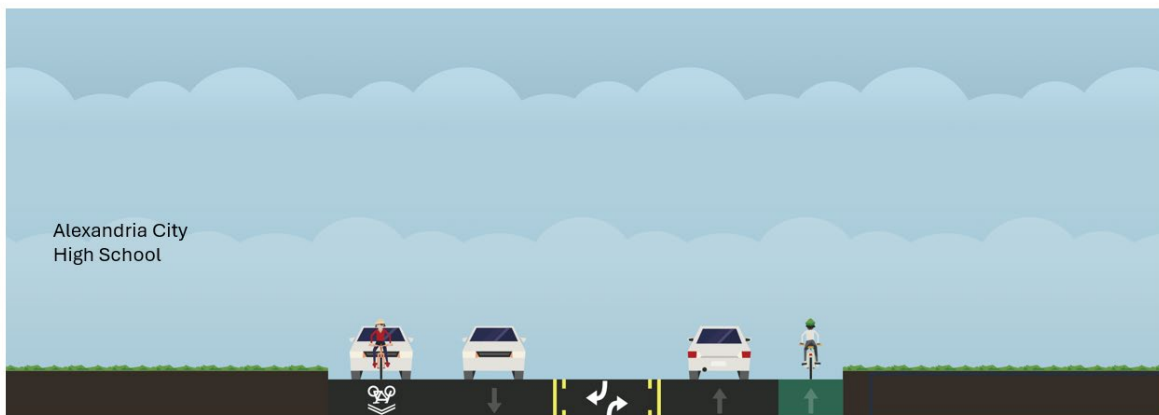
# Option 3

No Changes



# Option 3

No Changes



# ATTACHMENT 6: SUMMARY OF COMMUNITY FEEDBACK FORM FOR KING STREET ACCESS AND SAFETY IMPROVEMENTS STUDY AT ALEXANDRIA CITY HIGH SCHOOL



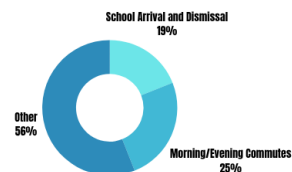
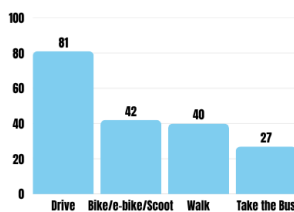
## 114 Responses

### Multi-Modal Transportation is Strong

Respondents use a variety of transportation options to travel through the study area. Design changes should seek to improve access for all modes of transportation.

\*Totals exceed 100% as respondents could select more than one mode of transportation

Modes of Transportation (By %)



## Busy All Day

### Diverse travel times

Respondents travel through the corridor at all times of the day. Design changes should seek to improve circulation at all hours.

## 3 Design Options were Considered

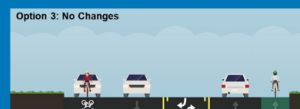
A clear design preference was seen among respondents.



3.7 Stars



3.4 Stars



1.8 Stars

## Option 1: Protected Bike + Bus Pull Off

A number of design considerations were liked by respondents.

- 66% Buses have a safe space to pull over and not block vehicle traffic while loading and unloading.
- 62% Makes the roadway feel narrower, which encourages slower speeds.
- 60% Creates a safe space for people biking or scooting.
- 59% Separates space for people walking, biking and scooting and those choosing to drive.
- 58% Extends the current bike lanes on King Street
- 57% Prevents illegal parking at the curb.



## Option 2: Protected Bike Lane + Center Turn Lane

Respondents showed a preference for design elements that separated roadway users.

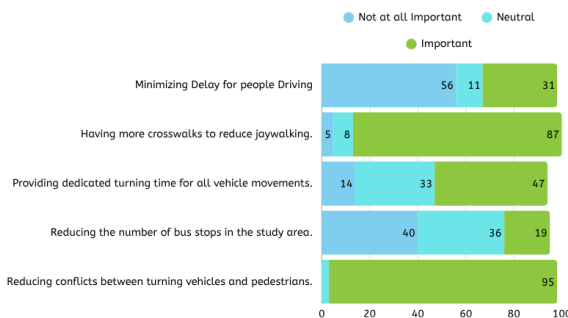
- 71% Creates separated space for people biking or scooting.
- 67% Extends the current bike lanes on King Street.
- 58% Prevents illegal parking at the curb.
- 37% Center turning lane gives vehicles greater flexibility to navigate the roadway.
- 32% Buses don't have to navigate traffic to pull back onto King Street after loading and unloading.
- 29% Reduces the number of changes to King Street.

## Option 3: No Change

Compared to other options, current roadway features were not popular among respondents.

- 63% Don't like current design.
- 13% Roadway works well with current configuration.
- 13% Current bus loading and unloading does not stop vehicle traffic.
- 9% Cyclists and vehicles share a lane.

When asked about other design priorities in the study area, respondents prioritized options that reduced potential conflicts between people and vehicles.



VISIT THE PROJECT WEBSITE FOR MORE INFO:  
WWW.ALEXANDRIAVA.GOV/GO/6530





# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** July 28, 2025

**DOCKET ITEM:** 8

**ISSUE:** 200 Block of King Street Permanent Closure

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**REQUESTED BY:** T&ES Staff

**LOCATION:** 200 block of King Street (between Lee and Fairfax Streets)

**STAFF RECOMMENDATION:** That the Board recommend the Director of T&ES permanently remove 17 parking spaces and modify the traffic signal at the intersection of Fairfax and King Streets, as well as recommend City Council approve the ordinance approving the permanent closure of the 200 block of King Street.

**BACKGROUND:** In 2021, City Council approved the permanent pedestrianization of the 100 block of King Street, following a temporary closure that had been implemented to provide additional space for pedestrians and outdoor dining during the pandemic. In 2022, after a similar car-free pilot, the Council approved the permanent pedestrianization of the Unit block of King Street and a portion of the Strand.

At the September 10, 2024, City Council meeting, City Council requested that staff explore expanding the street closure to the 200 block of King Street through a temporary pilot program that could help evaluate the merits of permanent pedestrianization. Through a pilot program, the 200 block of King Street was pedestrianized for six weeks over the 2024 holidays, from November 22 to January 3, and pedestrianized again starting on March 14 of this year with a pilot end date of September 30. Staff have been working to study impacts to traffic, parking, trash, deliveries, visitors, businesses, and residents since the start of the pilot and making minor to moderate adjustments accordingly.

The 200 block of King Street is a two-way east-west street with parking on both sides of the street (Attachment 1). Similar to the 100 block of King, the block is predominantly commercial. However, this block has a more even mix of retail and restaurants as well as two residences on the upper floors of buildings. This block also includes the City's Visitor Center at the corner of N. Fairfax Street and King Street. Two of the restaurants on the block participate in the City's parklet program and four other businesses have expressed interest in applying for a permit if the block is permanently pedestrianized. Approximately 17 parking spaces remain on this block; one is reserved for 15-minute Visitor Center parking and the rest are 2-hour, metered parking from

Monday-Saturday from 8 a.m. to 9 p.m. This block has a significant slope from west to east and the west end of the block terminates at a four-way traffic signal.

The pedestrianization of the Unit and 100 blocks of King Street has been well received by the community and the businesses on those blocks. The extension to the 200 block is a natural continuation of this pedestrianized space and the block had been occasionally closed for short periods in connection with special events. However, there are some conditions on this block that warranted additional consideration prior to a permanent closure. Staff have been conducting a two-phase pilot to experiment with the pedestrianization of the block and to address specific issues as needed.

Since the start of the pilot in November 2024, staff have conducted ongoing outreach directly to the businesses and residents on and around the block, multiple traffic studies, and two public-facing online feedback surveys.

**DISCUSSION:** The pedestrianization pilot has had a noticeable positive impact on the 200 block of King Street and Alexandria as a whole, increasing the vibrancy of the area. The pilot has drawn more visitors and business to the area since the start of phase one.

Staff has, and continues, to coordinate with many internal and external stakeholders to address specific conditions for this block and the closure. The following provides an overview of the primary concerns that were and continue to be considered:

- **Traffic:** Since this is the last block of King Street before vehicular access ends at the 100 block, closing this block to vehicles did not significantly impact traffic in the area. The intersection of King and Fairfax Streets is signalized, and the signal and signage was modified to direct vehicles heading east on King to turn right or left on Fairfax Street. This likely improved traffic by keeping vehicles on Fairfax Street as opposed to turning at Lee Street which is narrower and tends to be more residential. The pedestrian signal was modified for the first phase of the pilot to prohibit pedestrians from crossing except during an exclusive pedestrian phase. However, due to observed general confusion and complaints from both pedestrians and drivers, City staff reinstated the original pedestrian phasing typical for a four-way intersection in June of this year.

Traffic studies conducted before and during each phase of the pilot found that surrounding streets did not become more congested despite an average 35% increase in eastbound and 32% in westbound vehicular volumes on Cameron, Prince, and Duke Streets during the pilot on the 200 block of King Street. In fact, westbound traffic congestion on Duke Street even decreased by 1% during the pilot. The studies also found that pedestrian volumes overwhelmingly outnumbered vehicular volumes—from five to twelve times as many—at each of the three studied intersections before and during the pilot, demonstrating how dedicating more space for people walking, relative to vehicles along these three blocks of King Street, is an equitable allocation of City right-of-way (Attachments 2 and 3).

- Emergency Vehicle Access:** Similar to the other two blocks, a 22-foot-wide clear zone is required for the length of the block for emergency vehicle access. No structures can be located within this zone, including moveable furniture, but pedestrians are permitted. Additionally, a five-foot wide clear path is required on both sidewalks to provide egress and space for emergency personnel to access buildings in an emergency. This also has the benefit of providing more visibility for retail storefronts. Drivers will continue to be prohibited from entering the block by using the existing temporary barricades. If the block is permanently pedestrianized, City staff would request allocating funding for bollards similar to those at King and Union Streets for a more permanent and uniform aesthetic.
- Parking:** Closing this block will permanently eliminate 16 metered parking spaces and 1 short-term space adjacent to the Visitor Center. These spaces can be accommodated in nearby off-street garages, including the Market Square garage on North Fairfax Street. Since eastbound vehicles are forced to turn at Fairfax Street, the garage is a convenient option. Additionally, new garage signage indicating spaces available have been added to the City's garages, which provides additional information about parking availability. The loss of parking was originally a significant concern raised by the residents and businesses in the immediate vicinity, however, concerns about parking availability seem to have waned since the start of the pilot. Only 13% of the Phase 2 survey respondents chose parking availability as a concern as a result of pedestrianizing the 200 block, as opposed to 20% of the Phase 1 survey respondents. Anecdotally, staff have also heard fewer remarks about parking concerns in recent months relative to the months prior to the start of the pilot in fall 2024.
- Activation and Beautification:** The current parklet and outdoor dining/retail program is available to all the businesses on this block and staff is working with the businesses to encourage participation. City staff procured bistro tables and chairs as well as planters to provide public seating as well as beautify the block due to the lack of business-led activation given their concerns with investing in outdoor furniture and décor if the block did not remain pedestrianized after September. Additional funding would be needed to activate and/or beautify the block in more permanent ways such as installing the uniform platforms on the block, similar to the 100 block. The Unit and 100 blocks of King Street have been rolled into the Lower King Street CIP/Waterfront project, which will involve a full reconstruction of those blocks, however, the 200 block cannot be added to those plans—any streetscape redesign of the 200 block would need to take place as a separate project.
- Trash:** The public litter cans on the 200 block of King Street were moved to the ends of the block to facilitate trash pickup for the Resource Recovery Division. After working with Kilwins and the City's Old Town Clean Team, an additional public litter can was placed in front of Kilwins to accommodate the volume of trash generated by their customers, particularly in the summer months.
- Transit:** Closure of this block does not impact transit routes since the bus and trolley currently turn north on Fairfax Street prior to this block.

- **Deliveries and loading/unloading:** City staff used the Board-approved administrative procedure for adding new and elongating existing loading/PUDO zones around the intersection of King and Fairfax Streets to accommodate deliveries, ridesharing, e-commerce, and other unloading, which has been largely well-received by the businesses on both King and Fairfax. One elongated PUDO zone was shortened back to its original length in June to increase the metered parking supply in the area.

After addressing some of the concerns from various businesses and residents on and around the 200 block, the number of opponents of the pedestrianization project has waned. However, three of the businesses and the two residents on the block are still not in support of a permanent pedestrianization after experiencing the pilot due to the inability to conduct deliveries in the travel lane on King, a perceived lack of need for another car-free block, and increased noise from buskers and visitors, among other concerns. The large majority of other Alexandria residents, businesses, and visitors are strongly in favor of keeping the block car-free.

City staff met in person with the 200 block several times as a group as well as individually, and has been in regular contact with the businesses via email and phone since the start of the pilot. City staff helped businesses with their questions about the parklet program and even worked with one business to apply for and obtain their parklet permit. Staff addressed the issues related to trash on the block and also procured outdoor seating, planters, and holiday décor for the public to enjoy during the pilot. Staff also worked with the residents of Swifts Alley to reduce cut-through traffic on the private alley, and installed new signs, loading/PUDO zones, attractive barriers, and custom barricade covers on and around the block as requested.

As mentioned previously, there are still some concerns remaining for both residents and businesses on and around the block, including direct vehicular access to front doors on King Street, noise generated by the increasing number of visitors and buskers, parking and crosswalk enforcement on the surrounding blocks, and general activation and beautification of the 200 block to resemble the 100 block. However, several of those concerns can be addressed if the block is permanently pedestrianized and enough funding is allocated to do so. There are also many drawbacks of reopening the block to vehicles, such as vehicular emissions and noise, much less space for pedestrians on one of the City's busiest and most visited blocks, the diminished sense of comfort for those eating, shopping, and touring on the block, decreased safety for roadway users at the intersections on either end of the block, and fewer opportunities for additional greenery and public seating.

Staff recommends permanently pedestrianizing the block so that businesses and the City can work together to fully leverage the formal change and further activate and beautify the block to draw even more visitors and business to Old Town as well as Alexandria as a whole. High-quality pedestrianized spaces have proven to significantly increase the desirability of similarly sized cities such as Boulder, Burlington (VT), Ithaca, Santa Monica, Williamsburg, and Charlottesville for residents, visitors, and businesses alike.

Given that the pedestrianization pilot is scheduled to end on September 30, the City Council will need to decide whether to extend the duration of the pilot, keep the block car-free permanently,

or take no action (i.e., reopen the block to vehicles). If the Traffic and Parking Board recommend the permanent pedestrianization of and removal of parking from the 200 block of King Street, City Council will consider an ordinance to approve the permanent closure at a meeting in September prior to the expiration of the pilot.

**OUTREACH:** Staff have coordinated with several internal stakeholders, including the Alexandria Fire Department, Alexandria Police Department, T&ES (Transportation Engineering, Public Works, Resource Recovery), and Recreation, Parks, and Cultural Activities (RP&CA) (Park Operations and Special Events). Staff have also coordinated with Visit Alexandria to help engage the businesses and residents on the block (Attachment 4).

*Pilot Phase 1:* The public-facing feedback form regarding the first phase of the pedestrianization pilot was made available from November 21, 2024, to January 10, 2025, and was advertised via City webpages, eNews blasts, social media, and online media outlets. The City received 123 responses with a range of concerns, compliments, and ideas for improving the pilot. Of the 123 respondents, 92 identified as City residents, 4 as Alexandria business owners, and 25 as visitors to, non-residents of, or employees in the city.

The intent of the first feedback form was to solicit feedback on how City staff could make tweaks to improve the pilot for the second phase, not determine whether or not it should remain permanent. Overall, 55% of respondents spoke favorably of the pilot while the remaining 45% responded with concerns or disapproval. City residents in particular tended to respond in favor of the pilot/pedestrianizing the block.

Concerns about the pilot focused primarily on parking and vehicular congestion, however, some respondents mentioned issues with the delivery of goods and accessibility, as well as trash, noise, and crowds resulting from the increase in visitors to the block as seen on the 100 and Unit blocks of King Street.

What respondents enjoyed most about the pilot were the benefits to overall mobility and community enhancement that resulted from pedestrianizing the 200 block during the holiday season. Many respondents also cited an increase in roadway safety and a reduction in traffic and air pollution as being benefits of the pilot, as well as it being a boon to local tourism and business.

Respondents submitted suggestions for improving the pilot, including pedestrianizing or raising the intersection of King and Lee Streets, increasing trash pickup, installing mid-block curb ramps, increasing the frequency of the buses and trolley, making Union and Lee one-way streets, and adding more seating, greenery, and bike parking, among many others.

*Pilot Phase 2:* The public-facing feedback form regarding the second phase of the pedestrianization pilot was made available from July 3 to 17 this summer and received 1,842 responses in overwhelming (87%) support of permanently pedestrianizing the 200 block of King Street. Of the 1,842 respondents, 1,444 identified as city residents, 16 as Alexandria business operators, and 382 as visitors to, non-residents of, or employees in the city. City residents in particular (86%) tended to respond in favor of the pilot/pedestrianizing the block. Interestingly,

98% of respondents visited the pedestrianized block on a regular basis, only two respondents operate businesses on the block (one in support, one opposed), and only 4% of respondents found the pedestrianized block to be a negative change. 62% of respondents had no issues with the pilot, while 18% still raised concerns about parking, 17% about traffic, 14% about business access, and 10% about conducting deliveries on the block.

When asked about what respondents liked about the pilot, 70% of respondents noted that the pedestrianized block felt like a natural connection between Market Square and the 100 block/waterfront, 69% felt safer as pedestrians in the area as a result of the pilot, 65% felt there was more space for dining and shopping, and 47% felt they had more space for walking (Attachment 5).

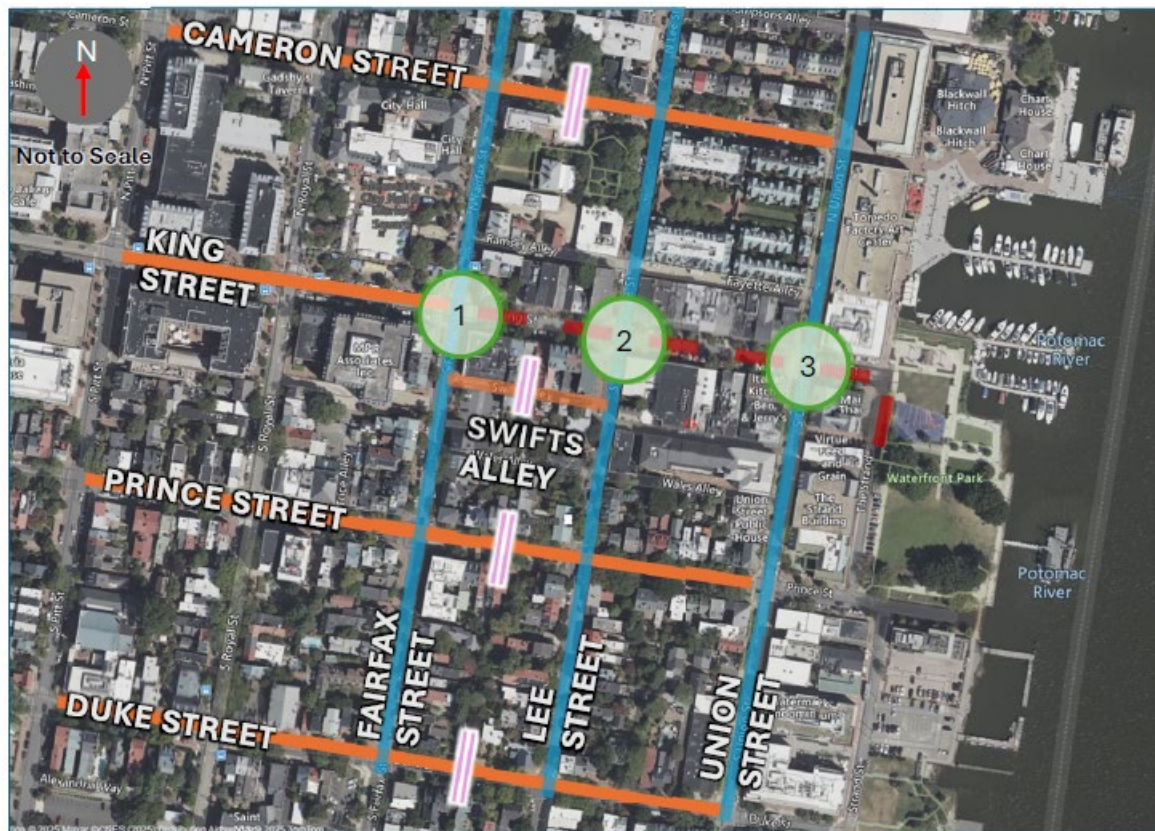
City staff met in person with the 200 block as well as the businesses immediately west of the 200 block by going door to door on November 12 and 15 as well as July 18, and have been in regular contact with the businesses via email and phone since the start of the pilot. As of the posting of this docket, ten businesses are in support, three businesses and two residents on the block remain opposed, and two businesses are ambivalent. The Apothecary Museum and the owners of 320 King Street are also in support. Staff never heard back nor was ever able to meet in person with one business on the 200 block. Most importantly, four of the businesses that were previously opposed to the pedestrianization of their block are now in support after experiencing it firsthand for a combined six months. Eight of the businesses cited that the pedestrianization of the block was an improvement for business.

[illegible]

Existing



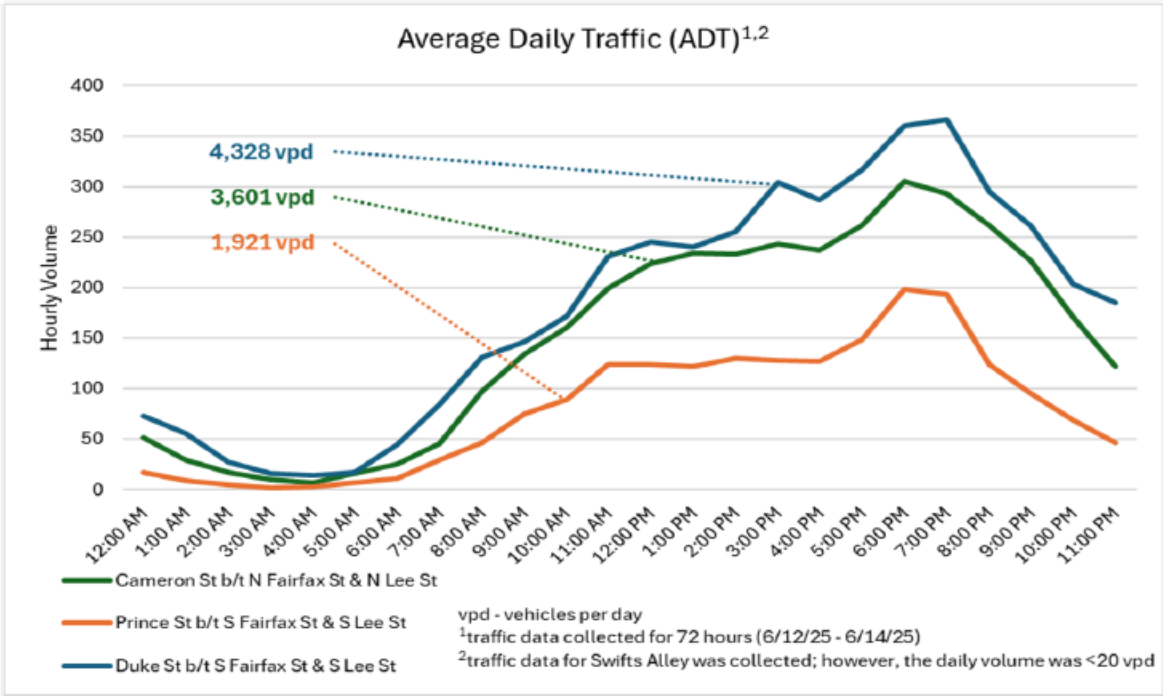
## ATTACHMENT 2: TRAFFIC STUDY LOCATIONS



- E-W Streets
- N-S Streets
- King St Closure
- # Intersection of Interest
- 72-hour volume count location

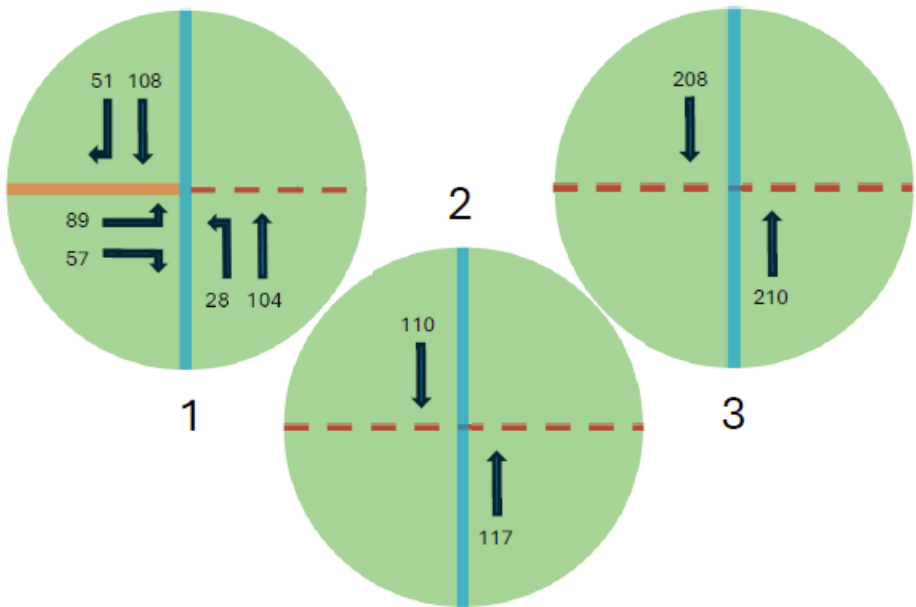


ATTACHMENT 3: TRAFFIC STUDY SUMMARY



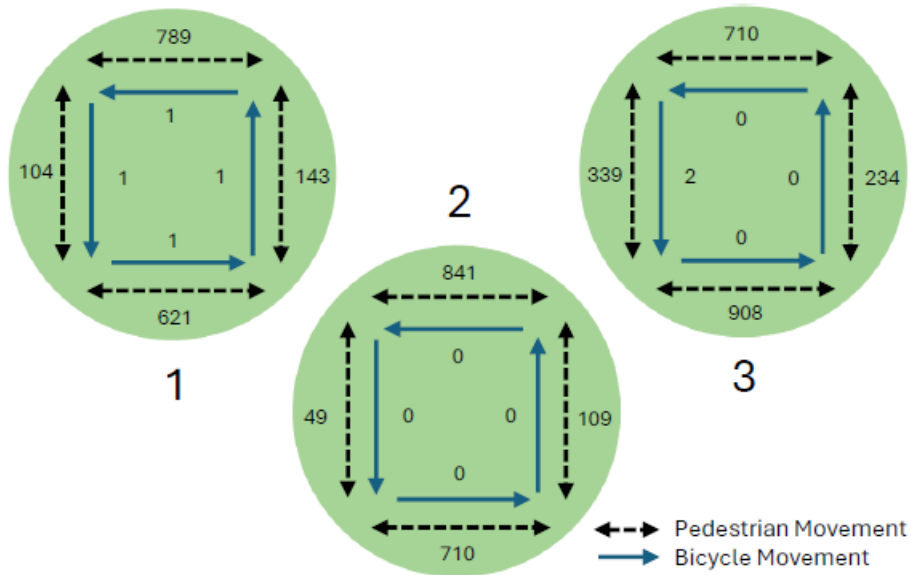
Vehicular Traffic Volume Summary

Highest Network Peak Hour: June 13, 2025, 7:15-8:15 PM



## Bicycle and Pedestrian Traffic Volume Summary

June 13, 2025, 7:15-8:15 PM



## ATTACHMENT 4: LETTER OF SUPPORT FROM VISIT ALEXANDRIA



July 16, 2025

Dear Alexandria Traffic and Parking Board,

I am writing to express my support for the continued pedestrianization of the 200 block of King Street. I believe the pilot program has provided valuable insights across multiple seasons, offering a solid foundation to assess the long-term potential of making this transformation permanent.

The success of the 100 block pedestrianization has been nothing short of remarkable. Its year-round vibrancy has become a defining feature of Old Town, drawing both residents and visitors to enjoy its restaurants, shops, and public spaces. The energy and activity now spill into the street, creating a dynamic and welcoming environment that has become a powerful promotional asset for Visit Alexandria. Our organization frequently showcases this area in photos and videos, and we proudly bring travel writers, influencers, meeting planners, and other visitors to experience it firsthand.

While we recognize that the 200 block differs from the 100 block in both composition and topography, we believe it holds great promise. With thoughtful enhancements—such as raised wooden platforms to address the slope, attractive landscaping, comfortable seating, ambient lighting, and perhaps playful elements like public games, this block could become a vibrant complement to its neighbor. These placemaking efforts would not only improve the pedestrian experience but may also encourage more businesses to invest in creating engaging, street-activating experiences.

We are confident that a permanent pedestrian corridor on the 200 block will help build the critical mass needed to further energize that area of the city. As more businesses adapt and innovate within this space, the area will continue to evolve into a destination that benefits the local economy by those who enjoy it.

We sincerely thank the City of Alexandria for its vision and leadership in launching this pilot and for inviting public feedback. Projects like this exemplify the kind of forward-thinking urban design that makes Alexandria a vibrant and livable city for all.

Sincerely,

A handwritten signature in black ink, appearing to read "Todd B. O'Leary", written in a cursive style.

Todd B. O'Leary  
President & CEO  
Visit Alexandria

## ATTACHMENT 5: FEEDBACK

