

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY, OCTOBER 27, 2025 7:00 P.M.  
IN-PERSON AND VIRTUAL**

The October 27, 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\\_r0qdlbySSfKR15Ez-knxAw](https://zoom.us/webinar/register/WN_r0qdlbySSfKR15Ez-knxAw)

Or an H.323/SIP room system:

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

Meeting ID: 919 8038 1378

Passcode: 915805

SIP: 91980381378@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, OCTOBER 27, 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 September 15, 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. Capital Bikeshare Stations Update
  - B. Complete Streets Update
  - C. Parking Enforcement Contractor Update

**CONSENT ITEMS**

5. Residential Pay by Phone – 900 Block of Cameron Street and 200 Block of North Alfred Street
6. Residential Pay by Phone – 200 Block of Wilkes Street
7. Parking Removal – Crossing Improvements on Cameron Mills Road at Woodland Terrace

**PUBLIC HEARING ITEMS**

8. Curb Cut Appeal – 1612 Princess Street
9. Lane Removal and Speed Limit Reduction – Edsall Road and Yoakum Parkway
10. Travel Lane Changes – Diagonal Road and Reinekers Lane

**INFORMATION ITEMS**

11. **STAFF UPDATES**
  - Board Member Lavonda Bonnard Final Meeting
12. **COMMISSIONER UPDATES**

**Next Meeting: Monday, December 8, 2025**

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY, SEPTEMBER 15, 2025, 7 P.M.  
IN-PERSON AND VIRTUAL MEETING**

**MINUTES**

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

**BOARD MEMBERS ABSENT:** None

**STAFF MEMBERS PRESENT:** T&ES – Katye North, Division Chief; Sheila McGraw, Principal Planner; Ryan Knight, Division Chief; Alex Carroll, Principal Planner; Max Devilliers, Urban Planner III; Bryan Hayes, Urban Planner III; and Silas Sullivan, Urban Planner II.

1. Announcement of deferrals and withdrawals: None.

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

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

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

- ACPS Redistricting Walk Zone Mapping Update
  - Mr. Kane asked if staff have a plan to eventually fix the unusual hazards, to which Ms. Carroll responded that staff will be doing so in the spring of 2026 and beyond in addition to Safe Routes to School follow-ups.
- Safe Routes to Schools Crossing Improvements Update
  - Mr. Kane asked how long it takes to remove a parking space and if staff could conduct interim solutions, to which Ms. Carroll responded that staff would look into the feasibility of doing so.
- Mount Vernon Avenue Projects Update
  - Mr. Kane noted that many projects have a very long timeline, to which Ms. Carroll responded that most projects will require more engagement and reconciliation amongst various groups in the area.
- Residential Parking Standards Project Update
  - Mr. Kane asked what the status of this project is, to which Ms. McGraw responded that staff will be bringing the results of the study to the City Manager in October followed by the Board in November at the earliest.

**4. LEGISLATIVE PRIORITIES UPDATE FOR THE BOARD:** Wendy Ginsberg spoke on the Board's legislative priorities.

**5. PUBLIC DISCUSSION PERIOD:** None.

## CONSENT ITEMS

### **6. ISSUE:** Parking Removal – Pedestrian Safety Improvement on Jamieson Avenue at Englehardt Lane and Courthouse Square

**DISCUSSION:** Mr. Kane asked why parking must be removed for this proposal, to which Mr. Hayes responded that the horizontal shift of the lanes toward the curb require it. Mr. Kane asked how staff will ensure that drivers do not park in the bike lane, to which Mr. Hayes responded that no vertical elements are planned for the bike lane at this time, but staff will continue to monitor how drivers behave in this location to determine next steps. Mr. Kane requested that staff request that Parking Enforcement focus on this area once the project is complete.

**PUBLIC TESTIMONY:** None.

**BOARD ACTION:** Ms. Ebbers made a motion, seconded by Ms. Bonnard, to recommend the Director of T&ES remove:

- One (1) parking space at the Jamieson Avenue and Courthouse Square intersection, and
  - Up to seven (7) parking spaces at the Jamieson Avenue and Englehardt Lane intersection.
- The motion carried unanimously.

### **7. ISSUE:** Intersection Improvements - King Street and North Beauregard Street

**DISCUSSION:** Mr. Kane asked if the slip lane at this location will be removed, to which Mr. Knight responded that it will be but is referred to as a right-turn median lane in the docket memo. Mr. Kane asked if the traffic signal currently or will detects bicycles queuing, which Mr. Knight confirmed it does. Ms. Mihalik asked if buses were considered as part of the right-turn median lane removal, to which Mr. Knight responded that a detailed turning movement analysis as part of the removal was conducted and deemed feasible for all vehicles.

**PUBLIC TESTIMONY:** None.

**BOARD ACTION:** Ms. Ebbers made a motion, seconded by Ms. Bonnard, to recommend the Director of T&ES:

- Remove the right turn lane median on the northwest corner of the King Street and North Beauregard Street intersection
- Add a striped out median on King Street that could eventually be used for an additional left turn lane if congestion levels deem warranted in the future
- Extend the left turn lane for the westbound approach of King Street at the North Beauregard Street intersection

The motion carried unanimously.

## PUBLIC HEARING ITEMS

### **8. ISSUE:** Corridor Modifications – Jordan Street

**DISCUSSION:** Mr. Sullivan presented the item to the Board. Mr. Kane asked if the traffic signal phase for Jordan at Howard would be elongated to compensate for delays as a result of buses boarding in the travel lane, to which Mr. Sullivan responded that it would be considered during the design process. Mr. Lauritzen asked about treatments being considered/made to the Duke and Jordan Streets intersection, to which Mr. Knight responded that a number of projects are planned for that intersection targeting roadway safety, so this project will not address that intersection. Mr. Lauritzen mentioned that sharrows are a relatively undesirable treatment for roadway users, to which Mr. Sullivan responded that staff tried to maintain as much on-street parking as possible due to the high demand for said parking and relatively low cyclist volumes on South Jordan Street in particular. Ms. Ebberts asked if staff considered a resident's request for a traffic circle at South Jordan Street and Venable Avenue, to which Mr. Sullivan responded that staff did consider it, but most residents preferred a stop sign particularly due to the slope which encourages driver acceleration. Mr. Kane asked if the island will be concrete and requested one on Taney Avenue as well, to which Mr. Sullivan responded that the element will be vertical but staff have not determined if it will be flexposts or a concrete island. Mr. Kane suggested that signs stating "Motorists yield to cyclists" be installed as well as speed tables, to which Mr. Knight responded that Jordan Street did not meet the requirements for speed tables. Ms. Phelps asked if staff analyzed how the addition of parking in the former bus stop on North Jordan Street would affect vehicular congestion given that drivers currently use the former bus stop for queueing, to which Mr. Knight responded that staff would look into it during the design process. Ms. Phelps asked if the parking removal on South Jordan Street at Venable Avenue was being requested for daylighting purposes, which Mr. Sullivan confirmed as such. Ms. Phelps asked if the bike lanes proposed for South Jordan Street would be adjacent to the curb or adjacent to the parking lane, to which Mr. Sullivan responded that they would be adjacent to the parking lanes with a striped buffer while there would be vertical elements on North Jordan Street. Ms. Phelps noted that there are issues associated with the entrance to the 7-Eleven parking lot, to which Mr. Knight responded that staff would consider what could be done to address said issues on public right-of-way. Ms. Phelps also noted that the pedestrian signal for crossing South Jordan Street at Duke Street is malfunctioning.

**PUBLIC TESTIMONY:** Asa Orrin-Brown testified in support and noted that the Foxchase community should provide the City with a public easement on their property to allow for a multiuse trail given the City's accommodation of public right-of-way to meet the community's parking needs. Mr. Orrin-Brown also noted that drivers park on the sidewalk adjacent to the Shoppes of Foxchase as well as 7-Eleven due to the lack of distinction between the sidewalk and the roadway.

Alex Goyette testified in support.

Annie Patterson testified in support and asked if the pedestrian crossing across North Jordan Street immediately east of the Shoppes of Foxchase will be controlled with an actual traffic signal for all roadway users, which Mr. Sullivan confirmed it would be.

**BOARD ACTION:** Mr. Kane made a motion, seconded by Ms. Phelps, to recommend the Director of T&ES:

- Remove up to 11 on-street parking spaces and add 5 parking spaces on North Jordan Street,

- Remove up to 5 on-street parking spaces on South Jordan Street, and
- Establish stop-control at the intersection of South Jordan Street and Venable Avenue
- Add stop sign on South Jordan Street at Holmes Run Parkway

The motion carried unanimously.

#### **9. ISSUE:** Travel Lane Change – Franklin and Gibbon Streets at South Patrick Street

**DISCUSSION:** Mr. Knight presented the item to the Board. Mr. Kane asked if there is a project planned to address vehicular speeding on South Patrick Street, to which Mr. Knight responded that staff hope the new planted medians and resulting narrower travel lanes will discourage speeding. Mr. Kane asked if staff plans to adjust the pedestrian signal timing, to which Mr. Knight responded that there are no plans to do so currently but that it would be a good idea to do so. Mr. Lauritzen asked how many vehicles warrant a protected right-turn lane, to which Mr. Knight responded that the threshold is 100 or more vehicles per hour. Mr. Lauritzen asked if there will be a pedestrian refuge median, which Mr. Knight confirmed there would be. Ms. Mihalik noted that vegetation should not obstruct visibility for roadway users. Ms. Tucker asked why not remove an entire travel lane or convert the entire lane into on-street parking, to which Mr. Knight responded that staff considered doing so but couldn't get the design to work given the constraints of the space especially with the need to move both the curb and storm inlets.

**PUBLIC TESTIMONY:** Matthew Cline testified in support and noted that he has never seen drivers parking on the north side of Franklin Street at South Patrick Street and that many drivers turn right from Franklin Street onto South Patrick Street despite it being illegal during rush hour. Mr. Knight noted that staff would look into these issues.

**BOARD ACTION:** Ms. Ebbers made a motion, seconded by Mr. Lauritzen, to recommend the Director of T&ES convert the existing dedicated eastbound through lane into a shared left-through lane on Franklin Street west of South Patrick Street. The motion carried unanimously.

#### **10. ISSUE:** City Code Amendment – Food Trucks

**DISCUSSION:** Mr. Devilliers presented the item to the Board. Mr. Lauritzen asked where the three on-street vending locations are located, to which Mr. Devilliers responded. Mr. Kane asked if this change would prevent food trucks from parking on Wheeler Avenue, which Mr. Devilliers confirmed it would.

**PUBLIC TESTIMONY:** None.

**BOARD ACTION:** Mr. Kane made a motion, seconded by Ms. Ebbers, to recommend the City Council approve the amendment to the City Code related to food truck vending locations and enforcement without an escalated fine structure. The motion carried unanimously.

#### **11. ISSUE:** City Code Amendment – Taxicab Requirements

**DISCUSSION:** Ms. McGraw presented the item to the Board. Ms. Tucker requested that data be used to make changes to the ADA-compliant vehicle requirement by fall 2026.

**PUBLIC TESTIMONY:** Muhyiain Mohammed testified in support.

**BOARD ACTION:** Mr. Kane made a motion, seconded by Ms. Bonnard, to recommend

- The City Council approve the amendment to the City Code to Title 9, Chapter 12 – Taxicabs and Other Vehicles for Hire, and
- The City Manager approve the changes to the Taxicab Regulations.

The motion carried unanimously.

**12. ISSUE:** Certificate of Public Convenience and Necessity – City Cab (Taxicab New Company Application)

**DISCUSSION:** Ms. McGraw presented the item to the Board. Mr. Kane asked if the taxi companies provide the taxi stands, to which Ms. McGraw responded that the Board would have to recommend approval of creating additional taxi stands. Ms. Tucker asked if the newly proposed company has an ADA-compliant van in its initial fleet, to which Mr. Rivera responded it does. Ms. Tucker asked why there is a discrepancy in the number of drivers, to which Mr. Rivera responded that the discrepancy is characterized by a project growth in the first two years. Ms. Ebbers asked what kind of data would be collected, to which Mr. Rivera responded that the new company would provide whatever data is required by Code.

**PUBLIC TESTIMONY:** Surafel B Woldemariam testified in support.

Ahmad Shah Nusrati testified in support.

Tilahun Yesuf Amedie testified in support.

Daniel Hagdu testified in support.

Desmond Williams testified in support.

Abdul Karim testified in opposition.

Daniel Mores testified in support.

Daniel Woldegiorgis testified in support.

**BOARD ACTION:** Ms. Ebbers made a motion, seconded by Mr. Lauritzen, to recommend the City Manager grant a certificate of public convenience and necessity to City Cab LLC and authorize 180 taxicab certificates. The motion carried unanimously.

## **INFORMATION ITEMS**

**13. STAFF UPDATES:** Mr. Devilliers provided the Board with an update regarding the recent City Council’s vote to permanently pedestrianize the 200 block of King Street. Ms. McGraw provided the Board with an update regarding the Board’s FY 2025 legislative and budget priorities.

**14. COMMISSIONER UPDATES:** None.

**ADJOURNMENT**

Ms. Mihalik moved to adjourn the meeting, seconded by Ms. Phelps. The motion carried unanimously. The meeting adjourned at 10:26 p.m.



# City of Alexandria, Virginia

## Traffic and Parking Board

**DATE:** October 27, 2025

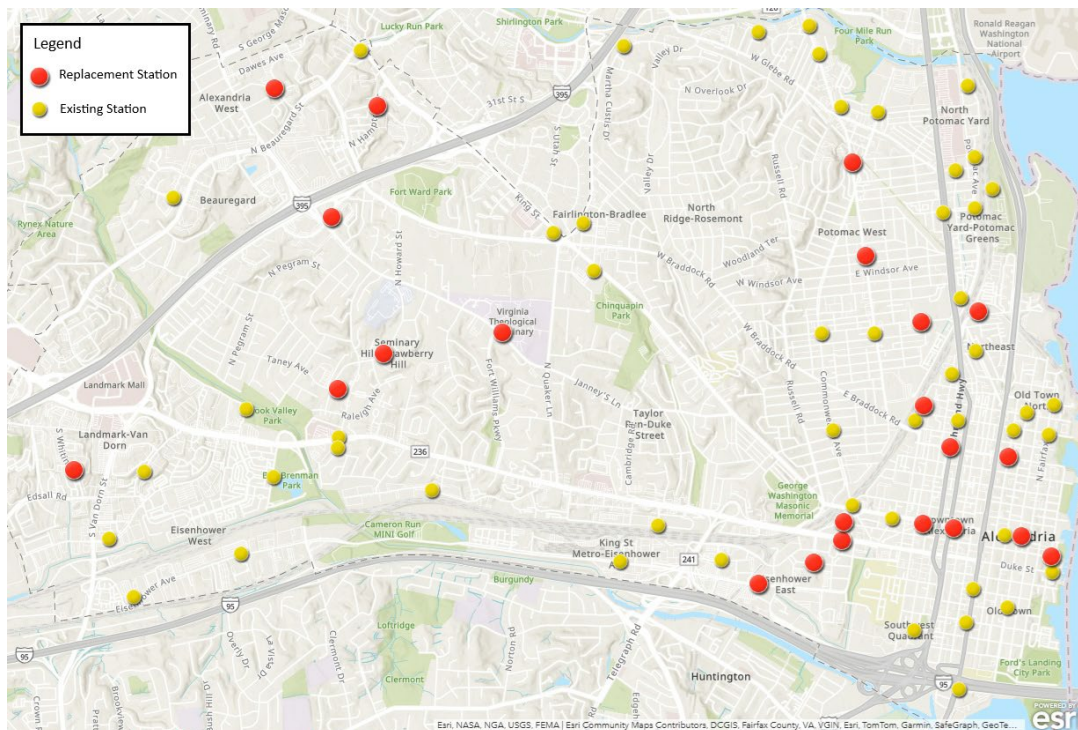
**DOCKET ITEM:** 4

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

### A. Capital Bikeshare Station Replacement Update

In 2025, 22 Capital Bikeshare stations that had reached the end of their useful life were replaced with new equipment in the City. Through the replacement process, these stations were also rightsized following a staff analysis of ridership trends, adding docks to high-use stations to meet growing demand and removing docks from lower-use stations to reduce operational costs. The replacement station equipment was purchased with grants and developer contributions.

*Map of existing and replacement Capital Bikeshare station locations*



**B. Complete Streets Update**

The City's Transportation Commission received its annual update on the Complete Streets Program at its monthly meeting on October 15. The update can be found [HERE](#) beginning at 10:37.

**C. Parking Enforcement Contractor Pilot Program Update**

City Council will receive a presentation on the parking enforcement contractor pilot program at their October 28 meeting. City Council will provide direction on the pilot program and if any changes should be made moving forward. Staff will share an update with the Board at their next meeting. More information about the pilot can be found on the program website here: [The City of Alexandria Parking Enforcement Pilot Contractor Program FAQs | City of Alexandria, VA](#)

# City of Alexandria, Virginia

## Traffic and Parking Board

**DATE:** October 27, 2025

**DOCKET ITEM:** 5

**ISSUE:** Residential Pay by Phone – 900 block of Cameron Street and 200 block of North Alfred Street

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**REQUESTED BY:** Residents of the 900 block of Cameron Street and the 200 block of North Alfred Street

**LOCATION:** 900 block of Cameron Street and 200 block of North Alfred Street

**STAFF RECOMMENDATION:** That the Board recommend the Director of T&ES implement a residential pay by phone requirement (\$1.75 per hour) for the 900 block of Cameron Street and the 200 block of North Alfred Street.

**BACKGROUND:** The Residential Pay by Phone Program allows residents to request parking restrictions that require non-residents to pay a fee to park. Pay stations are not generally installed on Residential Pay by Phone blocks; instead, signage referring to the available payment methods on these blocks replaces existing signage. Consistent with the existing residential permit parking program, residents who wish to add this signage must initiate the request through a petition signed by the residents of the block. To be eligible for Residential Pay by Phone signage, a block must meet the parking occupancy threshold, must already have posted parking time restrictions for non-residents, and must be directly adjacent to another pay by phone or metered block.

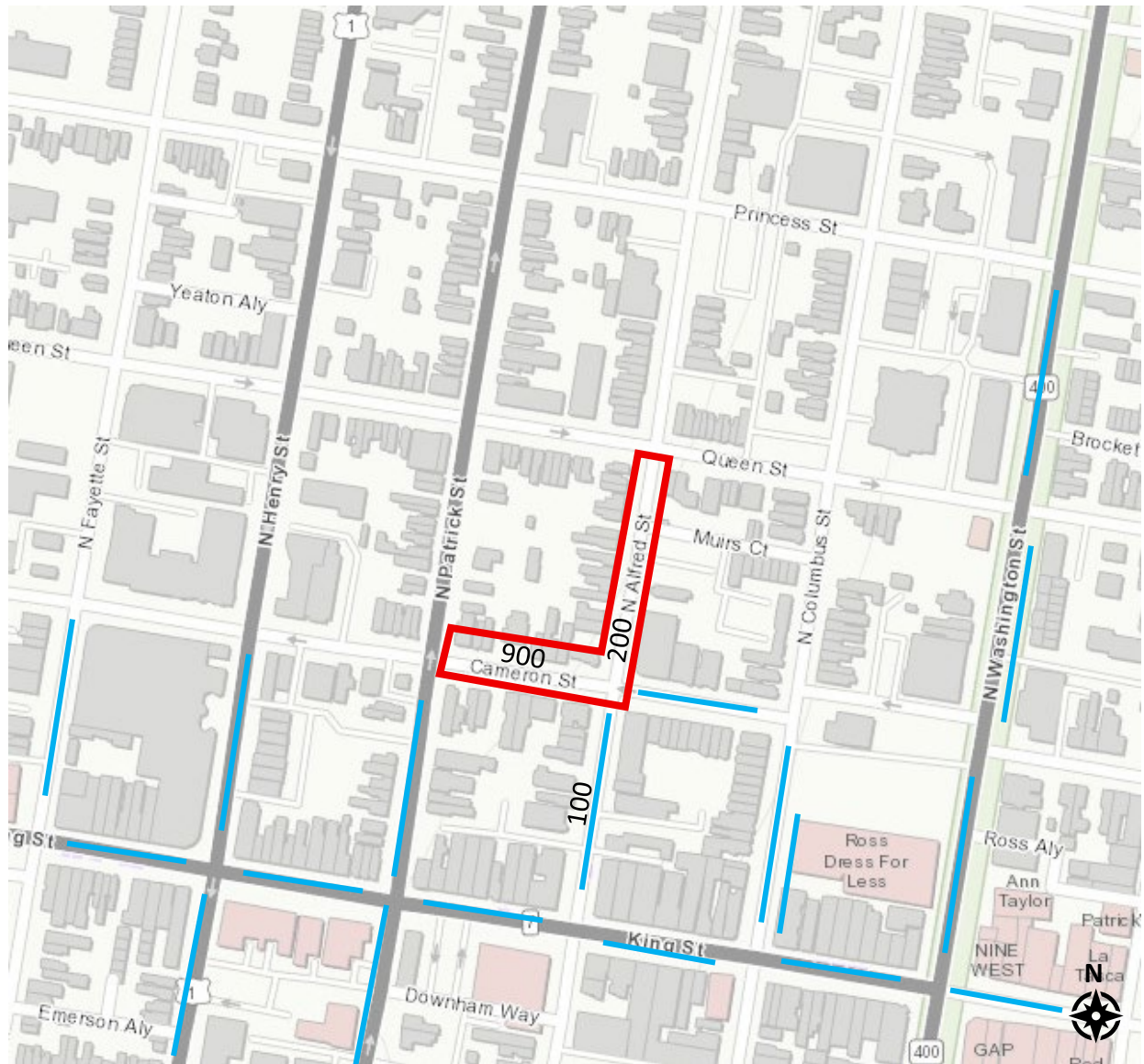
The residents on the 900 block of Cameron Street and the 200 block of North Alfred Street have submitted a petition requesting these restrictions. These blocks are located adjacent to the 100 block of North Alfred Street, which is metered. Parking is allowed on both sides of both blocks and is restricted to 2 hours from 8 a.m. to 2 a.m., daily (beginning at 11 a.m. on Sundays), District 3 permitholders exempt. There are approximately 20 legal parking spaces on the 900 block of Cameron Street and 16 legal parking spaces on the 200 block of North Alfred Street. These blocks are largely residential aside from one funeral home (with a parking lot) and one political organization office at the intersection of Cameron and North Alfred Streets (Attachment 1).

**DISCUSSION:** Staff reviewed the request per the requirements outlined in the City Code and found it is eligible for the signage. The table below summarizes the block's compliance with the requirements.

Requirement	Compliance
The area subject to parking fee must be on a block with existing metered spaces, adjacent to an existing metered block, or adjacent to a block where a residential pay by phone parking fee has also been approved.	Both blocks are adjacent to the 100 block of North Alfred Street, which has metered parking (Attachment 1).
The area subject to parking fee must already be posted with residential parking restrictions.	<p>Current restrictions (<i>District 3 permitholders exempt</i>):</p> <ul style="list-style-type: none"> <li>• 2hr 8 a.m.-2 a.m. Monday-Saturday</li> <li>• 2hr 11 a.m.-2 a.m. Sunday</li> </ul>
The request to add a pay by phone parking fee must be initiated by the residents of the block through a petition signed occupants of more than 50% of the residential properties abutting the block.	The petition submitted for Cameron Street was signed by 11 out of the 20 total households (55%) on the block. The petition submitted for North Alfred Street was signed by 12 out of the 16 total households (75%) on the block (Attachment 2).
The parking occupancy must be 75% or more.	<p>A parking survey was conducted at 1:45 p.m. on Friday, October 3, 2025, and staff found that 22 out of 22 parking spaces (100%) on Cameron Street were occupied, while 26 out of 26 parking spaces (100%) on North Alfred Street were occupied.</p> <p>During the surveys, staff also observed that 55% of the vehicles parked on these blocks were occupied by permit-holding residents of District 3.</p>

**OUTREACH:** Staff notified the Old Town Civic Association (OTCA) and the West Old Town Civic Association (WOTCA) of this petition on October 14, 2025. As of October 20, staff had not heard back.

# ATTACHMENT 1: LOCATION OF PROPOSED RESIDENTIAL PAY BY PHONE BLOCKS



— Metered Parking

## ATTACHMENT 2: RESIDENT PETITION

September 15, 2025

Department of Transportation and  
Environmental Services  
Mobility Services Division  
Attn: Parking Planner  
421 King Street, Suite 235  
Alexandria, VA 2234

Dear Sir or Madam,

We have lived at 200 N. Alfred St, corner of N. Alfred Street and the 900 block of Cameron Street, for over 21 years, and during that time we have witnessed significant changes in our neighborhood. As you may know, most residents on these two streets do not have access to off-street parking.

In recent years, the addition of more restaurants, apartment buildings, and AIRBNBs in the neighborhood has led to a substantial increase in demand for street parking. This has made it increasingly difficult for long-term residents to find parking near homes.

To address this, we respectfully request the implementation of the Residential Pay by Phone Signage on our streets. We have gathered signatures in support of this request. Importantly, several properties on Cameron Street are currently vacant---including 907 Cameron, which has been vacant for years, and 2 of 5 units at 910 Cameron, which are presently vacant. Taking these into account, the signatures we collected represent a clear majority of *occupied* residences.

We appreciate your consideration.

Best regards,



Kathy Valentine  
200 N. Alfred Street  
Alexandria, VA  
202-409-1541  
KathyValentine@aol.com



**Petition for Adding Residential Pay by Phone Signage within a  
Residential Permit Parking District**

**Block Contact:** Kathy Valentine  
**Address:** 200 N. Alfred St.  
**Telephone:** 202-409-1541  
**Email:** KathyValentine@aol.com  
**Requested Block:** 200 Block of N. Alfred

**Submit Completed Petition to:**

Mail: Department of Transportation and Environmental Services  
Mobility Services Division  
Attn: Parking Planner



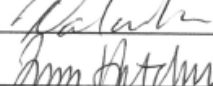
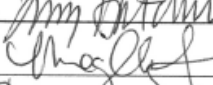
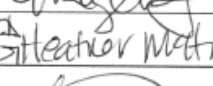
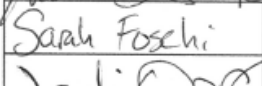


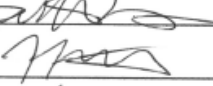
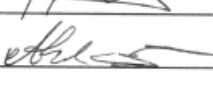
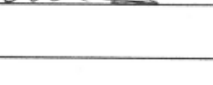

**Email:**

max.devilliers@alexandriava.gov

**Phone:** (703) 746-4245



We the undersigned residents hereby request that the City add residential pay by phone signage on the 200 Block of N. Alfred Street. We understand that if this signage is posted, any vehicles without the applicable district sticker or guest/visitor pass will be subject to a parking fee to park on the block. We understand that residents will still be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest or visitor passes to allow guests to park on the street.

Resident Name (Printed)	Resident Signature	Address	Date
Ludovic BURTON		230 N Alfred St	7/30/25
Winston Chang		206 N Alfred St	7/30/25
Thomas Valentine		200 N Alfred St	8/2/25
Wendy Hutchinson		218 N. Alfred St.	8/2/25
MEGAN GENTRY		229 N. ALFRED ST	8/2/25
	Heather Matheson	216 N. Alfred St	8/4/25
Sarah Foschi		220 N Alfred St	8/4/25
Jodi Orr		212 N Alfred St	8/12/2025
Will Merm		218 N Alfred St.	8/19/25
(*) Erik Walker		211 N. Alfred St	8/15/25
MICHAEL ALLEN		210 N. ALFRED ST.	8/19/25
Amanda Hebert		204 N Alfred St	8/26/25

(\*) Please note signatures from residents who are not the listed owner of the residence.

Staff Only: \_\_\_\_\_ Number of Households on the block  
 \_\_\_\_\_ Number of Households that signed petition  
 \_\_\_\_\_ Percentage of Households





**Petition for Adding Residential Pay by Phone Signage within a  
Residential Permit Parking District**

**Block Contact:** Kathy Valentine  
**Address:** 200 N. Alfred St (corner of N. Alfred  
+ Cameron St)  
**Telephone:** 202-409-1541  
**Email:** KathyValentine@go1.com  
**Requested Block:** 900 Block of Cameron St.

**Submit Completed Petition to:**

Mail: Department of Transportation and Environmental Services  
Mobility Services Division  
Attn: Parking Planner  
421 King Street, Suite 235  
Alexandria, VA 22314

**Email:**

max.devilliers@alexandriava.gov

**Phone:** (703) 746-4245

We the undersigned residents hereby request that the City add residential pay by phone signage on the 900 Block of Cameron Street. We understand that if this signage is posted, any vehicles without the applicable district sticker or guest/visitor pass will be subject to a parking fee to park on the block. We understand that residents will still be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest or visitor passes to allow guests to park on the street.

Resident Name (Printed)	Resident Signature	Address	Date
Deborah Srooghtu	<i>[Signature]</i>	909 Cameron St	8/2/25
Lisa S. Brock	<i>[Signature]</i>	915 Cameron St.	8/2/25
Ryan Carmier	<i>[Signature]</i>	919 Cameron St.	8/2/25
(X) Sheree Ibrahim	<i>[Signature]</i>	921 Cameron St.	8/2/25
Jun Robbrie	<i>[Signature]</i>	912 Cameron St.	8/2/25
Jessica King	<i>[Signature]</i>	911 Cameron St.	8/8/25
Kim Peete	<i>[Signature]</i>	917 Cameron St.	8/8/25
(X) Jade Kinsella	<i>[Signature]</i>	910 Cameron St #2	8/14/25
Flavio Garcia	<i>[Signature]</i>	923 Cameron St	8/19/25
Harp / Squina	<i>[Signature]</i>	913 Cameron St	8/20/25
Darren Guendel	<i>[Signature]</i>	906 Cameron St	8/26/25

(X) Please note signatures from residents who are not the listed owner of the residence.

Staff Only: \_\_\_\_\_ Number of Households on the block  
 \_\_\_\_\_ Number of Households that signed petition  
 \_\_\_\_\_ Percentage of Households

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** October 27, 2025

**DOCKET ITEM:** 6

**ISSUE:** Residential Pay by Phone – 200 block of Wilkes Street

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**REQUESTED BY:** Residents of the 200 block of Wilkes Street

**LOCATION:** 200 block of Wilkes Street

**STAFF RECOMMENDATION:** That the Board recommend the Director of T&ES implement a residential pay by phone requirement (\$1.75 per hour) for the 200 block of Wilkes Street.

**BACKGROUND:** The Residential Pay by Phone Program allows residents to request parking restrictions that require non-residents to pay a fee to park. Pay stations are not generally installed on Residential Pay by Phone blocks; instead, signage referring to the available payment methods on these blocks replaces existing signage. Consistent with the existing residential permit parking program, residents who wish to add this signage must initiate the request through a petition signed by the residents of the block. To be eligible for Residential Pay by Phone signage, a block must meet the parking occupancy threshold, must already have posted parking time restrictions for non-residents, and must be directly adjacent to another pay by phone or metered block.

The residents on the 200 block of Wilkes Street have submitted a petition requesting these restrictions. This block is located between South Lee and South Fairfax Streets, four blocks from King Street and one block from the waterfront. Parking is allowed on both sides of the block and is restricted to 3 hours from 8 a.m. to 5 p.m., Monday through Friday, District 1 permitholders exempt. There are approximately 22 legal parking spaces on this block. The block is entirely residential (Attachment 1).

**DISCUSSION:** Staff reviewed the request per the requirements outlined in the City Code and found it is eligible for the signage. The table below summarizes the block's compliance with the requirements.

Requirement	Compliance
The area subject to parking fee must be on a block with existing metered spaces, adjacent to an existing metered block, or adjacent to a block where a residential pay by phone parking fee has also been approved.	The 200 block of Wilkes Street is adjacent to the 400 blocks of South Lee and South Fairfax Streets, which have residential pay by phone parking fees implemented (Attachment 1).
The area subject to parking fee must already be posted with residential parking restrictions.	Current restrictions ( <i>District 1 permit-holders exempt</i> ): <ul style="list-style-type: none"> <li>• 3hr 8 a.m.-5 p.m. Monday-Friday</li> </ul>
The request to add a pay by phone parking fee must be initiated by the residents of the block through a petition signed occupants of more than 50% of the residential properties abutting the block.	The petition submitted was signed by 9 out of the 14 total households (64%) on the block (Attachment 2).
The parking occupancy must be 75% or more.	A parking survey was conducted at 2:15 p.m. on Friday, October 3, 2025, and staff found that 19 out of 22 parking spaces (86%) were occupied. During the surveys, staff also observed that 63% of the vehicles parked on this block were occupied by permit-holding residents of District 1.

**OUTREACH:** Staff notified the Old Town Civic Association (OTCA) of this petition on October 14, 2025. As of October 20, staff had not heard back.

# ATTACHMENT 1: LOCATION OF PROPOSED RESIDENTIAL PAY BY PHONE BLOCK – 200 BLOCK OF WILKES STREET



## ATTACHMENT 2: RESIDENT PETITION



### Petition for Adding Residential Pay by Phone Signage within a Residential Permit Parking District

Block Contact: William Hudnall OR BRIDGET WEAVER  
Address: 216 WILKES ST. — 210 WILKES STREET  
Telephone: ~~503~~ 703 8356861 — 703 4314429  
Email: WHUDNALL@MAC.COM BWEAVER@GMAIL.NET

Requested Block: 200 Wilkes St

**Submit Completed Petition to:**

Mail: Department of Transportation and Environmental Services  
Mobility Services Division  
Attn: Parking Planner  
421 King Street, Suite 235  
Alexandria, VA 22314

**Email:**

max.devilliers@alexandriava.gov

Phone: (703) 746-4245

We the undersigned residents hereby request that the City add residential pay by phone signage on the 200 Block of Wilkes Street. We understand that if this signage is posted, any vehicles without the applicable district sticker or guest/visitor pass will be subject to a parking fee to park on the block. We understand that residents will still be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest or visitor passes to allow guests to park on the street.

Resident Name (Printed)	Resident Signature	Address	Date
Heckrall	<i>[Signature]</i>	216 Wilkes	8/11/25
Weaver	<i>[Signature]</i>	210 Wilkes	8/11/25
Jordan	<i>[Signature]</i>	207 Wilkes	8/11/25
BOJANOWSKI	<i>[Signature]</i>	211 WILKES ST	8/11/25
Collis	<i>[Signature]</i>	505 S. Lee St	8/14/25
		and 208 Wilkes St.	
EMCH	<i>[Signature]</i>	209 WILKES ST	8/18/25
Mullen	<i>[Signature]</i>	213 Wilkes St.	9/3/25

Please note signatures from residents who are not the listed owner of the residence.

Staff Only: \_\_\_\_\_ Number of Households on the block  
 \_\_\_\_\_ Number of Households that signed petition  
 \_\_\_\_\_ Percentage of Households



We the undersigned residents hereby request that the City add residential pay by phone signage on the \_\_\_\_\_ Block of Wilkes Street. We understand that if this signage is posted, any vehicles without the applicable district sticker or guest/visitor pass will be subject to a parking fee to park on the block. We understand that residents will still be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest or visitor passes to allow guests to park on the street.

Resident Name (Printed)	Resident Signature	Address	Date
<u>Andersen (owner)</u>	<u>[Signature]</u>	<u>205 Wilkes St.</u>	<u>8/26</u>

*Please note signatures from residents who are not the listed owner of the residence.*

Staff Only: \_\_\_\_\_ Number of Households on the block  
 \_\_\_\_\_ Number of Households that signed petition  
 \_\_\_\_\_ Percentage of Households



# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** October 27, 2025

**DOCKET ITEM:** 7

**ISSUE:** Parking Removal – Crossing Improvements on Cameron Mills Road at Woodland Terrace

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**REQUESTED BY:** Alexandria City Public Schools and T&ES Staff

**LOCATION:** Cameron Mills Road at Woodland Terrace

**STAFF RECOMMENDATION:** That the Board recommend the Director of T&ES remove one (1) parking space on Cameron Mills Road at Woodland Terrace.

**BACKGROUND:** The DASH bus stop (ID: 400521) on Cameron Mills Road is a potentially ADA-accessible transit point between West Braddock Road and Virginia Avenue (Attachment 1). This stop, located between two Woodland Terrace intersections, would be the only southbound ADA-accessible option for over 1,200 feet. The stop services the 104 line every 30 minutes from 6:00 a.m. to 9:00 p.m. Parked vehicles prevent buses from aligning with the curb for ADA access.

In October, the City installed new ADA ramps and plans a high-visibility crosswalk connecting the sidewalk near bus stop to the east side of Cameron Mills Road (Attachment 2). This quick build project responded to concerns from parents and Alexandria City Public Schools (ACPS) about unsafe pedestrian crossings across Cameron Mills Road. The timing was accelerated because nearby George Mason Elementary School is under construction for two years and students are being bused to a swing space in Alexandria's West End. The school bus stop is on the east side of Cameron Mills Road just north of Woodland Terrace.

**DISCUSSION:** This location has two critical safety issues that can be resolved by removing one parking space:

1. **ADA Accessibility:** Current parking at the bus stop prevents DASH buses from aligning with the curb, creating a barrier for passengers with mobility needs. The Americans with Disabilities Act requires buses to deploy mobility ramps directly to the curb.
2. **Pedestrian Safety:** The parking space limits visibility at the planned crosswalk. Removing this space will improve sight lines between pedestrians and drivers, benefiting students using the temporary school bus route.

This parking space can be removed via the bus stop improvements procedure approved by the Traffic & Parking Board in 2014. Anticipating opposition to the removal of this parking space, staff decided to bring this item to the Traffic & Parking Board instead of proceeding with the administrative process.

**OUTREACH:** Staff coordinated with key stakeholders including DASH and ACPS regarding these changes. DASH transit planners confirmed the need for this bus stop location and ADA-compliant access. ACPS and the George Mason Elementary School Parent Teacher Association endorsed the crossing improvements.

The proposed change and hearing opportunity were communicated to residents at 2400 Cameron Mills Road via letter. The property has off-street parking and on-street parking on Woodland Terrace.

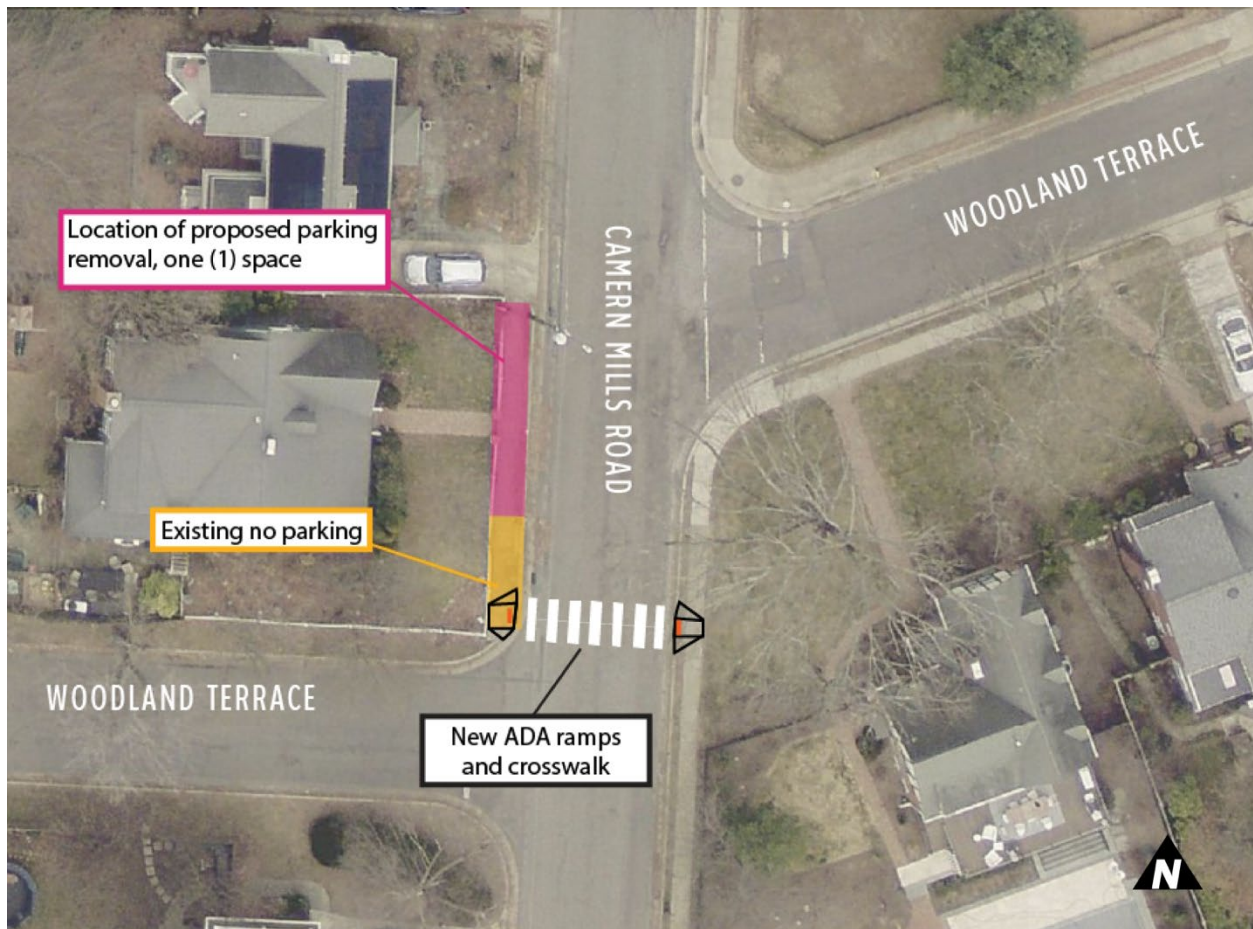
## ATTACHMENT 1: LOCATION

*Map of crossing & bus stop location*



## ATTACHMENT 2: LOCATION

*Map of crossing location, bus stop, and proposed parking removal*



# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** October 27, 2025  
**DOCKET ITEM:** 8  
**ISSUE:** Curb Cut Appeal - 1612 Princess Street

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**REQUESTED BY:** Resident of 1612 Princess Street

**LOCATION:** 1612 Princess Street

**STAFF RECOMMENDATION:** The Board uphold the denial of the curb cut application.

**BACKGROUND:** The City Code Section 5-2-14 establishes a process for reviewing and approving new or modified curb cuts to ensure that driveway access points balance property access needs with public safety, pedestrian mobility, and streetscape design. A person seeking a permit for a new curb cut or repair must obtain an application from the Director of T&ES. As part of this application process, the adjacent property owners are notified and may submit comments on the proposed curb cut. Once all information has been received, the application and supporting documents are routed for review by Planning and Zoning (P&Z), T&ES, and Recreation, Parks, and Cultural Affairs (RP&CA). Following this review, a notice of the decision to approve or deny the curb cut application is sent to the applicant and any opposing property owners. Within 15 days of this decision, the applicant or the opposing owner has the opportunity to appeal the application decision to the Traffic and Parking Board. The Board's role in these cases is to evaluate the appeal based on the standards of the City Code and the impacts on traffic operations, pedestrian safety, and adjacent on-street parking.

**DISCUSSION:** The property owner at 1612 Princess Street (Attachment 1) applied for a new curb cut (Attachment 2 & 3). The application was denied based on the criteria outlined in Section 5-2-14 related to the impact to available parking. The property owner appealed this decision (Attachment 4). Per section 5-2-14(e), the appeal is being brought before the Board for consideration.

The property is located in Old Town, in a mixed-use, pedestrian-heavy neighborhood made up of residences and near Jefferson-Houston Elementary School, Old Town Pool, and Oswald Durant Recreation Center. The property is located less than a quarter mile from the King Street Metro Station and less than a half mile from the Braddock Road Metro Station and across the street from an off-street trail that connects to both Metro stations. This property is located in Residential Parking Permit District 5 with restrictions on Princess Street of 3-hour parking, Monday through Friday, 8 a.m. - 5 p.m., District 5 permitholders exempt.



Section 5-2-14(c) outlines the criteria for evaluating a curb cut application. Although the curb cut did meet the requirements for a Board of Architectural Review (BAR) Certificate of Appropriateness, the application was ultimately denied for failure to meet the following two criterion.

1. The location and operation of the curb cut will not interfere unreasonably with vehicular and pedestrian traffic, the demand and necessity for parking spaces, and means of ingress and egress from adjacent properties.

The proposed curb cut is located relatively close to a curve of the street as it transitions from Buchanan Street to Princess Street. The location of the proposed curb cut limits the sight distance for drivers exiting the property. One on-street parking space would be eliminated by the curb cut itself, but several other on-street spaces would have to be eliminated to provide adequate sight distance for drivers on the street and exiting the property. If the proposed curb cut were approved, it would result in a net loss of 3 parking spaces on Princess Street.

This property is located in a residential parking permit district where there is a high demand for on-street parking and where many residents rely on street parking entirely for their parking needs. While some of the houses on Princess and Buchanan Streets do have driveways, most of the houses in this neighborhood do not have off-street parking and rely on the on-street spaces.

2. The public's health, welfare, and safety will not be impaired.

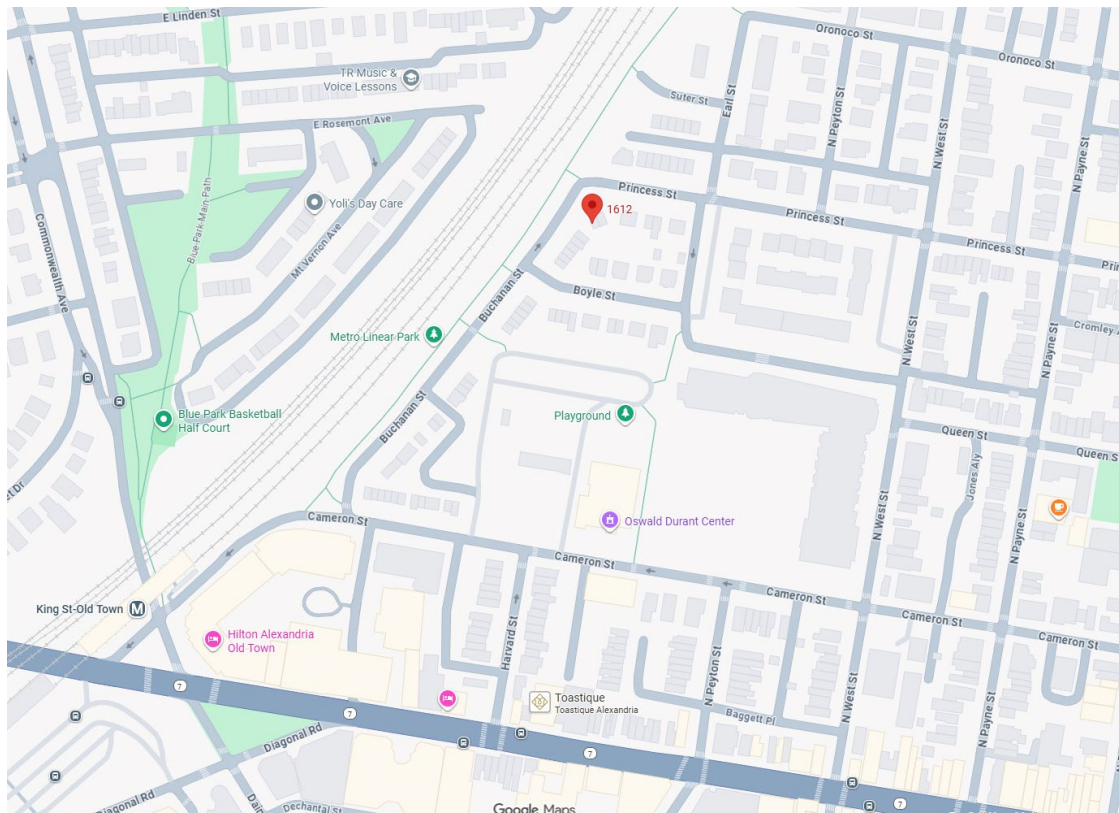
The proposed curb cut is located along a curve with limited sight distance for drivers traveling from Buchanan Street to Princess Street. Additionally, adequate sight for a driver exiting this property would require several on-street spaces to be eliminated, which would impact current residents who use on-street parking. Additionally, removal of parking which provides traffic calming at this curve could encourage speeding at this location and impact pedestrians using the unmarked crossing to the off-street trail leading to the Metro Stations.

The applicant submitted an appeal to the decision (Attachment 5) for review by the Board. Staff recommends the Board uphold the denial of the curb cut based on the negative impact to parking in the neighborhood and pedestrian safety.

**OUTREACH:** As part of the application process, the applicant was required to submit acknowledgements from the adjacent property owners at 1610 and 1614 Princess Street that they were informed of the proposed curb cut and what their position was. The property owner at 1610 Princess Street submitted an objection opposing the proposed curb cut (Attachment 5) noting impacts to safety and parking. The applicant and opposing adjacent property owner were notified on October 18, 2025 that the appeal would be brought before the Board.

## ATTACHMENT 1: LOCATION

*1612 Princess Street*











ATTACHMENT 2: APPLICATION



APPLICATION FOR NEW CURB CUT  
OR TO WIDEN EXISTING CURB CUT 4 FEET OR MORE

CITY OF ALEXANDRIA, VIRGINIA  
TRANSPORTATION & ENVIRONMENTAL SERVICES  
301 KING STREET, ROOM 4130  
ALEXANDRIA, VA 22314  
703-746-4035 (office); 703-838-6438 (fax)  
alexandriava.gov

As per City Ordinance No. 3176, approved by City Council on January 24, 1987, I, the undersigned, have notified the owners of the adjacent properties, by way of this form, within five (5) calendar days after submission of an application for a curb cut.

Applicant Email Address: pgm1212@aol.com

Property Address: 1612 Princess Street

Curb Cut Street Name: Princess Street

Request for a New Curb Cut? Yes ☒ No ☐ What is the Requested Width? 8 feet

Request for a Second Curb Cut? Yes ☐ No ☒ What is the Requested Width? \_\_\_\_\_

Will the Existing Curb Cut be Removed? Yes ☐ No ☒

Will the Existing Curb Cut be Widened? Yes ☐ No ☒ What is the Requested Width? \_\_\_\_\_

Property Owner Name: Paul Miller

Street Name and No.: 1612 Princess Street

City: Alexandria State: VA Zip Code: 22314

Home Phone: \_\_\_\_\_ Work Phone: \_\_\_\_\_ Cell Phone: 703-969-9774

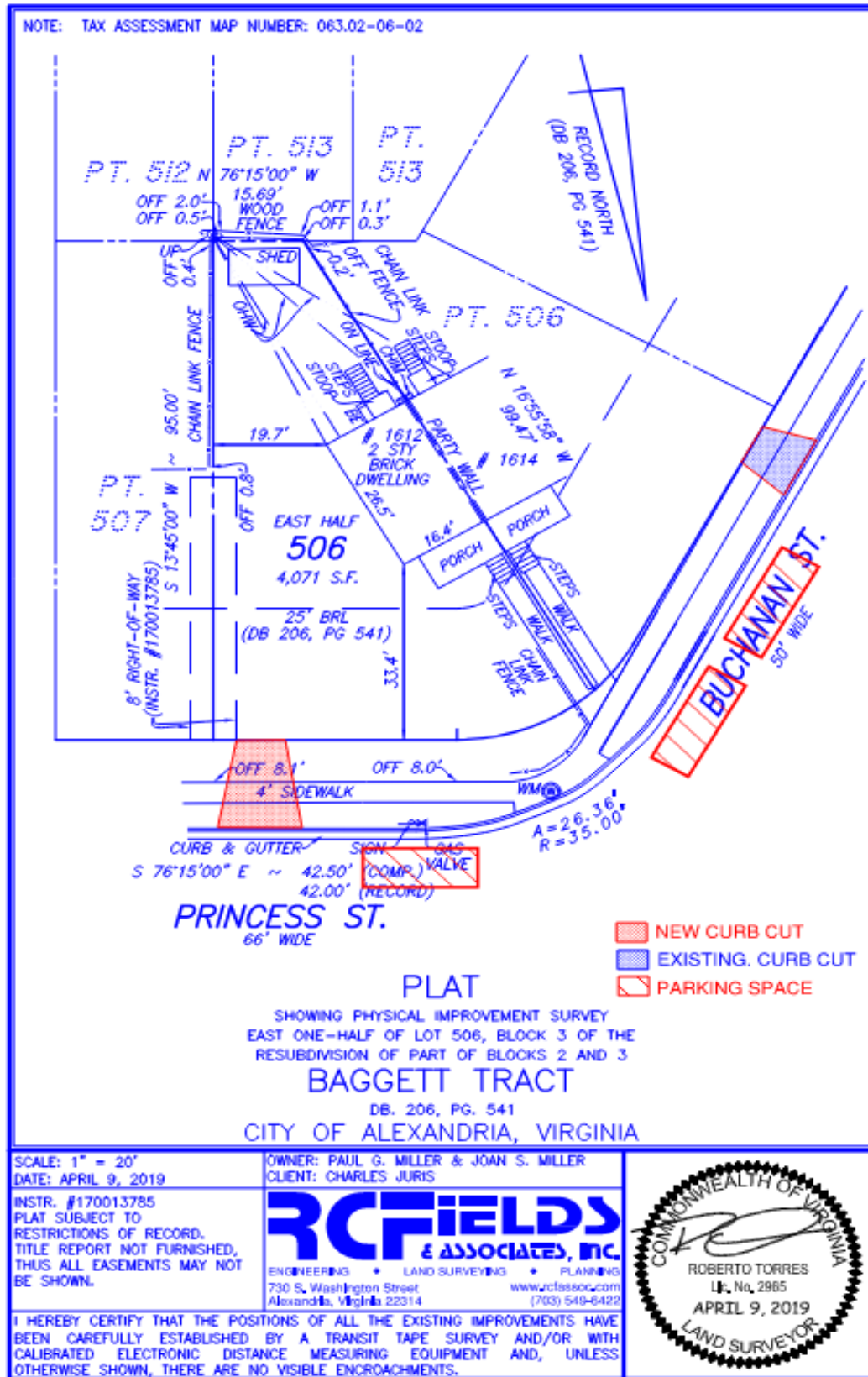
Mailing Address (if different from above): \_\_\_\_\_

THE SIGNATURE(S) OF THE PROPERTY OWNER(S) ON EACH SIDE OF YOUR PROPERTY IS REQUIRED. IF THE REQUEST IS FOR A CORNER LOT, YOU WILL NEED TO OBTAIN THE SIGNATURE OF THE PROPERTY OWNER(S) AROUND THE CORNER. IF THE PROPERTY OWNER(S) DO NOT RESIDE AT THIS LOCATION, IT IS REQUIRED THAT THE FORM BE MAILED VIA CERTIFIED MAIL TO THE OWNER(S), RETURN RECEIPT REQUESTED. AFTER THE ADJACENT PROPERTY OWNER(S) HAVE SIGNED THIS FORM, AND INDICATED WHETHER OR NOT THEY OBJECT TO THE PROPOSED CURB CUT, PLEASE SUBMIT THIS COMPLETED FORM, AND A COPY OF YOUR SURVEY PLAT, INDICATING WHERE THE CURB CUT IS TO BE INSTALLED. THE FORM AND SURVEY PLAT MAY BE MAILED TO: CITY OF ALEXANDRIA, TRANSPORTATION & ENVIRONMENTAL SERVICES, CONSTRUCTION & INSPECTION DIVISION, P.O. BOX 178, ALEXANDRIA, VA 22313. YOU MAY ALSO BRING THE FORM AND SURVEY PLAT TO OUR OFFICE AT 301 KING STREET, ROOM 4130, ALEXANDRIA, VA 22314.

Property Owner Signature: Paul Miller

Date: 30 May 2024

# ATTACHMENT 3: PLAN





## ATTACHMENT 4: APPEAL



Paul G. Miller  
1612 Princess Street  
Alexandria VA 22314

August 25, 2025

Mr. Michael Moon, Director of Transportation and Environmental Services (T&ES)  
City Hall, 301 King Street  
Room 3000  
Alexandria, VA 22314

*In reference to CRB2024-00021 Letter of Denial*

Dear Mr. Moon,

I am writing today to request an appeal of the denial of my application for a Curb Cut for my property at 1612 Princess Street. The application was made for the purpose of allowing me to safely charge my vehicle from the approved and installed solar panel roof array. The application in question is #CRB2024-00021, and was denied for two reasons - traffic safety and parking concerns.

During my appeal I intend to present evidence that reconsideration and approval of this request would not negatively impact parking in the neighborhood, and would pose no additional threat to safety for the applicant or other residents, pedestrians or motorists traveling through the area.

Please confirm receipt of my request and let me know regarding the availability of the Transportation and Parking Board to hear my appeal. In addition, please let me know if additional materials are required for submission of this appeal - if there are any additional forms, processes or other steps required for me to successfully request this review. At the hearing, I shall provide copies of exhibits and other materials to support my request for reconsideration.

Thank you for your time and attention, and I look forward to speaking with you and your staff in the near future.

Sincerely,

A handwritten signature in blue ink that reads "Paul G. Miller".

Paul G. Miller

*Copy for:*

CC: Andre Williams, Permits Manager  
Department of Transportation and Environmental Services  
4850 Mark Center Drive, Second Floor  
Alexandria, VA 22311

ATTACHMENT 5: OBJECTION

APPLICATION FOR NEW CURB CUT  
OR TO WIDEN EXISTING CURB CUT 4 FEET OR MORE

Curb Cut Street Name: 1612 Princess Street

Adjacent property owners have five (5) calendar days from receipt of this notification to express an objection to the proposed curb cut, either on this form or in writing, to the Director of Transportation & Environmental Services.

PROPERTY OWNERS ACKNOWLEDGEMENT

Objection: Yes ☒ No ☐

Property Owner Name: Elliott + Maria Watts Address: 1610 Princess Street  
937-209-0768 EWATT509@gmail.com  
Mailing Address (if different from adjacent property where curb cut is requested):

Unit 3130 Box 100, DPO AA 34034

Property Owner Signature: Elliott + Maria Watts Date: 19 May 2024

If objecting, give reason: Curb cut enables lawn parking far from the home  
which is incongruent with properties in neighborhood. Loss of street  
parking due to proximity to existing pedestrian curb cut, especially  
considering 1612 property owners have existing curb cut/driveway on  
adjoining property (1610). Safety issues with cut-location on street  
curve.

Objection: Yes ☐ No ☐

Property Owner Name: \_\_\_\_\_ Address: \_\_\_\_\_

Mailing Address (if different from adjacent property where curb cut is requested): \_\_\_\_\_

Property Owner Signature: \_\_\_\_\_ Date: \_\_\_\_\_

If objecting, give reason: \_\_\_\_\_

Subject: Neighbor Objection to Curb Cut Request (CRB 2024-00021)

To: Director of Transportation and Environmental Services  
From: Elliott and Maria Watts (Property Owners 1610 Princess)

We, the owners of 1610 Princess Street, Alexandria VA, object to the curb cut request for 1612 Princess St (CRB 2024-00021). We object for the following reasons:

**Safety:** The location of the cut would create a driveway into the blind side of the turn from Buchanan St to Princess St. The turn is slightly uphill and neither driver can see around the corner. This safety issue is one reason this portion of Princess St is a one-way. Despite the one way designation, there are multiple daily occurrences of vehicles violating the direction control and driving the wrong way on the 1600 block of Princess. Frequently they do this at a high rate of speed as they know they will be stuck and must reverse if they do not make it to the turn in the road (immediately in front of the requested curb cut location).

**Parking:** As in most areas of Alexandria, parking can be challenging even on the 1600 block of Princess, this is especially true during the weekdays when commuters park along Buchanan and 1600 block of Princess, to take one of two nearby metros. An additional eight foot curb cut will further limit parking on the straight portion of this area of street. Parking is further limited due to the large bend in the road that make parking untenable on the inside portion. There is also a pedestrian curb cut in front of 1612 that would likely make parking in-between the two cuts a violation. The owners contest that there is parking available on Buchanan. This is not really true during the week due to commuters; also, the residents of the 1600 block of Princess should not have to routinely park further away from their homes so one neighbor can have a curb cut. Further limiting parking in this area is an existing curb cut at 1614 Princess (owned and occupied by the same owners of 1612 Princess). Lastly, the owners of 1612 have stated they do not plan to leave their cars in the driveway. This is so they do not damage their grass - as they have no plans to construct an actual paved driveway - but would mean they are simultaneously taking away parking on the street and still using the street to park their personal vehicles.

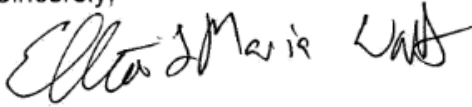
**Two homes, one owner, two curb cuts, less green:** The owners of 1612 also own and occupy 1614 Princess. They also already have a curb cut a long existing curb cut at 1614. While the owners are arguing that this additional curb cut will support the city's green energy plan, they should have utilized the existing cut on their property to charge a vehicle. Additionally the city and neighborhood loses ever more valuable green space.

**Historic preservation:** These residences are in the historically designated neighborhood of Parker Gray. Furthermore, we are fortunate to live in a very uniform housing area of Parker Gray. While some residences received permission for a curb cut and driveway installation before the designation, we object to further expansion of off-street parking. This is especially concerning when the location of the vehicle and curb cut would not be uniform with other homes (existing curb cuts and driveways lead directly to the front of the home). Essentially, the proposal allows a car to be parked in the middle of the lawn. In order to reach their charging station from the curb cut, the owners of 1612 will need to drive diagonally across the front yard from the curb cut. The owners also have stated that they will not be paving/finishing a driveway by any means and will instead drive through the grass. Alexandria is an extremely wet area and driving/parking across a front lawn will certainly begin to create muddy tracks throughout the front yard. No resident of Parker Gray parks on their front lawn and we do not believe a

precedent should be set to allow this unsightly practice which degrades the curb appeal of our historic district.

**Alternate proposals:** If the city and appropriate offices are inclined to support the cut, we would request an adjustment to the location of the cut nearer to the east side of 1612 and requirement the owners install a BAR approved semi-permeable parking surface. Moving the cut westward would maximize parking space further east, and make the eventual location of the car similar to that of nearby homes.

Sincerely,

A handwritten signature in black ink, appearing to read "Elliott Watts". The signature is fluid and cursive, with the first name "Elliott" being more prominent than the last name "Watts".

Elliott Watts  
Maria Watts  
(Residents of 1612 Princess Street)

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** October 27, 2025

**DOCKET ITEM:** 9

**ISSUE:** Lane Removal and Speed Limit Reduction - Edsall Road and Yoakum Parkway

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**REQUESTED BY:** T&ES Staff

**LOCATION:** Edsall Road, from South Pickett Street to City Boundary  
Yoakum Parkway, from Edsall Road to Stevenson Avenue

**STAFF RECOMMENDATION:**

1. That the Board recommend the Director of T&ES make the following changes to Yoakum Parkway to improve safety:
  - Remove existing hourly parking restrictions
  - Add up to 2 on-street parking spaces between Watergate/Cascade at Landmark and Edsall Road
  - Combine the northbound left and right turn lanes at Stevenson Avenue
  - Remove the southbound left turn lane at Cascade at Landmark
  - Close the channelized right turn lane on the east side of the intersection of Yoakum Parkway and Edsall Road
2. That the Board recommend the City Manager Reduce the posted speed limit on Edsall Road and Yoakum Parkway from 35 MPH to 25 MPH.

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

In 2021, the City adopted the Alexandria Mobility Plan to guide transportation investment and decision-making. Among the strategies espoused in the plan are to create a safe, well-maintained, walking and biking environment and to make transit easier to use by reducing or eliminating barriers to taking transit. The Alexandria Mobility Plan also includes a recommendation for an "enhanced bicycle facility" on Edsall Road and on Stevenson Avenue.



**DISCUSSION:** Edsall Road is an important street connection on Alexandria’s West End near the Eisenhower East/Landmark Van Dorn neighborhood (Attachment 1). It is classified as a minor arterial roadway west of South Van Dorn Street and as a major collector roadway east of South Van Dorn Street. Edsall Road is served by numerous bus routes, including DASH’s 30 and 35 routes, Fairfax Connector’s 321 route, and WMATA’s A28 route, providing service to the Pentagon, Van Dorn Metrorail Station, Mark Center, and Old Town. The corridor provides access to numerous high-density residential communities, low-density commercial and retail plazas, Bren Mar Park, Armistead Boothe Park, Backlick Run Trail, Samuel Tucker Elementary, Fairfax County, I-395, and more. The posted speed limit is 25 MPH east of South Whiting Street and 35 MPH west of South Whiting Street.

Yoakum Parkway is a local residential street that links Edsall Road with Stevenson Avenue (Attachment 1). It is home to multiple high-density apartment buildings, including Cascade at Landmark, Tuscany Apartments, and Watergate at Landmark. Bus routes 35 and A28 serve Yoakum Parkway, providing access to the Pentagon, Van Dorn Metrorail Station, and Landmark.

According to U.S. Census data, 12% of residents in this area live in poverty, 11% do not own a motor vehicle, 8% have a disability, and 12% take public transit to work.

In fall 2024, the City launched the Edsall Road-Yoakum Parkway Corridor Improvements Project. This followed the award of a technical assistance grant from the Metropolitan Washington Council of Governments (MWCOC) to perform planning, analysis, outreach, and conceptual design for improvements to Edsall Road. The goal of the project is to make it easier, safer, and more comfortable for people of all ages, abilities, and modes to travel on Edsall Road and Yoakum Parkway.

The project team performed data collection, site visits, and an initial community engagement period as part of the existing conditions assessment. Takeaways include:

	<b>Topic</b>	<b>Edsall Road</b>	<b>Yoakum Parkway</b>
	<i>Crash History,</i>	Between 2019 and 2024, over 100 crashes occurred, including 3 severe injury and 34 non-severe injury crashes, 42 angle crashes, 12 pedestrian crashes, and 4 bicycle crashes.	Between 2019 and 2024, there were 11 crashes on Yoakum Parkway, including one severe injury crash.
	<i>Speed</i>	The 85 <sup>th</sup> percentile speed ranges from 31 to 39 MPH. Top speeds exceed 60 MPH.	The 85 <sup>th</sup> percentile speed ranges between 34 and 39 MPH.
	<i>Access Management</i>	Frequent driveways and curb cuts along the corridor create many opportunities for conflict between road users.	Minimal curb cuts are present.

<i>Walking</i>	The walking environment is challenging. Sidewalks are narrow, and there are minimal opportunities for safe crossings.	Sidewalks are narrow, but a grassy buffer between the sidewalk and the street increases comfort. There is only one crosswalk between Stevenson Avenue and Edsall Road.
<i>Biking</i>	There is no dedicated space for people biking and scooting, requiring people to ride either with traffic or on the narrow sidewalk.	There is no dedicated space for people biking and scooting, requiring people to ride either with traffic or on the narrow sidewalk.
<i>Transit Access</i>	Bus stops are present, though several have no crosswalks and no amenities.	Bus stops are present and those closest to apartment buildings have a crosswalk and shelters.
<i>Truck Traffic</i>	Trucks are a common user of the roadway.	Trucks are not a common user of the roadway.
<i>Community Input</i>	Top concerns about these corridors include people driving too fast, lack of dedicated bicycle facilities, and difficulty crossing the street.	

The project team used this information to develop conceptual design options for both Edsall Road and Yoakum Parkway.

The concept design for Edsall Road included:

- **Reduction of one general purpose lane** in each direction to slow vehicle speeds and create space for other important roadway features
- **New median space** to be used as a left-turn lane or a pedestrian refuge at various points along the corridor to simplify left turns, calm traffic, and improve pedestrian safety
- **New crosswalks** at key locations to improve access for people walking and wheeling
- **Separated bicycle lanes** to provide a dedicated space for people biking and scooting and to calm traffic
- **Bus boarding islands** to improve bus boarding and alighting and mitigate conflicts between people biking and people riding the bus
- **Painted curb extensions** at key locations to reduce pedestrian crossing distance, improve sightlines, and reduce turning speeds.
- **Speed limit reduction** from 35 MPH to 25 MPH to improve safety for all roadway users

Two concept design options were developed for Yoakum Parkway (Attachment 2). Both options included the following:

- **Narrower travel lanes** to slow vehicle speeds
- **Pedestrian crossing islands** to reduce crossing distance and improve safety for people walking
- **New crosswalks** to improve access for people walking

- **Separated bicycle lanes** to provide a dedicated space for people biking and scooting and to calm traffic
- **Bus boarding islands** to improve bus boarding and alighting and mitigate conflicts between people biking and people riding the bus
- **Removal of hourly parking restrictions** to enable on-street parking all-day
- **Consolidation of northbound turn lanes at Stevenson Avenue** to improve safety and access for people walking and biking
- **Removal of the southbound left turn lane at Cascade at Landmark** to improve pedestrian safety
- **Closure of the easternmost channelized right turn lane at Edsall Road** to improve safety for people crossing the street
- **Speed limit reduction from 35 MPH to 25 MPH** to improve safety for all roadway users

Differences between Option 1 (preferred) and Option 2 for Yoakum Parkway include:

- **Bike lane style**
  - Option 1 featured one-way bike lanes on either side of Yoakum Parkway.
  - Option 2 featured a single, two-way bike lane on the west side of Yoakum Parkway.
- **Parking**
  - Option 1 would have no impacts to existing parking and enable the addition of up to 2 spaces.
  - Option 2 would not reduce the net total amount of on-street parking available, but it would require all parking to be located on the east side of the street, rather than both sides of the street. Up to 6 spaces could be added.

Based upon an analysis of traffic conditions, there would not be meaningful impacts to traffic delay on Yoakum Parkway.

Following a review of best practices, design tradeoffs, and community comments, the project team identified Option 1 as the preferred concept for Yoakum Parkway. This option would substantially enhance safety, comfort, and access for people walking and biking, slow vehicle speeds, and minimize impacts to parking.

Due to an overlapping project to study high-crash intersections in the area (including the intersection of South Van Dorn Street and Edsall Road), the project team opted not to move forward with recommendations for design changes to Edsall Road until further study is completed. However, the project team does recommend setting the speed limit to 25 MPH on both Edsall Road and Yoakum Parkway to improve traffic safety and provide consistency throughout the corridors.

Vehicle travel speed is widely recognized as one of the most significant factors in the frequency and severity of traffic crashes. According to the National Highway Traffic Safety Administration (NHTSA), higher vehicle speeds correspond with a greater potential for loss of vehicle control, a higher stopping distance required after a driver perceives a danger, and an increased degree of crash severity. In accordance with the National Association of City Transportation Officials

guidance for speed limits, 25 MPH is the recommended speed limit for major streets in urban areas based on factors such as mixing of various modes, frequency of driveways and intersections, and level of activity.

**OUTREACH:** The project team conducted two phases of community engagement to gather community input on existing conditions and collect feedback on design options. Information was shared via eNews, social media, local news, project signs, and direct emails to project stakeholders, including civic and condominium associations in the area. The project team held a virtual community meeting during each phase and collected feedback via an online form. Below is a summary of the takeaways from each engagement period. More information is provided in Attachment 4.

### **Phase 1: Fall 2024**

- 119 people completed the online feedback form
- Top concerns included:
  - People drive too fast (58%)
  - There are no dedicated bicycle facilities (40%)
  - It is difficult to cross the street at signalized intersections (39%)
  - It is difficult to cross the street at intersections without traffic signals (38%)

### **Phase 2: Spring 2025**

- 271 people completed the online feedback form
- The project objectives that were most important to people included:
  - Provide safe pedestrian crossings (85% rated as “important” or “very important”)
  - Reduce crashes (83% rated as “important” or “very important”)
  - Encourage safe travel speeds (74% rated as “important” or “very important”)
- The most popular project features for Yoakum Parkway included:
  - New pedestrian signals where currently missing (85% like or strongly like)
  - New crosswalks (57% like or strongly like)
  - Bus boarding platforms (56% like or strongly like)
  - 25 MPH speed limit (55% like or strongly like)
- For Yoakum Parkway, 53% of people liked or were neutral about Option 1, compared to 47% for Option 2.
- 51% of respondents like or strongly like the idea of lowering the posted speed limit to 25 MPH.

## Attachment 1: Project Location

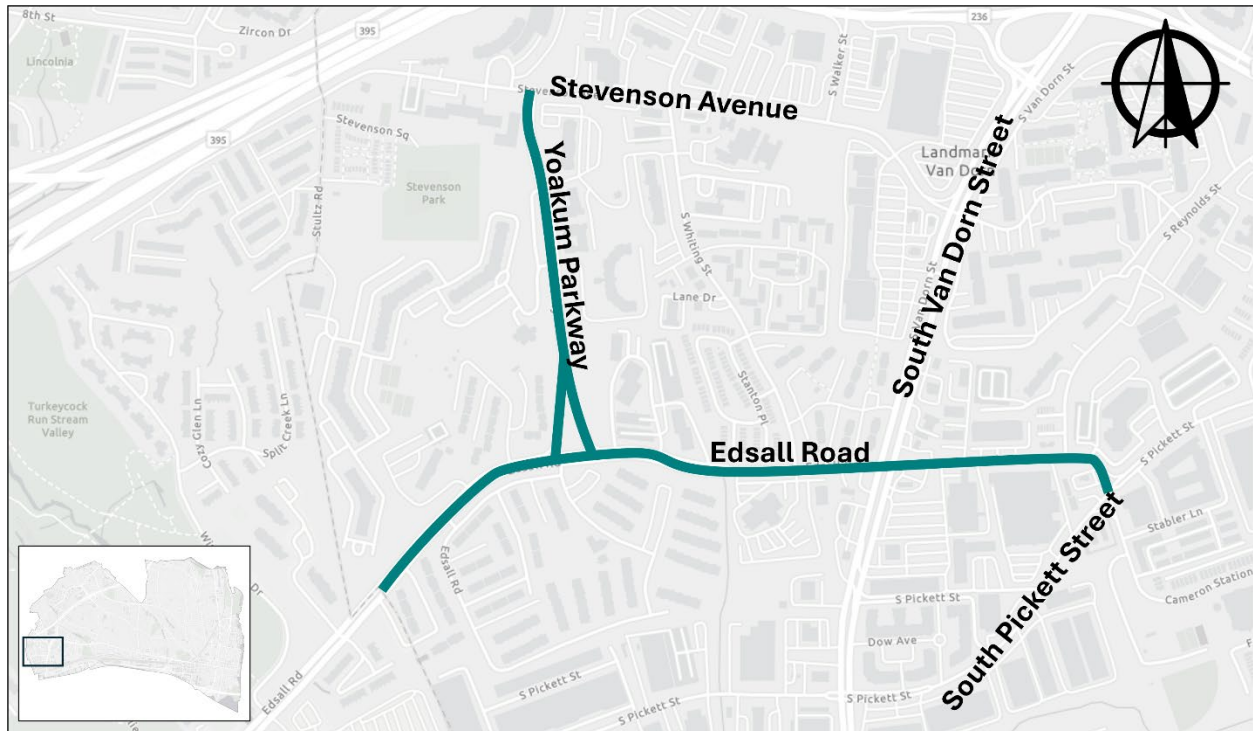


Figure 1. Map of the project area.



Figure 2. Edsall Road looking west toward South Van Dorn Street.





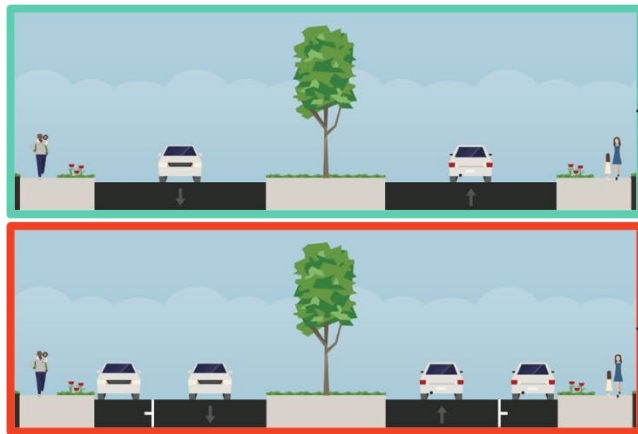
Figure 3. Edsall Road looking west toward Yoakum Parkway.



Figure 4. Yoakum Parkway looking north toward Stevenson Avenue.

## Attachment 2: Yoakum Parkway Concepts

### Existing

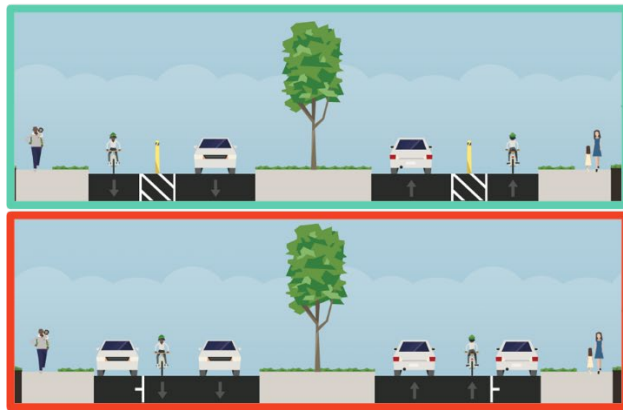








Option 1







Option 2









## Attachment 4: Community Engagement Summary

### Phase 1: Fall 2024

#### Modes of Transportation Used in the Project Area

Mode of Transportation	Percentage	Number of Respondents
Drive (car, truck, motorcycle, SUV, passenger)	89.9%	107
Bus (DASH, Metrobus, Fairfax Connector, Shuttle)	37.8%	45
Walk	55.5%	66
Bicycle, e-bike, or scooter	21.0%	25
Wheelchair or other mobility-assist device	1.7%	2
<b>Total Respondents</b>	119	Skipped: 0

#### Trip Purpose on Edsall Road or Yoakum Parkway

Trip Purpose	Percentage	Number of Respondents
Live or work near the project area	78.8%	93
Travel through the area without stopping	15.3%	18
Access shops or restaurants	57.6%	68
Access nearby parks	39.0%	46
Access nearby schools	5.1%	6
Other (please specify)	15.3%	18
<b>Total Respondents</b>	118	Skipped: 1

#### Issues and Challenges on Edsall Road and Yoakum Parkway

Reported Issue or Challenge	Percentage	Number of Respondents
None of the above	11.1%	13
Difficult to cross at signalized intersections	39.3%	46

Difficult to cross at unsignalized intersections	38.5%	45
People drive too fast	58.1%	68
Too many traffic delays	16.2%	19
Difficult to access bus stops	11.1%	13
Bus stops are not comfortable	21.4%	25
Street not accessible for people with disabilities	16.2%	19
Traffic signals not timed well for drivers	23.9%	28
Traffic signals not timed well for people walking or biking	27.4%	32
No dedicated bicycle facilities	40.2%	47
Other (please specify)	30.8%	36
<b>Total Respondents</b>	117	Skipped: 2

## What People Like About Edsall Road

Respondents who primarily drive appreciate Edsall Road's multiple lanes, efficient signals, and convenient highway access. Others noted its landscaping, sidewalks, and proximity to local businesses.

Representative comments include:

- "Effective signals and traffic lanes mean there are few traffic delays."
- "Having four lanes helps with traffic coming off the highway."
- "Convenient access to shopping and public transportation."
- "It's close to small immigrant businesses and quite pretty when traffic is light."
- "Attractively landscaped with access to many other streets and areas."

## What People Like About Yoakum Parkway

Residents value Yoakum Parkway's wide median, tree canopy, and calmer, park-like atmosphere compared to Edsall Road. Several appreciated its sidewalks and general quietness, though others raised concerns about speeding and pedestrian safety.

Representative comments include:

- "One of the prettiest roads in the area."

- “The trees and separated sidewalks make it feel safer and more residential.”
- “Traffic runs smoothly, and parking is well managed.”
- “Sidewalks aren’t curb-tight, and the Dark Sky streetlights are appreciated.”
- “Feels dangerous due to speeding and lack of pedestrian awareness.”

## Additional Comments

Of the 119 total respondents, 70 provided open-ended feedback. Key themes included safety, walkability, and maintenance. Many called for safer crossings, better lighting, dedicated bike lanes, and traffic calming measures such as speed bumps and ‘No Turn on Red’ restrictions. Maintenance concerns included potholes, overgrown vegetation, and litter. While many supported improvements to enhance multimodal safety and connectivity, others opposed changes that could reduce roadway capacity or add bike lanes, citing satisfaction with current conditions.

## Phase 2: Spring 2025

### Modes of Transportation Used in the Project Area

Answer Choices	Responses	Percent
Drive (car, truck, motorcycle, SUV, or passenger)	259	95.57%
Bus (DASH, Metrobus, Fairfax Connector, shuttle)	76	28.04%
Walk	117	43.17%
Bicycle, e-bike, or scooter	43	15.87%
Wheelchair or other mobility-assist device	11	4.06%
None of the above	0	0.00%

### Trip Purpose on Edsall Road or Yoakum Parkway

Answer Choices	Responses	Percent
I live or work near the project area.	231	85.56%
I travel through this area but do not stop.	38	14.07%

I use Edsall Road or Yoakum Parkway to access shops or restaurants.	146	54.07%
I use Edsall Road or Yoakum Parkway to get to nearby parks.	75	27.78%
I use Edsall Road or Yoakum Parkway to get to nearby schools.	19	7.04%
Other (please specify)	24	8.89%

## Importance of Project Objectives

Objective	1 Not at all Important	2 Not Important	3 Neutral	4 Important	5 Very Important	I Don't Know	Weighted Avg
Encourage safe travel speeds	5%	6%	17%	20%	54%	0%	4.12
Provide safe pedestrian crossings	5%	2%	8%	31%	54%	0%	4.28
Provide a dedicated place for people to bike or scoot	30%	23%	15%	13%	19%	0.4%	2.67
Make it easier to get to bus stops	12%	11%	25%	25%	26%	2%	3.43
Minimize traffic congestion	9%	5%	11%	18%	55%	2%	4.08

<b>Reduce crashes</b>	4%	2%	10%	21%	62%	2%	4.38
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### Sentiments Toward Yoakum Parkway Design Ideas (270 responses)

<b>Design Element</b>	<b>1 Strongly Dislike</b>	<b>2 Dislike</b>	<b>3 Neutral</b>	<b>4 Like</b>	<b>5 Strongly Like</b>	<b>I Don't Know</b>	<b>Weighted Avg</b>
<b>Safer speeds by reducing the speed limit to 25 MPH</b>	16.67%	11.11%	17.04%	19.26%	35.56%	0.37%	3.46
<b>New crosswalk at Arrive Alexandria/Tuscany Apartments</b>	5.99%	5.24%	28.84%	26.59%	29.59%	3.75%	3.71
<b>Protected bicycle lanes along corridor</b>	35.69%	11.90%	15.24%	10.78%	24.54%	1.86%	2.76
<b>Safer crossings with median/curb extensions</b>	13.11%	5.62%	21.72%	22.85%	33.71%	3.00%	3.60
<b>Safer speeds by narrowing car lanes</b>	32.09%	15.67%	14.18%	11.57%	23.13%	3.36%	2.77
<b>On-street parking available all day</b>	23.88%	8.58%	24.25%	16.04%	25.37%	1.87%	3.11
<b>New pedestrian signals at Edsall Rd</b>	2.59%	1.85%	9.26%	27.78%	56.67%	1.85%	4.37
<b>Bus platforms for faster boarding</b>	5.30%	3.41%	29.92%	28.41%	28.03%	4.92%	3.74

### Preference for Bike Lane Options on Yoakum Parkway (269 responses)

<b>Answer Choices</b>	<b>Responses</b>	<b>Percent</b>
One-way bike lane on each side	69	25.65%
Two-way bike lane on one side	47	17.47%

No preference	25	9.29%
Don't like either option	120	44.61%
Don't know	8	2.97%

### Preference for On-Street Parking Options on Yoakum Parkway (269 responses)

Answer Choices	Responses	Percent
Parking on both sides (south half only)	91	33.83%
Parking on one side for full corridor	45	16.73%
No preference	61	22.68%
Don't like either option	64	23.79%
Don't know	8	2.97%

### Overall Feelings About Option 1 and 2 for Yoakum Parkway (267 responses)

	<b>1 Strongly Dislike</b>	<b>2 Dislike</b>	<b>3 Neutral</b>	<b>4 Like</b>	<b>5 Strongly Like</b>	<b>I Don't Know</b>	<b>Weighted Avg</b>
<b>Option 1</b>	24.34%	13.48%	16.10%	23.97%	12.73%	9.36%	2.86
<b>Option 2</b>	28.09%	14.61%	17.60%	12.36%	16.85%	10.49%	2.72

### Sentiments Toward Edsall Road Design Ideas (260 responses)

Design Element	<b>1 Strongly Dislike</b>	<b>2 Dislike</b>	<b>3 Neutral</b>	<b>4 Like</b>	<b>5 Strongly Like</b>	<b>I Don't Know</b>	<b>Weighted Avg</b>
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<b>New crosswalks at S. Reynolds &amp; Edsall Ridge</b>	5%	2%	22%	33%	33%	6%	3.92
<b>Protected bicycle lanes</b>	35%	13%	12%	13%	23%	4%	2.75
<b>Safer crossings (median &amp; curb extensions)</b>	12%	6%	20%	26%	34%	3%	3.64
<b>Left-turn lane between S. Van Dorn &amp; S. Pickett</b>	6%	2%	21%	38%	28%	5%	3.84
<b>Lower posted speed limit to 25 MPH</b>	19%	14%	16%	21%	29%	1%	3.27

### Additional Comments (169 responses)

Recurring themes included speeding, safety concerns, mixed views on bike lanes, and requests for improved enforcement and maintenance.

- General concern about speeding and unsafe conditions
- Desire for more traffic enforcement and interest in speed cameras
- Mixed support for bike lanes (some in favor, others opposed)
- Concerns about parking impacts and congestion on Yoakum Parkway
- Desire to improve pedestrian safety and pavement conditions
- Concern about redevelopment and vegetation maintenance affecting visibility



# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** October 27, 2025

**DOCKET ITEM:** 10

**ISSUE:** Travel Lane Changes on Diagonal Road and Reinekers Lane

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**REQUESTED BY:** T&ES Staff

**LOCATION:** Diagonal Road, between Reinekers Lane and Daingerfield Road  
Reinekers Lane, between Diagonal Road and Prince Street

**STAFF RECOMMENDATION:** That the Board recommend the Director of T&ES modify roadway markings and lane configurations on Diagonal Road and Reinekers Lane.

**BACKGROUND:** In 2021, the City adopted the Alexandria Mobility Plan to guide transportation investment and decision-making. Among the strategies espoused in the plan are to create a safe, well-maintained, walking and biking environment and to make transit easier to use by reducing or eliminating barriers to taking transit. The Alexandria Mobility Plan also includes a recommendation for an “enhanced bicycle facility” on Reinekers Lane and on Diagonal Road between Reinekers Lane and Daingerfield Road.

**DISCUSSION:** Diagonal Road, a major collector, and Reinekers Lane, a local street, are two intersecting roadways adjacent to the King Street-Old Town Metrorail Station (Attachment 1). These streets help link the Old Town, Carlyle, and Rosemont neighborhoods, providing critical connections to high-capacity transit, employment, and housing, as well as commercial, retail, and entertainment opportunities. Both are two-way streets, except for Reinekers Lane, which is one-way southbound for one block between Diagonal Road and Prince Street.

Two nearby projects are in various stages of development to enhance access for people biking and scooting. The Holland Lane Corridor Improvements Project, which was approved by the Traffic & Parking Board in July 2024, is being implemented this fall and will provide dedicated bicycle lanes. Meanwhile, the King/Commonwealth Streetscape Improvements Project includes study of new bicycle connections as part of the King/Commonwealth bridge replacement project. Because of these proximal, but discrete efforts, the City initiated a project to provide a bicycle connection on Reinekers Lane to link the two projects and provide more direct access for people biking to the Metro station.

To provide this connection, the project team explored adding a contraflow bike lane on the one-way portion of Reinekers Lane (Attachment 2). This section of Reinekers Lane is excessively wide, so the bike lane could be provided with no impacts to travel lanes or parking. To continue

the bike lane on Diagonal Road, the project team explored replacing the dedicated eastbound right-turn lane (and consolidating it with the eastbound through lane) with a bicycle lane. This could provide utility on its own or connect to potential future bike lanes as part of the King/Commonwealth project.

The project team evaluated the existing eastbound right-turn lane on Diagonal Road at Daingerfield Road and found that the current vehicle volumes do not meet federal standards for a dedicated right-turn only lane (Attachment 3). Removing the right-turn lane would be consistent with federal guidance and would have no meaningful impacts to traffic delay.

**OUTREACH:** Staff presented the proposed changes at the Old Town Civic Association's monthly meeting. Staff received minor comments, and there was no opposition to the project.

## ATTACHMENT 1: PROJECT LOCATION

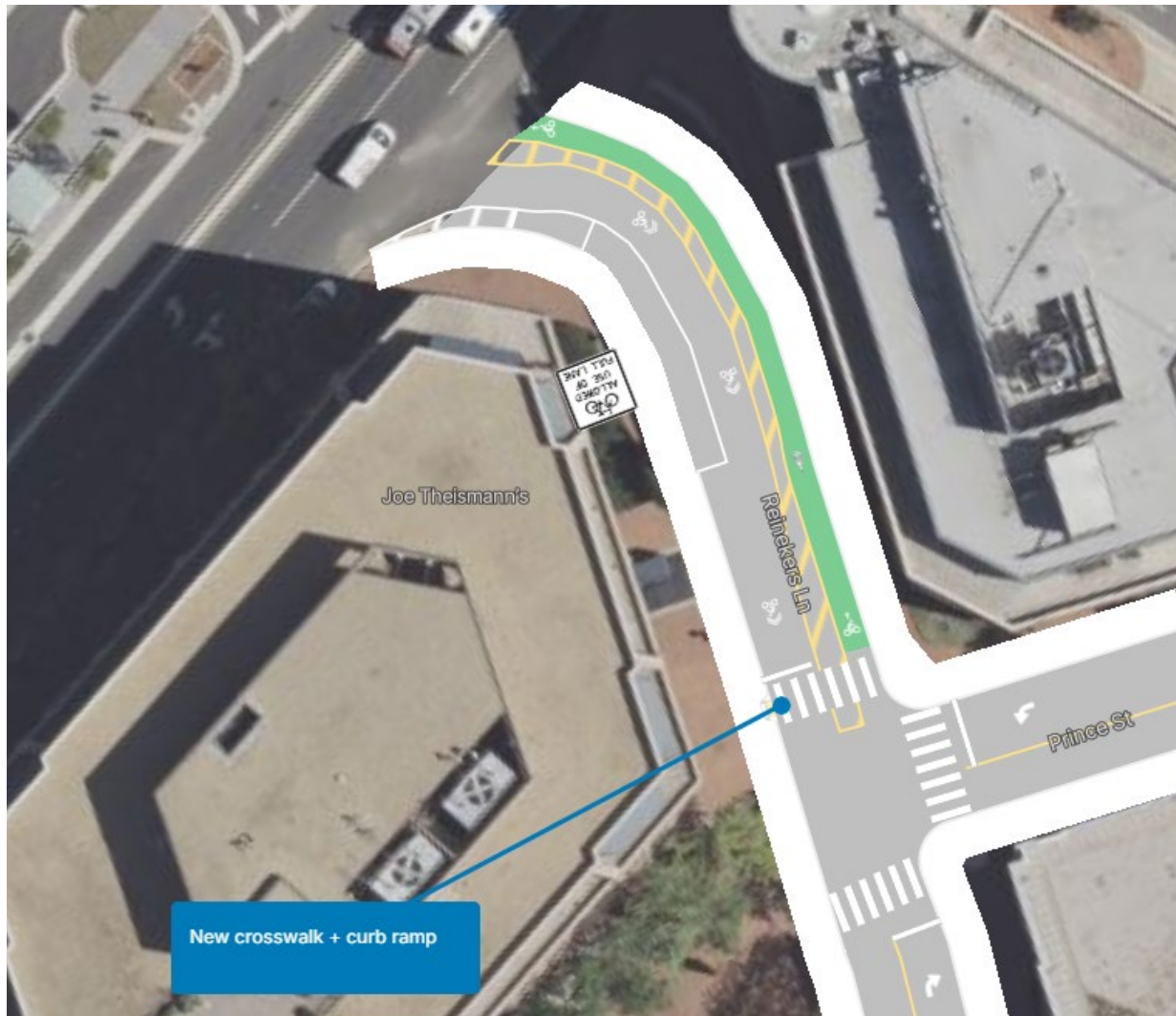


Map of the project area

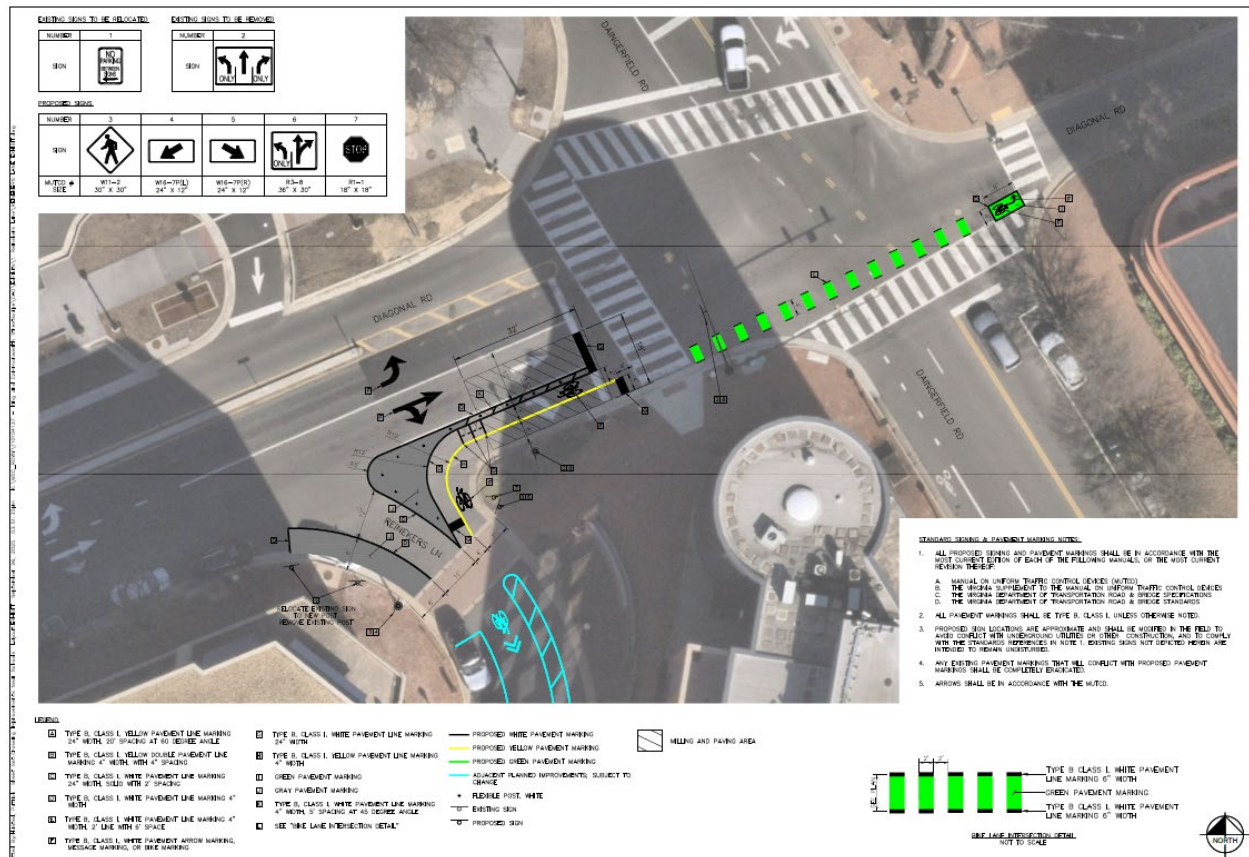


Excerpt from Alexandria Mobility Plan Planned Bicycle Network

## ATTACHMENT 2: PROJECT CONCEPT



*Reinekers Lane Concept Design*



Diagonal Road Concept Design



**ATTACHMENT 3: RIGHT-TURN LANE WARRANT ANALYSIS FOR DIAGONAL ROAD AT DAINGERFIELD ROAD**

