



Traffic and Parking Board

July 28, 2025

City Hall – Alexandria, VA

Hybrid meeting will start at 7:00 PM



Notice

The July 28, 2025, meeting of the Traffic and Parking Board is being held in the City Council Chambers on the second floor of City Hall (301 King Street, Alexandria, Virginia, 22314) and electronically. Members of the Traffic and Parking Board and staff are participating either in-person or from a remote location through video conference call on Zoom. The meeting can be accessed by the public in-person or via Zoom.



Welcome

Public Hearing:

- Board will receive comments from the public in-person and via Zoom
- 3 minutes per speaker

Three Ways to Speak:

- Via e-mail: signed up in advance
- In-person: use sign-up form at back of the room
- Via Zoom: use 'Raise Hand' feature in Zoom
 - *9 with phone audio



Agenda: July 18, 2025

Welcome & Introductions

1. Deferrals and Withdrawals
2. Approval of Minutes
3. Public Discussion Period
4. Written Staff Updates & Public Hearing Follow-up

Consent Items:

5. 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



1. Deferrals and Withdrawals



2. Approval of the Minutes

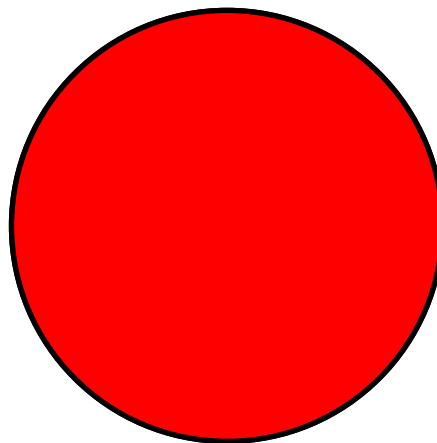


3. Public Discussion Period



3-Minute Timer

Announcement will sound automatically when time is up



4. Written Updates & Public Hearing Follow-Up



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

Presenter: Maha Gilini



Location



Signage



Recommendation

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



6. SRTS Crossing Improvements Near Schools Phase I Project – Parking Removal

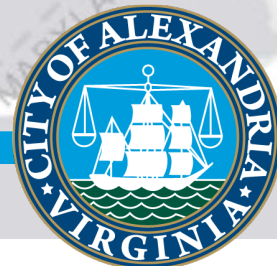
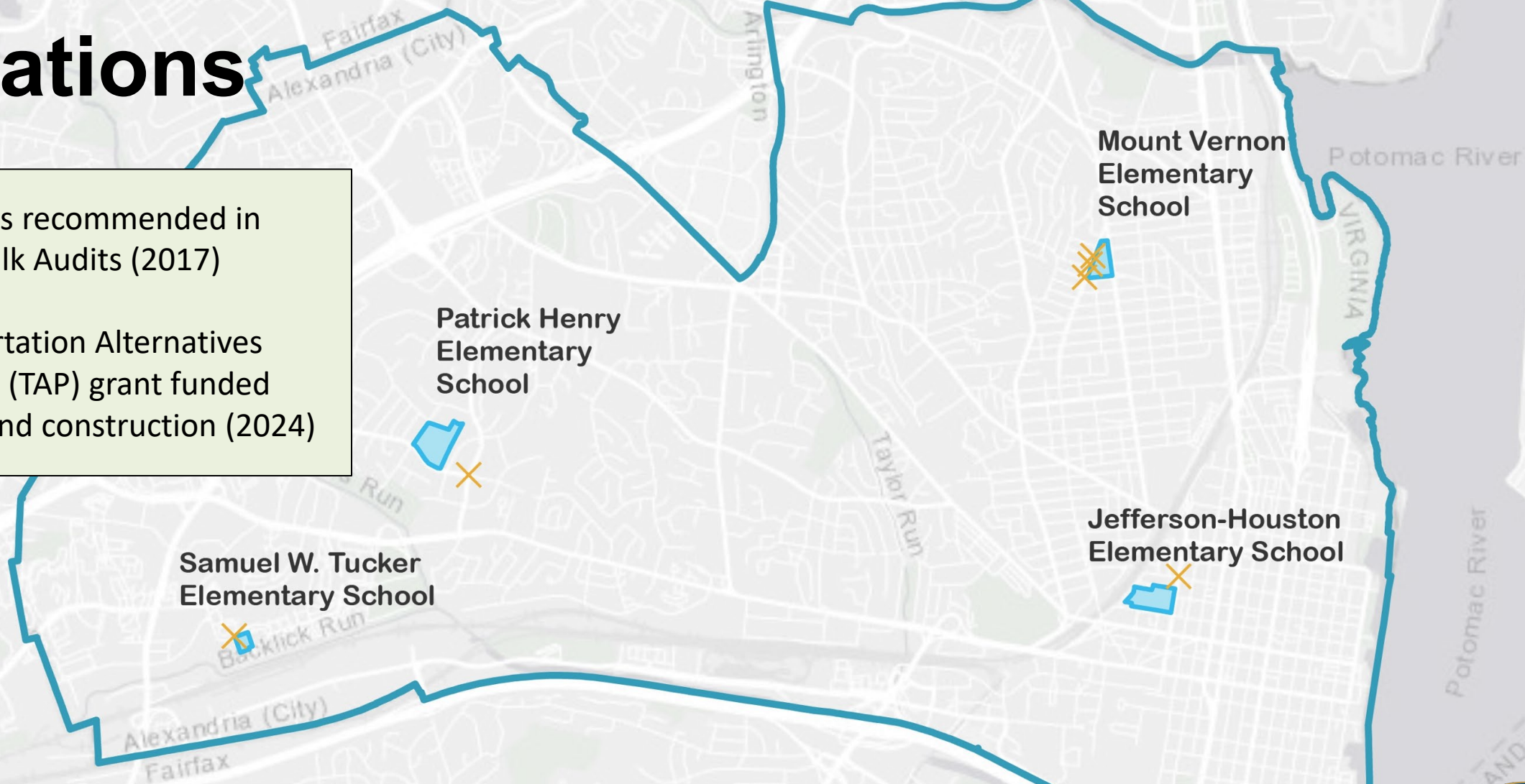
Presenter: Bryan Hayes



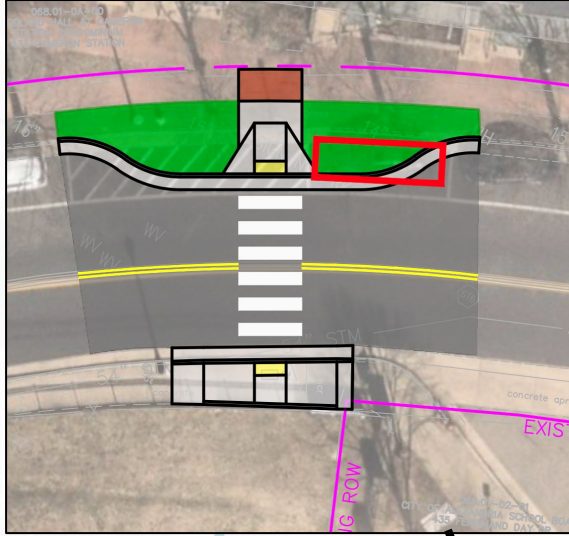
Locations

Locations recommended in
SRTS Walk Audits (2017)

Transportation Alternatives
Program (TAP) grant funded
design and construction (2024)



Discussion



Patrick Henry
Elementary
School



Mount Vernon
Elementary
School

Jefferson-Houston
Elementary School

Goal: Make it safer for students walking to school.

Project will design and implement treatments like curb extensions to:

- Shorten crossing distances
- Improve visibility between drivers and pedestrians
- Slow vehicle turning speeds
- Add sidewalk space

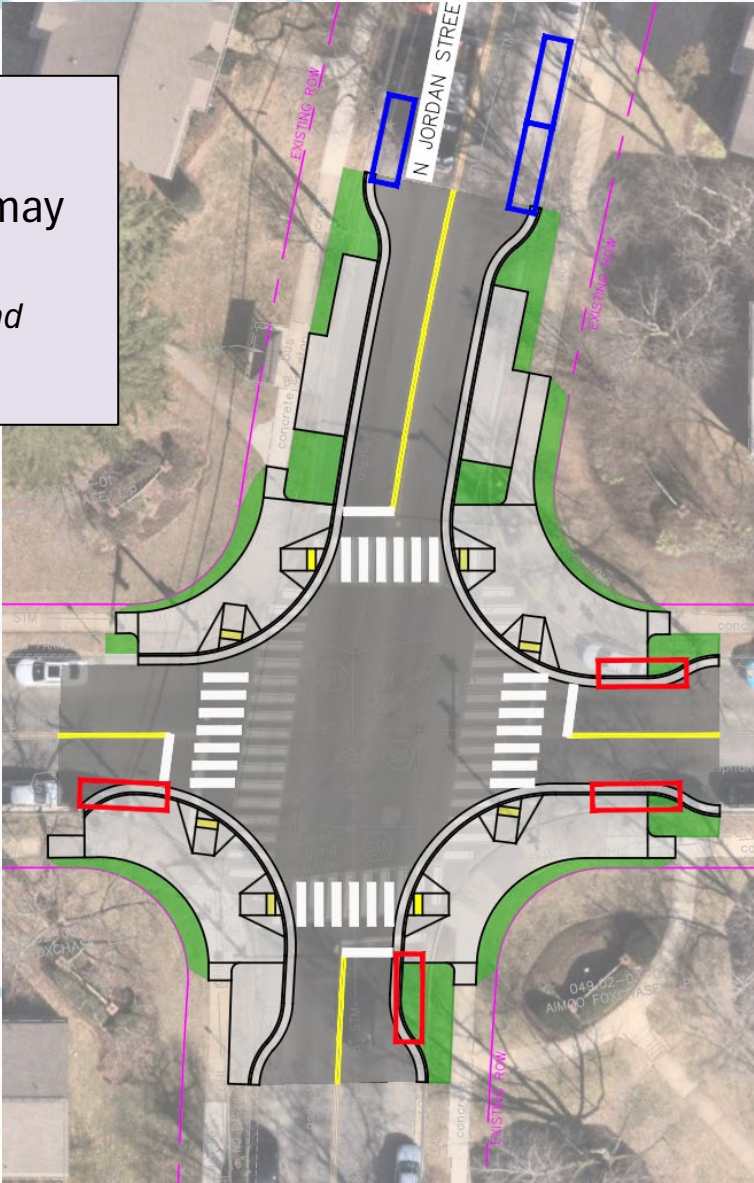


Discussion

Parking Impacts

To improve safety some parking may need to be removed.
See Attachment 2 for detailed concepts and parking impacts.

Location	Parking Added	Parking Removed	Net Parking Impact
Patrick Henry K-8 School	+3	-4	-1
Samuel Tucker Elementary School	0	-1	-1
Jefferson Houston PreK-8 School	+1	-3	-2
Mount Vernon Community School	0	-10	-10
TOTAL	4	-18	-15



Outreach

2023

- 158 participants in online feedback form.
- Support was consistently high across all proposed locations.
- Many felt safety benefits outweighed parking impacts, but concerns were raised.

2025

- Previous respondents invited to comment.
- Signs posted at project locations.
- Project information shared with community and advocacy groups.



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.

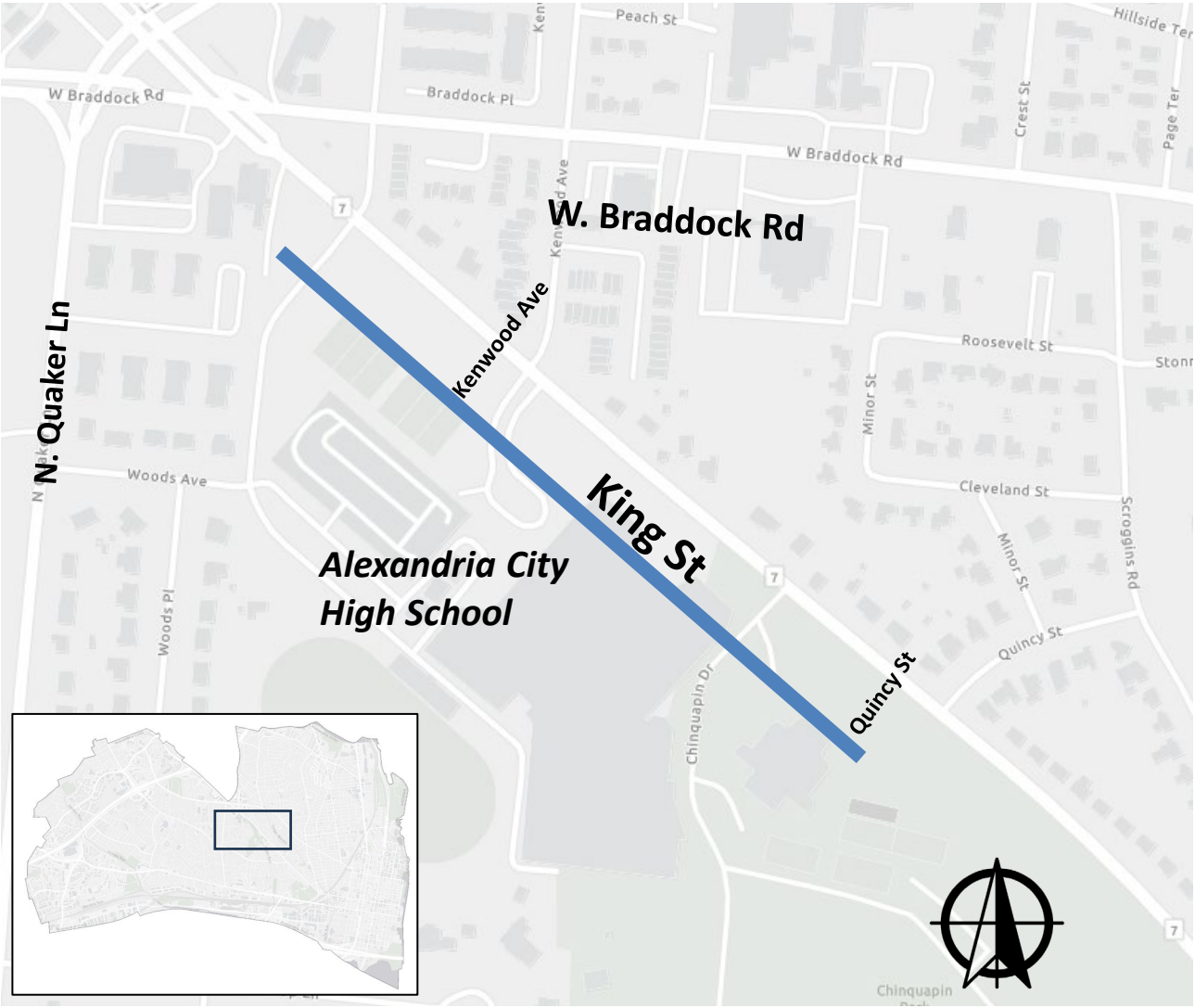


7. King Street Access & Safety at Alexandria City High School – Travel Lane Changes

Presenter: Sara Brandt-Vorel, Principal Planner



Project Location



Project Needs & Goal



VTrans & PBSAP safety issues identified by the state.



Priority bicycle gap location in the City.



Opportunities to increase the safety of students walking and biking to school.



GOAL: Identify improvements that enhance the day-to-day operations and safety of all roadway users and can be implemented in a short period of time.



Observed Challenges



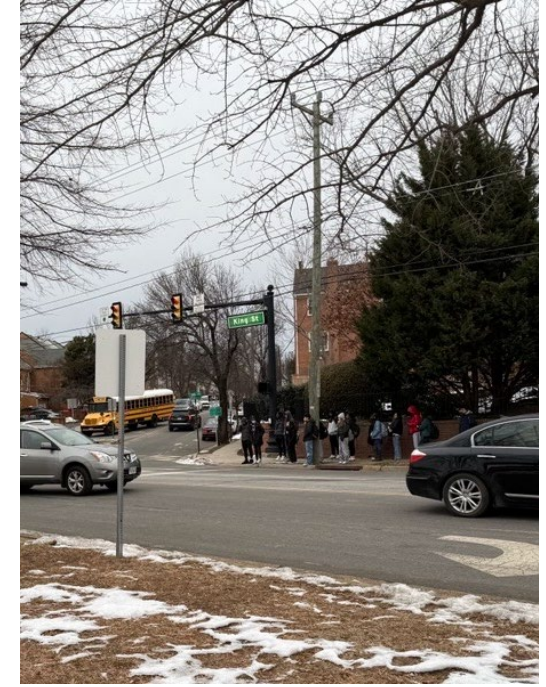
School Pick-Up & Drop-Off



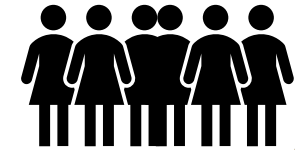
Vehicle Backups



Pedestrian Crossings

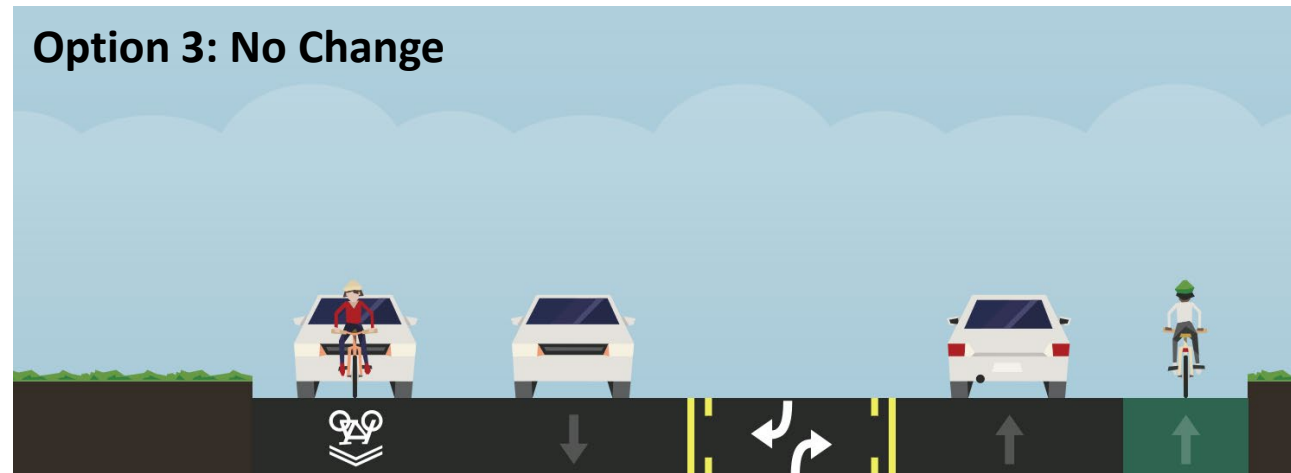
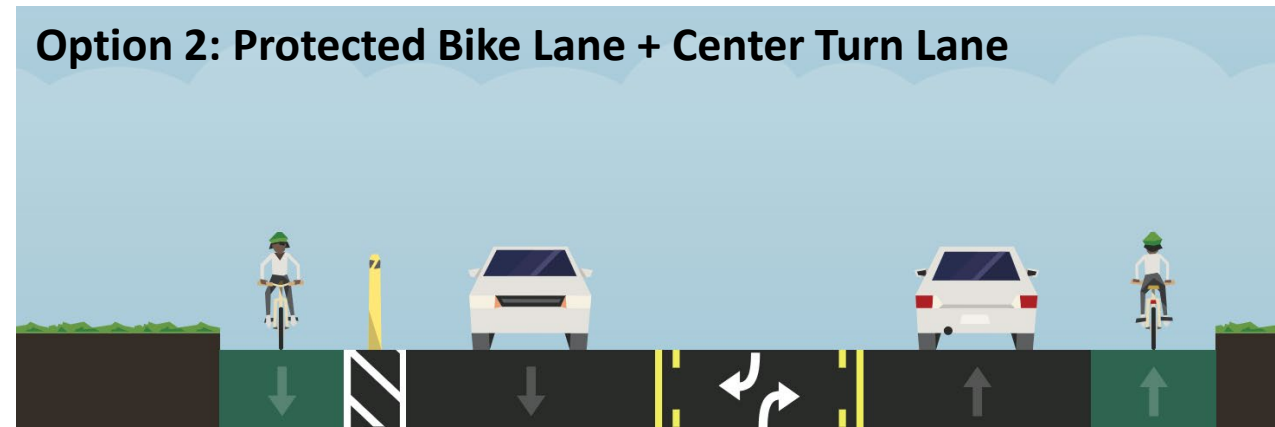
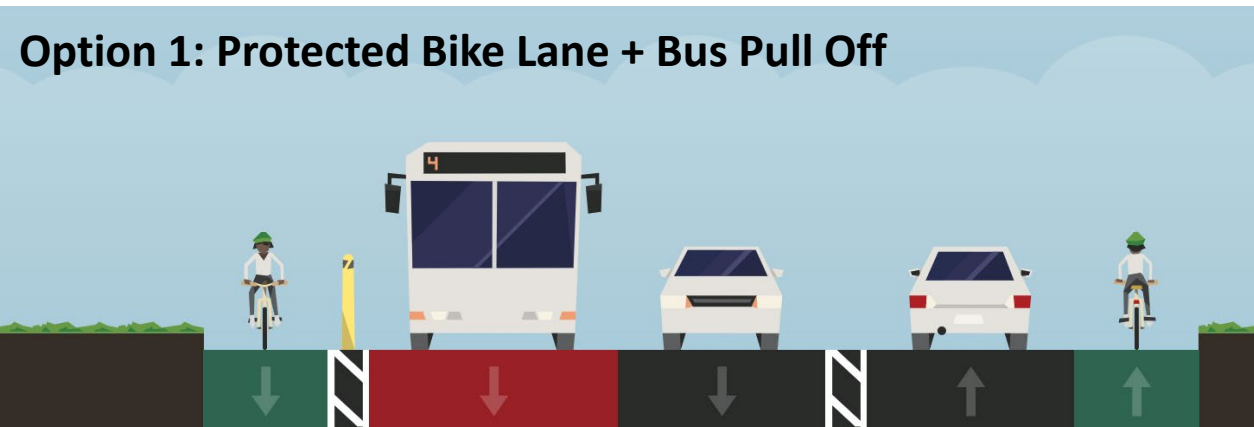


Crowded Sidewalks



Concepts

Between Kenwood Avenue and Chinquapin Drive



Additional Corridor Treatments

Radford
Street

Kenwood
Avenue



Chinquapin
Drive



High Visibility
Crosswalk



Consolidated Bus
Stops



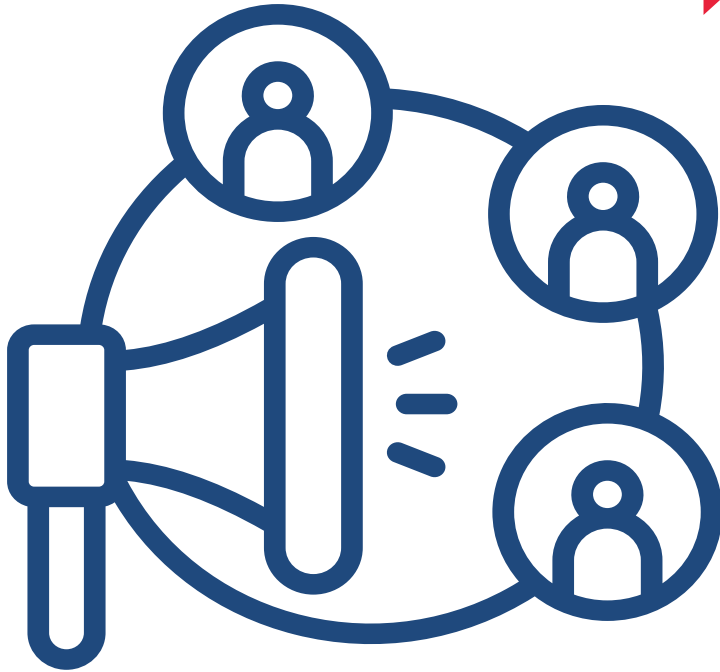
Leading
Pedestrian
Intervals



Traffic Signal
Adjustments



Community Engagement



▶ Safe Routes to School Audit

▶ Digital Engagement (Social Media Posts, Direct Email Notifications, Website Updates)

▶ Recorded presentations

▶ Online feedback form

▶ Project Open House



Online Feedback Form

114

Responses

Respondents use
multiple modes
of transportation
in the study area.

Study area is
well traveled
at all times of
the day.



80%



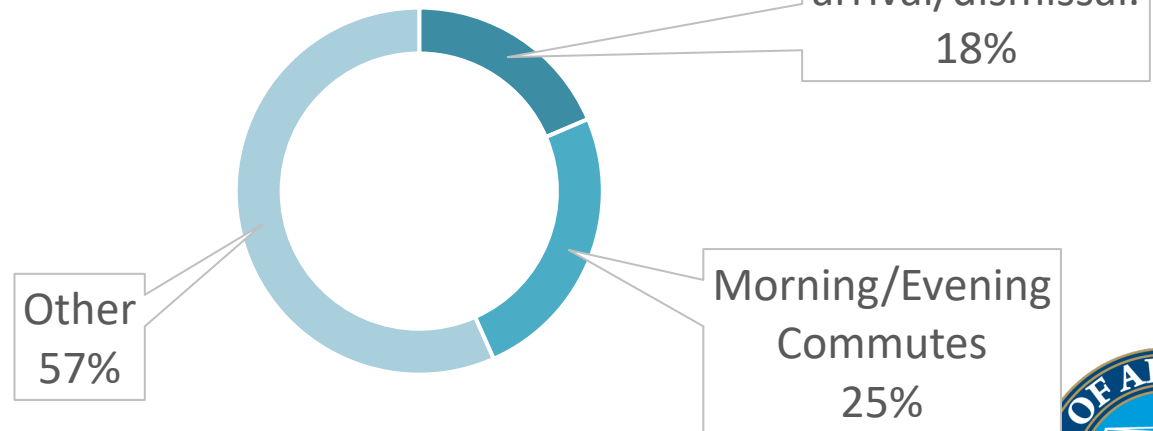
42%



40%

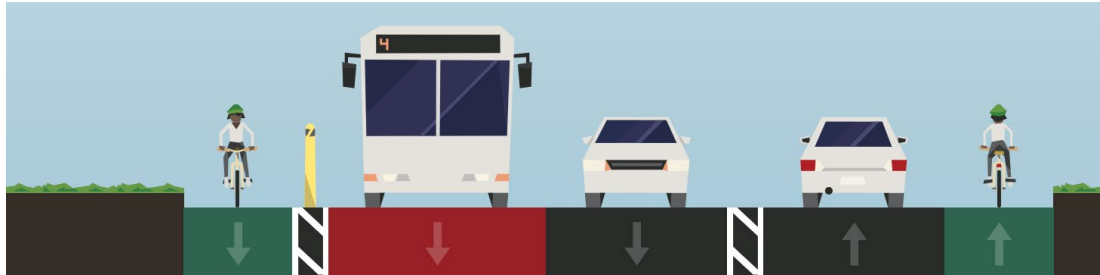


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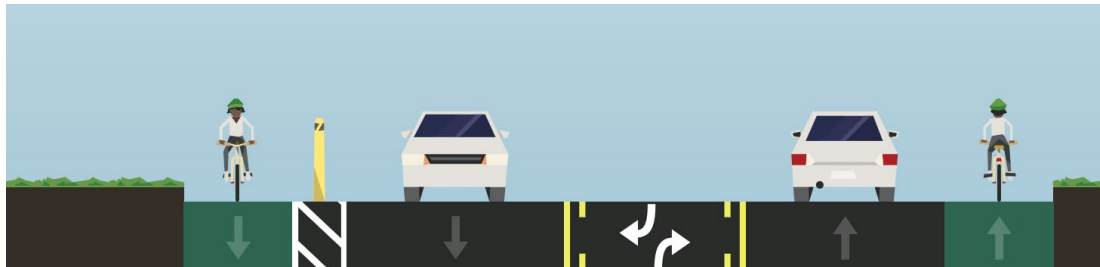
Design Scoring

Option 1: Protected Bike Lane + Bus Pull Off



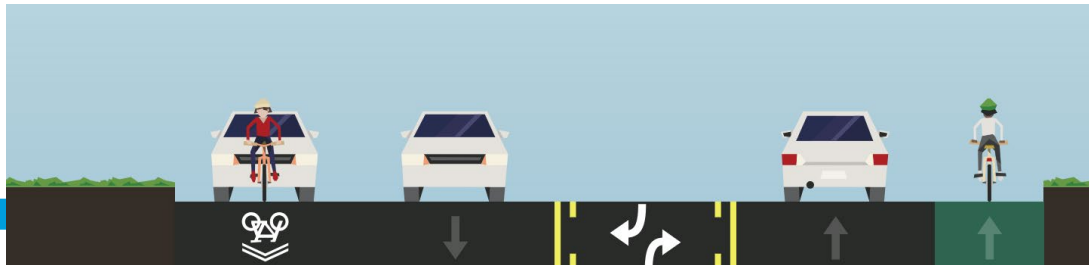
3.7 Stars

Option 2: Protected Bike Lane + Center Turn Lane



3.4 Stars

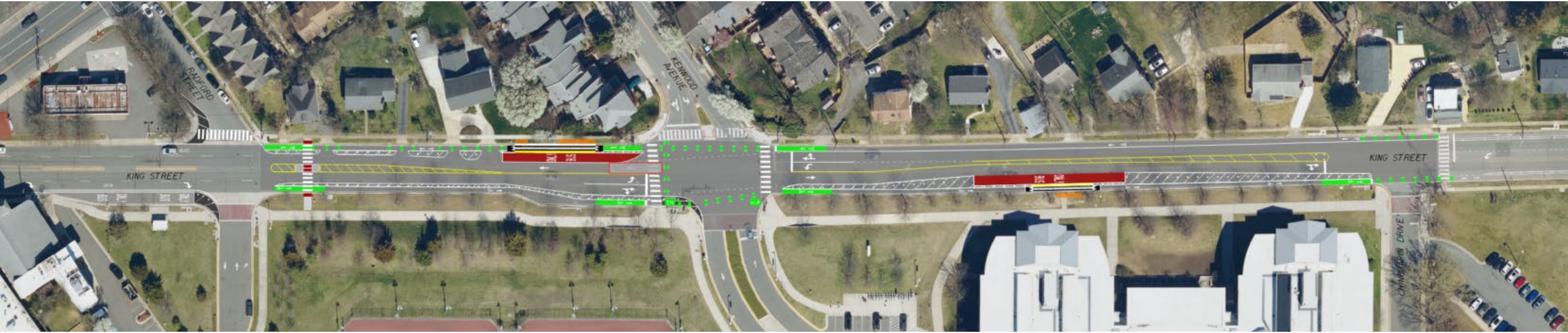
Option 3: No Changes



1.8 Stars



Design Overview



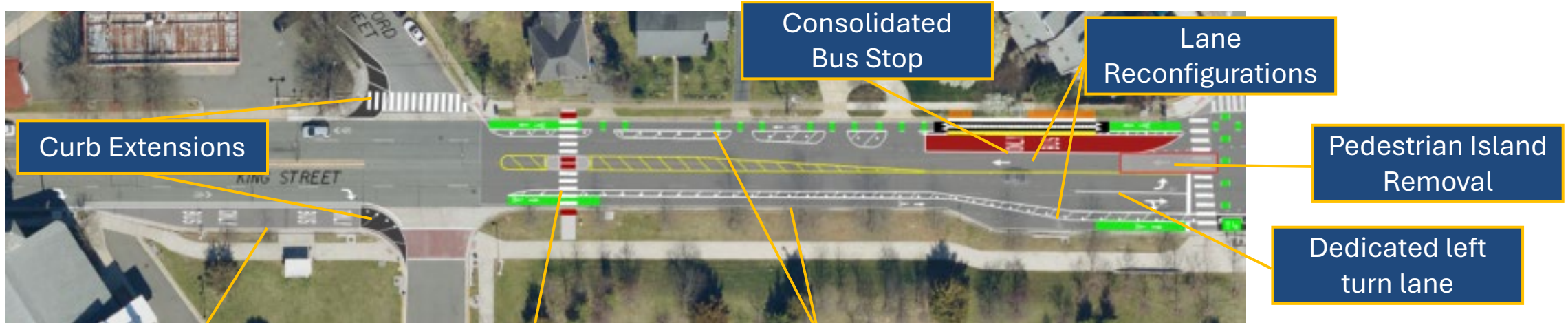
Segment 1

Segment 2



Proposed Changes: Segment 1

Proposed
Conditions



Existing
Conditions



Proposed Changes: Segment 2

Proposed
Conditions

Leading Pedestrian
Interval Adjustments

Leading Pedestrian
Interval Adjustments

Bike Lane
Continuation through
Intersection

Lane
Reconfigurations

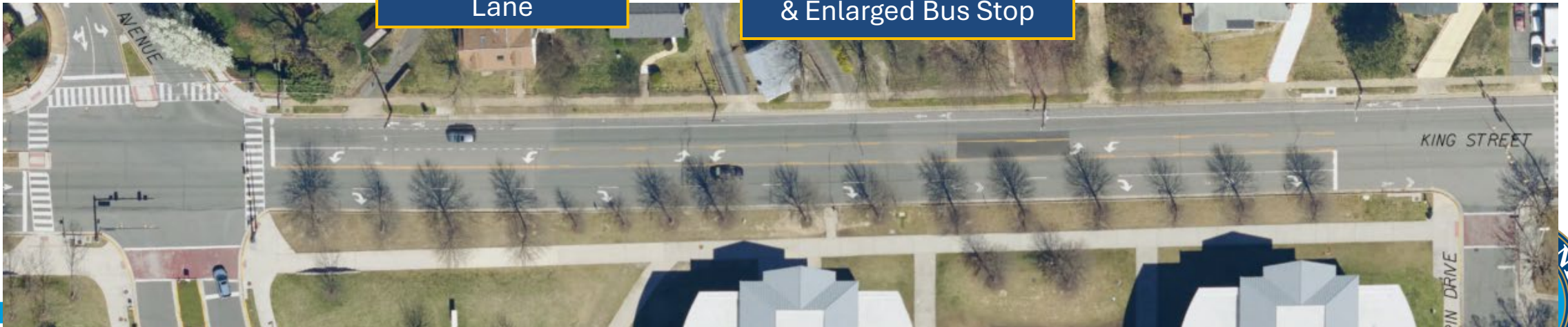
Traffic Signal
Adjustments

Traffic Signal
Adjustments

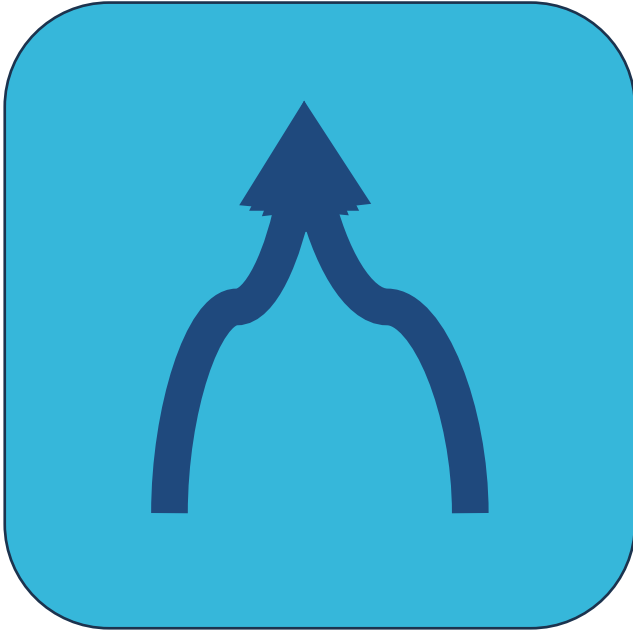
Protected Bike
Lane

Dedicated Bus Pull Off
& Enlarged Bus Stop

Existing
Conditions



Project Benefits



Lane Reductions



Enhanced Bicycle
Infrastructure



Safety and
Operational
Improvements



Recommendation

That the Board recommend the Director of T&ES:

- Remove center turning lane on King Street between Kenwood Avenue and Chinquapin Drive.
- 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 right turn lane from King Street at the intersection of King Street and Kenwood Avenue.



8. 200 Block of King Street Permanent Closure - Parking Removal, Signal Changes

Presenter: Max Devilliers



Pilot Summary

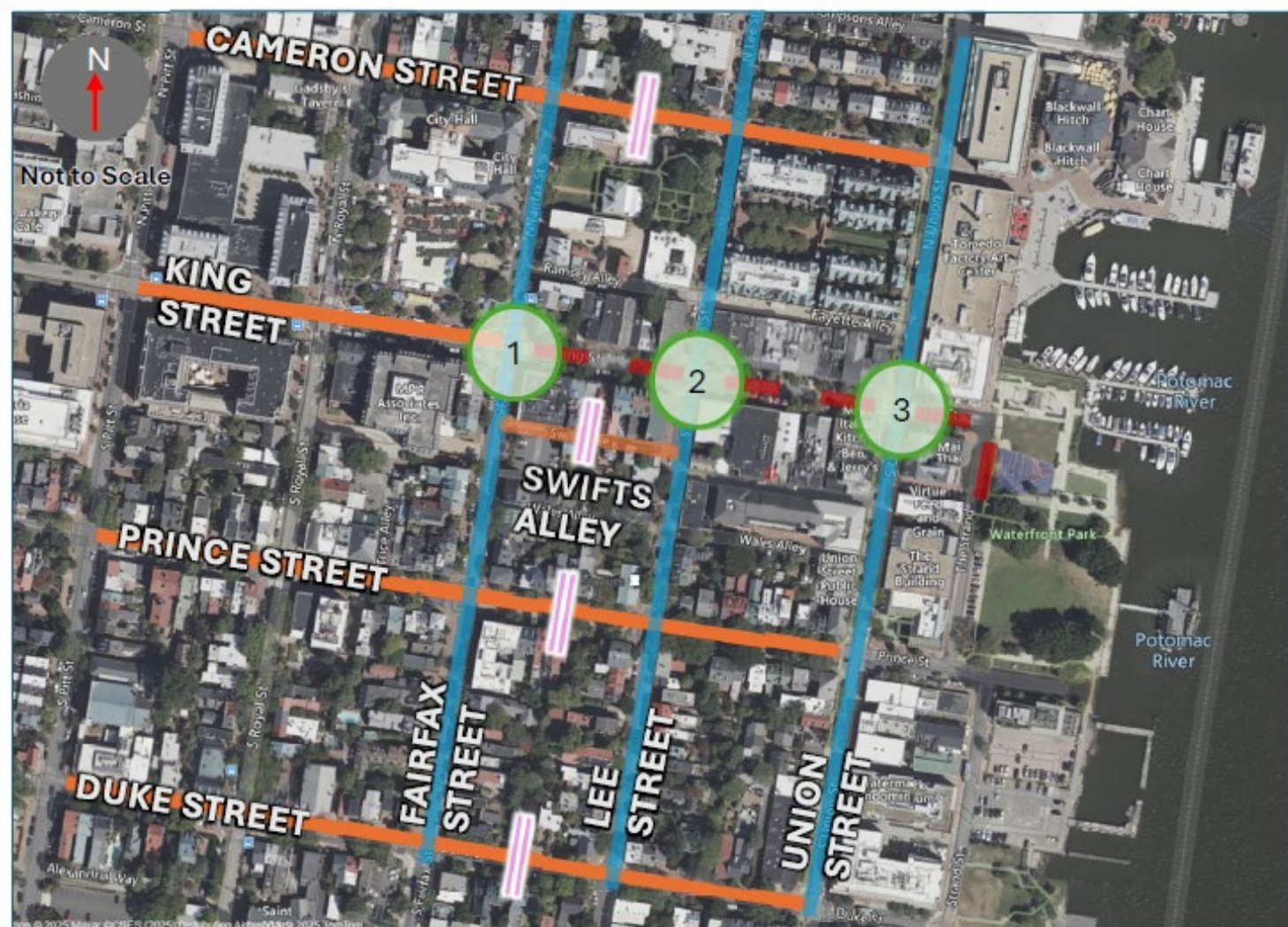
- Removal of 16 metered parking spaces and 1 loading space
- 2 Phases: November 22 – January 3 *and* March 14 – September 30
- Prior to pilot:
 - 33% support from 200 block occupants
- During pilot:
 - 56% support from 200 block occupants
 - 11% ambivalent
 - 28% opposed
 - 5% nonresponsive
 - Phase 1 feedback form: 55% in support
 - Phase 2 feedback form: 87% in support



Location



Traffic Study Locations



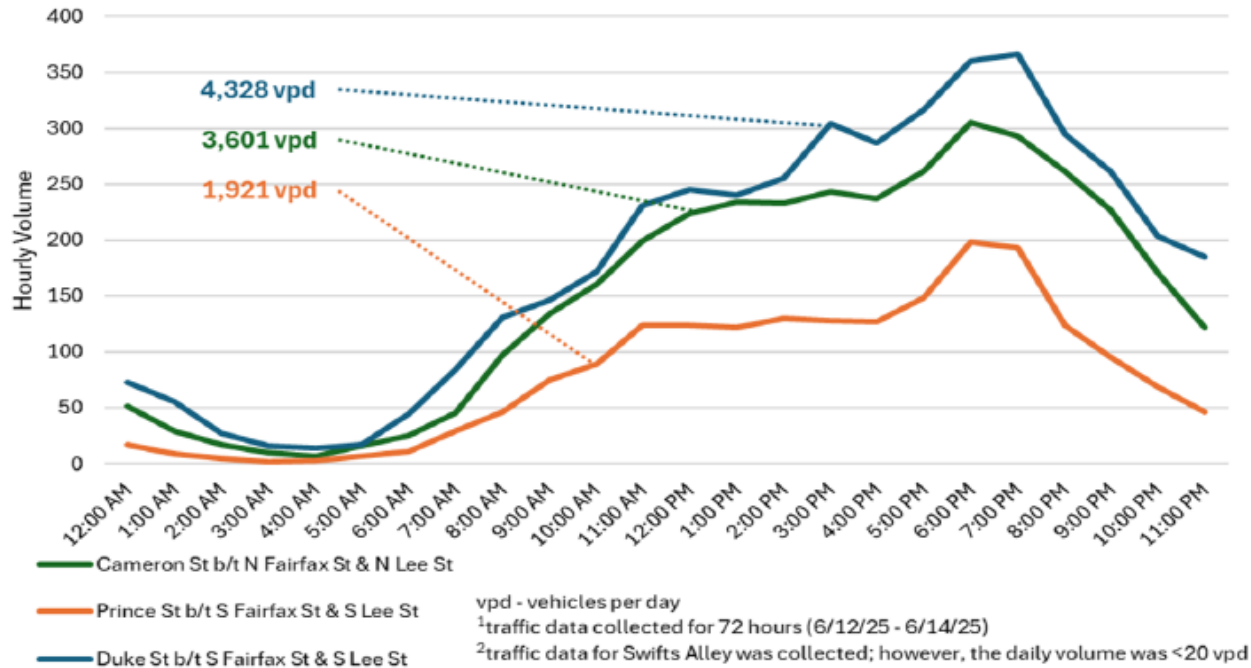
- E-W Streets
- N-S Streets
- King St Closure
- Intersection of Interest
- 72-hour volume count location

- 1 Fairfax & King
- 2 Lee & King
- 3 Union & King



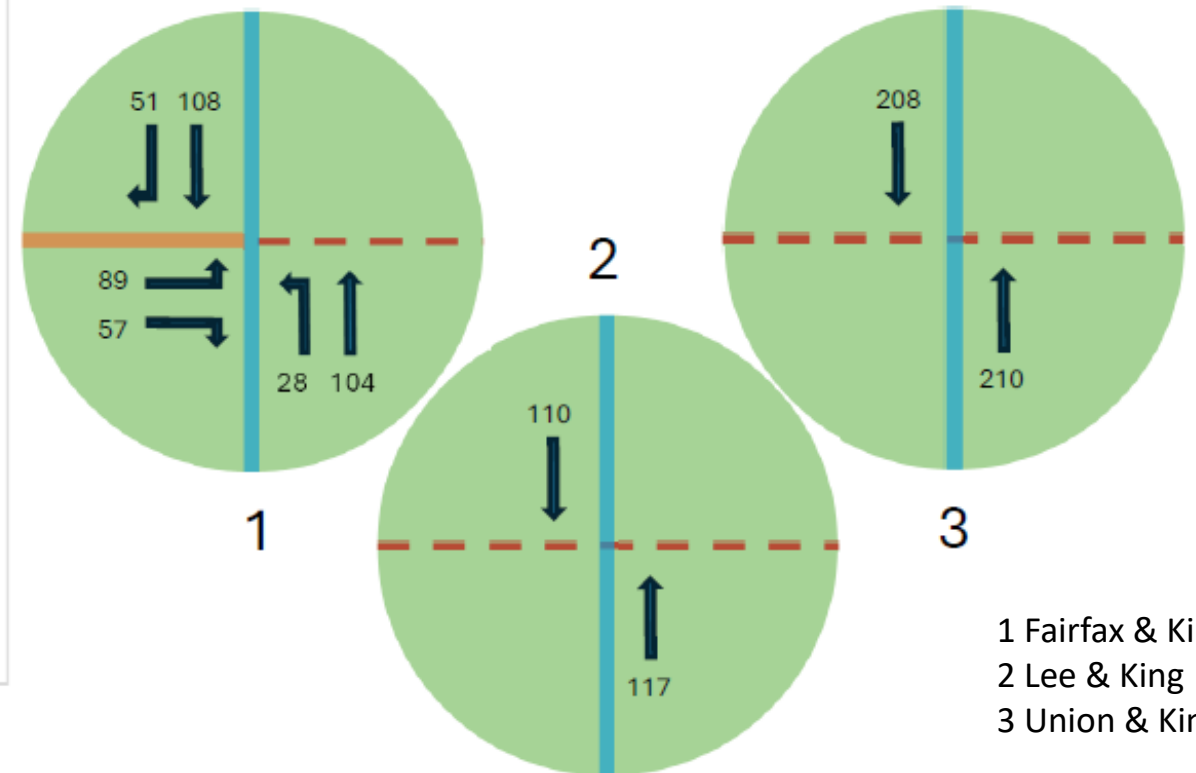
Traffic Study Summary

Average Daily Traffic (ADT)^{1,2}



Vehicular Traffic Volume Summary

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



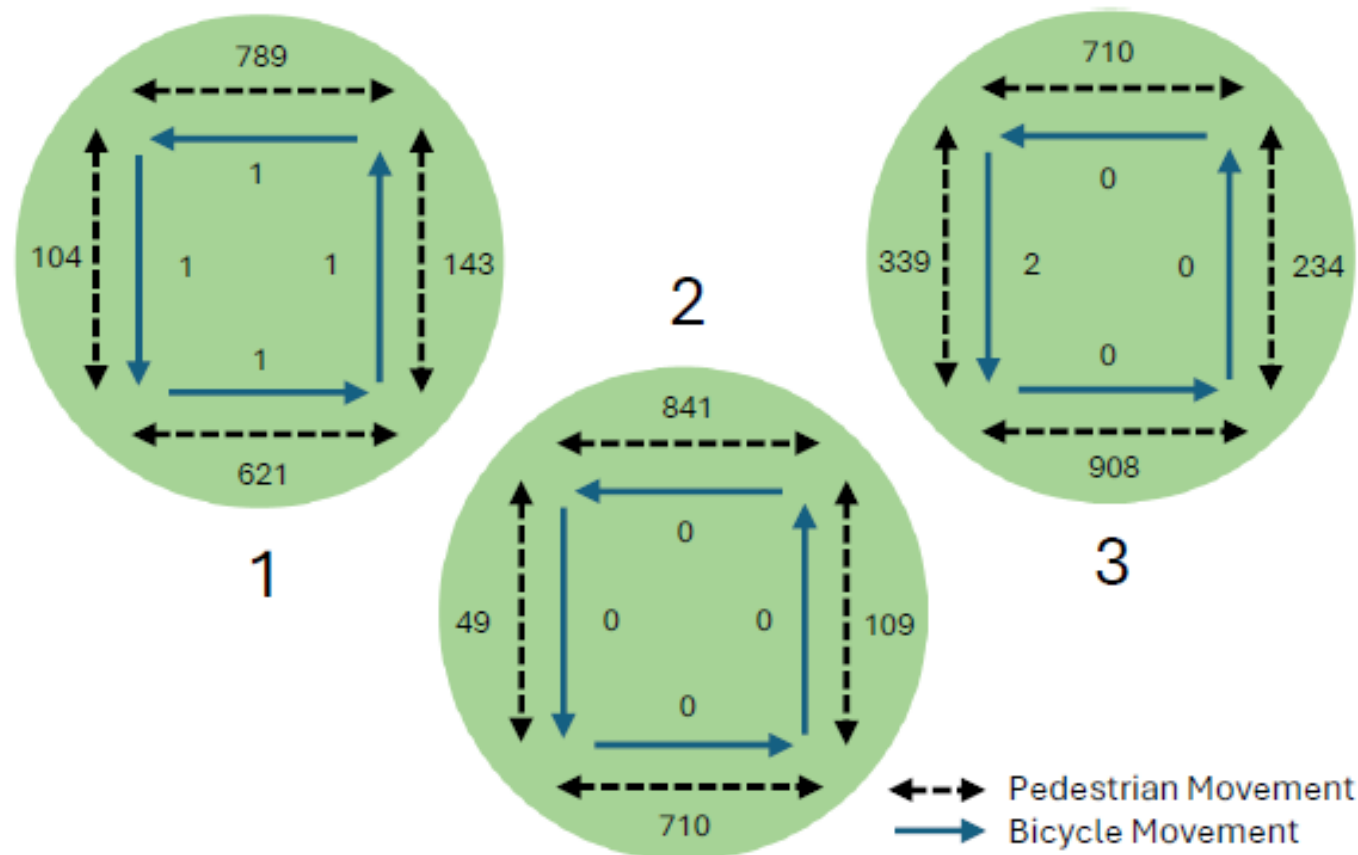
- 1 Fairfax & King
- 2 Lee & King
- 3 Union & King



Traffic Study Summary

Bicycle and Pedestrian Traffic Volume Summary

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



- 1 Fairfax & King
- 2 Lee & King
- 3 Union & King



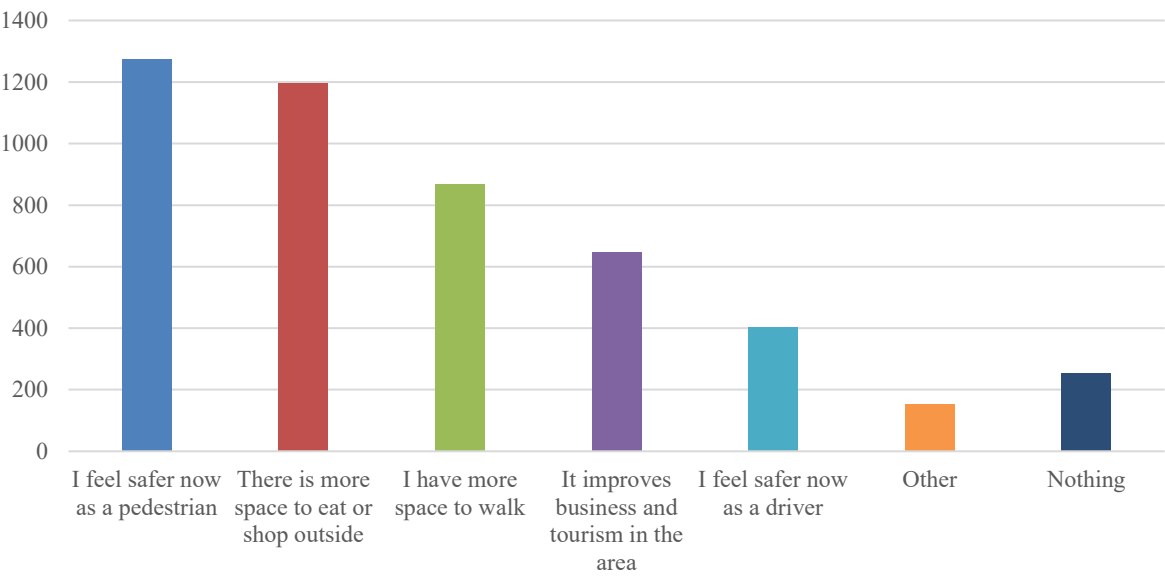
Outreach

- In-person meetings and regular communication with businesses and residents on 200 b/o King and businesses at King & Fairfax since fall 2024
- Shared info via social media, eNews, website, and media outlets
- Phase 1 Public-Facing Feedback Form: 11/21-1/10 (8 weeks)
 - 123 responses
- Phase 2 Public-Facing Feedback Form: 7/3-17 (2 weeks)
 - 1,842 responses
- Met with OTBA (prior to dissolution) and OTCA
- Regular interdepartmental internal communication

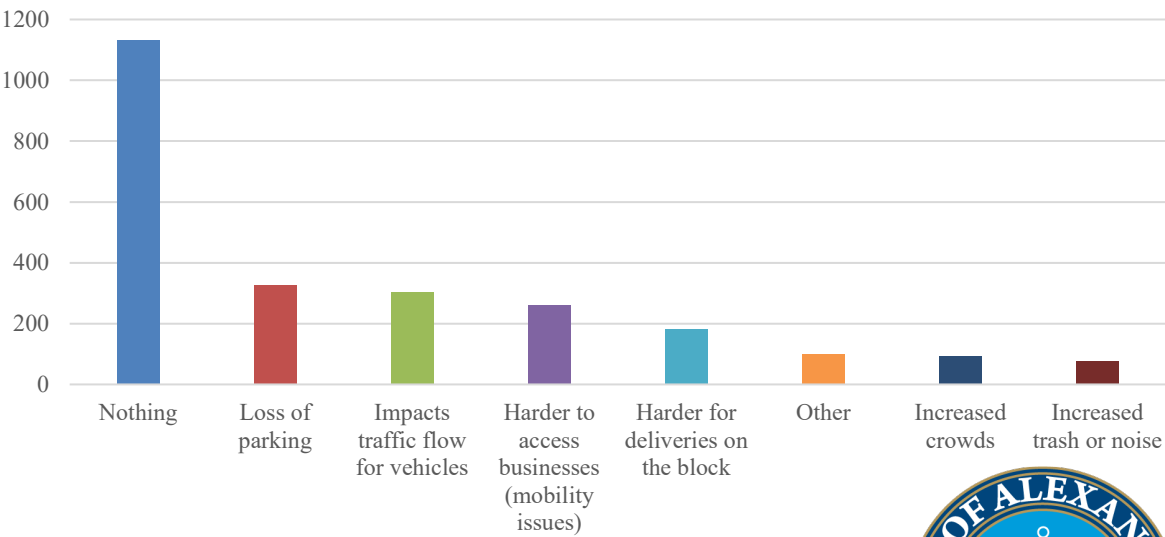


Outreach

What did you like about the pilot?



What did you NOT like about the pilot?





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".

Todd B. O'Leary
President & CEO
Visit Alexandria



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.



9. Staff Updates



Traffic and Parking Board Annual Report and Attendance Report



Traffic and Parking Board Virtual Meeting Policy



10. Commissioner Updates



Next Meeting: September 15

