Traffic and Parking Board

May 18, 2026
2900 Business Center Drive – Alexandria, VA
Hybrid meeting will start at 7:00 PM

Notice

The May 18, 2026, meeting of the Traffic and Parking Board is being held at the Department of Transportation and Environmental Services (T&ES), 2900 Business Center Drive 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 speaker form: 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: May 18, 2026

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. Parking Addition – 400 Block of Hume Avenue

6. Restrict U-turn and No Turn on Red at multiple intersections

Public Hearing Items:

7. Food Truck Vending Locations Removal and Addition – Eisenhower Avenue and Landover Park

8. Pick-up and Drop-off Zone Relocation – North Lee Street

9. Residential Parking Permit Changes – House Manager Addition

Information Items:

10. Staff Updates
11. Commissioner Updates

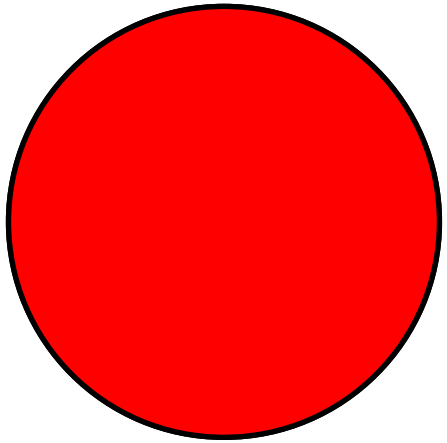
1. Deferrals and Withdrawals

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. Parking Addition – 400 Block of Hume Avenue

Presenter: Max Devilliers

Location


E Glebe Rd
Clifford Ave
Richmond Hwy
Hume Ave
Seaton Ave
N
New On-Street Parking (2-hr, 9am-5pm, Mon-Sat)

Location

Location


HANDS IN MOTION II
Beauty & Barber Shop
703.683.3356
Sami's Pizza Café
Pizza
Pasta
Subs
TORCH
STOP
Hume Ave

Outreach

On May 4, staff notified:

- the Del Ray Citizens Association (support)
- From Head to Tail Spa
- Depth Charge Studio
- Liberty's Promise
- NTB
- Hands in Motion (support)

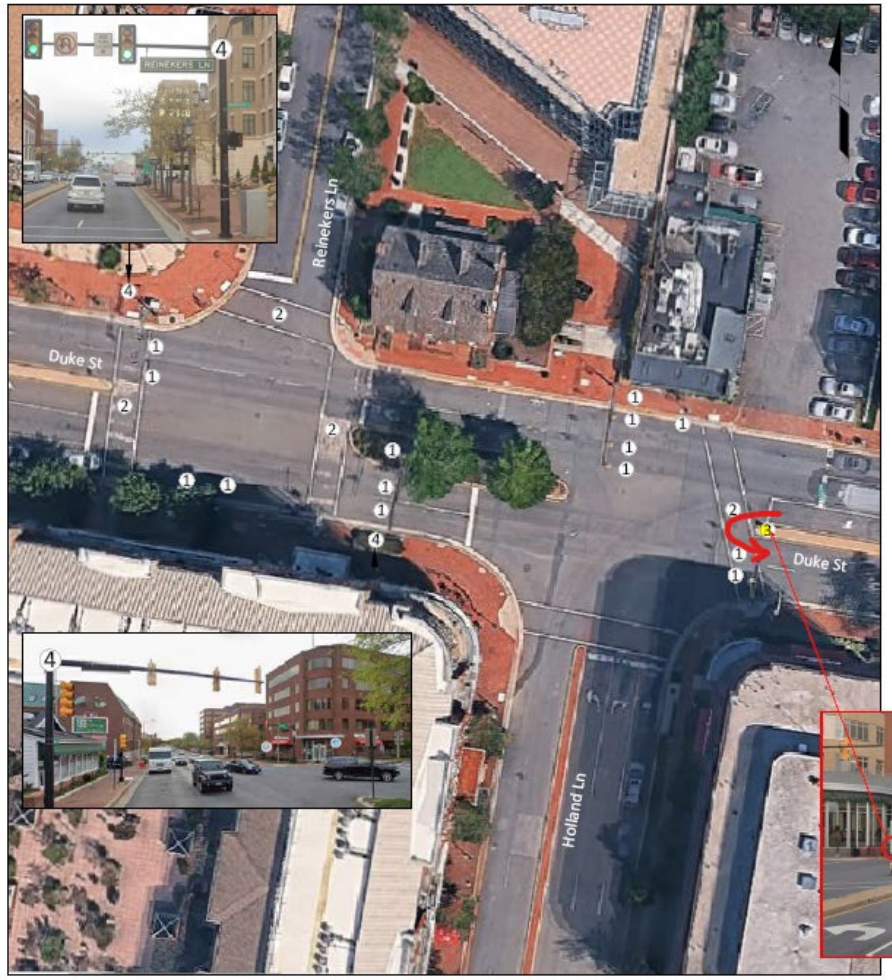
Recommendation

That the Board recommend that the Director of T&ES add three parking spaces with 2-hour parking restrictions, 9 a.m. to 5 p.m. Monday through Saturday, on the south side of the 400 block of Hume Avenue immediately west of Richmond Highway.

6. Restrict U-turn and No Turn on Red at multiple intersections

Presenter: Sheila McGraw

NO U TURN AT DUKE STREET AND HOLLAND LANE



PROPOSED SAFETY MEASURES

① Add High Visibility Back Plates to all existing Signal Heads

② Add High Visibility Crosswalk Pavement Marking

③ 

Install 36x36 on existing sign post

④ Install 2 new Mio Vision video detection systems with analytic capabilities, one at each intersection

CONSTRUCTION NOTES

① Upgrade all Signal Heads to have High Visibility Back Plates.

② Contractor to install Ladder style High Visibility crosswalk markings between the existing edge lines on Duke Street and Holland Lane per the City's standard noted on sheet 2. Crosswalks shall be 10' wide and shall have 2' wide bars separated by 2' wide gaps in the direction of the wheel path. Material shall be Type B Class I Thermoplastic pavement markings.

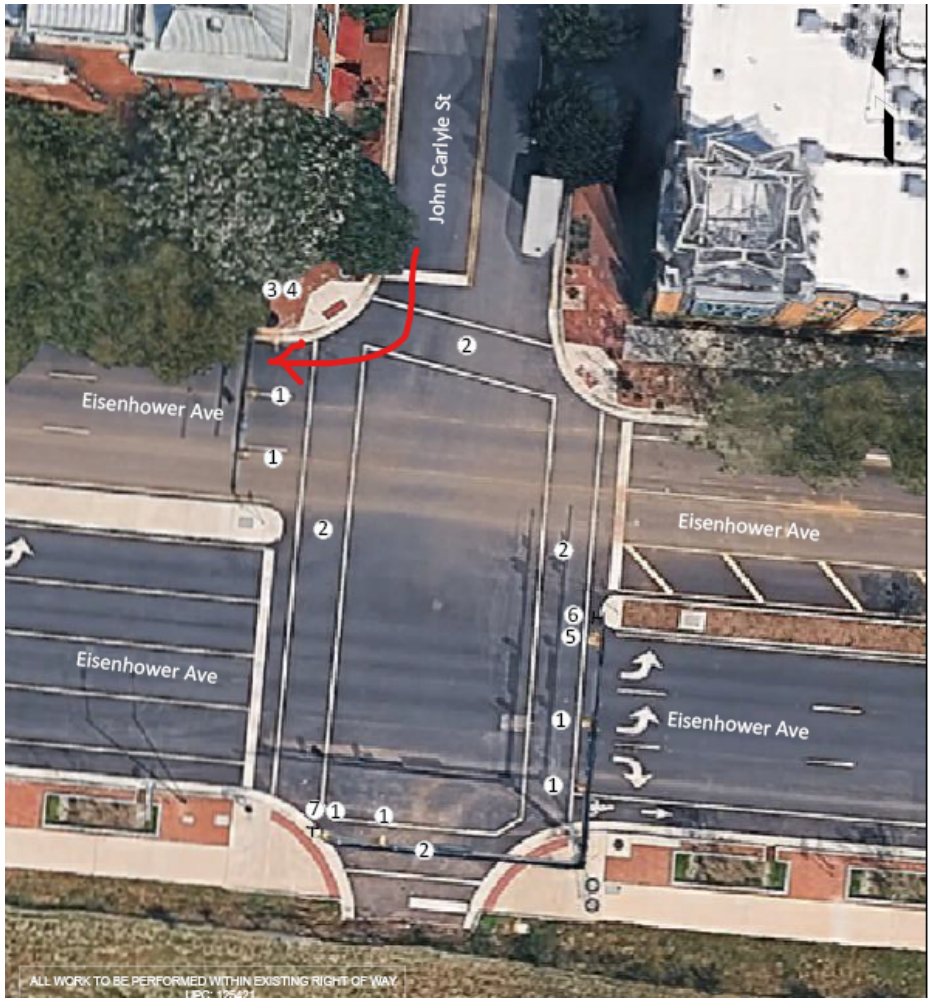
③ Contractor shall install No U Turn sign R3-4 (36" x 36") on the existing Duke Street median facing the WB direction. Sign shall be installed underneath the existing Stop Here On Red sign R10-6, sharing the same U-post.

④ Contractor to install Mio Vision camera with real data flow and monitoring capabilities at each intersection. Note only one Core will be required for both cameras, since this is a dual intersection. Conduit proofing and cable pulling efforts to be completed to install camera. Note if conduit is full the contractor shall notify the City of Alexandria. At the Reinekers Lane intersection, camera can be installed near the cabinet with an extension arm. At the Holland Lane intersection, the camera should be installed with an extension area on the pole or mast arm closer to Reinekers with respect to maximizing visibility to the NB approach. Locations to be coordinated with Michael Harvard at Mio Vision Technologies Incorporated at MHarvard@Miovision.com. Mio Vision will perform the traffic study and is being coordinated with the City of Alexandria.

IGHT OF WAY

NOT TO SCALE

NO TURN ON RED AT EISENHOWER AVENUE AND JOHN CARLYLE STREET



PROPOSED SAFETY MEASURES

① Add High Visibility Back Plates to all existing Signal Heads
② Add High Visibility Crosswalk Pavement Marking
③ Remove existing Traffic Signal Controller and replace with new upgraded Q-Free XN-2 Controller
④ Activate Leading Pedestrian Intervals (LPI)
⑤ Remove  Install 
⑥ Remove  Install 36x36 
⑦ 

Install 24x30

CONSTRUCTION NOTES

① Upgrade all Signal Heads to have High Visibility Back Plates.
② Contractor to install Ladder style High Visibility crosswalk markings between the existing edge lines on Eisenhower Avenue and John Carlyle Street per the City's standard noted on sheet 2. Crosswalks shall be 10' wide and shall have 2' wide bars separated by 2' wide gaps in the direction of the wheel path. Material shall be Type B Class I Thermoplastic pavement markings.
③ Contractor to remove existing Controller and replace with new Q-Free XN-2 Controller. Existing Controller to be returned to the City of Alexandria. Contractor is to coordinate with Traffic City Signal Engineer Maha Gilini (703-746-4145/ 571-238-1538) to obtain any necessary Controller timings. With the new Controller, the contractor will provide the conversion of the existing database onto the new controller and include the LPI.
④ Add Leading Pedestrian Intervals (LPI) per the discretion of the City of Alexandria. Contractor shall coordinate timing changes with Traffic City Signal Engineer Maha Gilini (703-746-4145/571-238-1538).
⑤ Contractor to remove existing 5-Section Signal Head and replace with a 4-Section Flashing Yellow Arrow Signal Head. New Flashing Yellow Arrow 4-Section Signal Head shall have High Visibility Back Plates included. Cable pulling and proofing efforts may be needed. If pavement cutting is required, the contractor shall notify the City.
⑥ For the EB approach, remove and dispose of existing Left Turn Yield On Green R10-12 signage located on the existing mast arm. Add Left Turn Yield On Flashing sign R10-V1 (36" x 36") along the mast arm adjacent to the 4-Section Signal Head.
⑦ For the SB approach, contractor to install the No Turn On Red sign R10-11 (24" x 30") along the mast arm adjacent to the 3-Section Signal Head.

NO TURN ON RED AT CAMERON STREET AND NORTH COLUMBUS STREET

PROPOSED SAFETY MEASURES

① Add High Visibility Back Plates to all existing Signal Heads

② Add High Visibility Crosswalk Pavement Markings

③ Activate Leading Pedestrian Intervals (LPI)

④ NO TURN ON RED
Install 24x30

CONSTRUCTION NOTES

① For all approaches, upgrade the existing Signal Heads at the intersection to be with High Visibility Back Plates.

② Contractor to install Ladder style High Visibility crosswalk markings between the existing edge lines on N Columbus Street and Cameron Street per the City's standard noted on sheet 2. Crosswalks shall be 10' wide and shall have 2' wide bars separated by 2' wide gaps in the direction of the wheel path. Material shall be Type B Class I Thermoplastic pavement markings.

③ Activate Leading Pedestrian Intervals (LPI) per the discretion of the City of Alexandria. Coordinator must coordinate with Traffic City Signal Engineer Maha Gillini (703-746-4145/571-238-1538).

④ In the WB directions, contractor to install No Turn On Red signs R10-11 (24" x 30"). Sign will be placed along the existing signal pole in the WB direction.

Recommendation

That the Board recommend the Director of T&ES add:

- NO U TURNS restrictions at Duke Street and Holland Lane; and
- NO TURNS ON RED restrictions at Eisenhower Avenue and John Carlyle Street, and Cameron Street and North Columbus Street

7. Food Truck Vending Locations Removal and Addition – Eisenhower Avenue and Landover Park

Presenter: Max Devilliers

Location


Mill Race Ln
Mill Road
Eisenhower Ave
Eisenhower Ave
Metrorail Station
N
Designated On-Street Vending Location

Location

Location


Tennessee Ave
Mount Vernon Ave
Landover Park
Warwick Pool
Landover St
The Aspen
N
Designated On-Street Vending Location

Location

Outreach

- Staff received no concerns from the food truck community about removing the space on Eisenhower
- Staff received requests for a space in front of Landover Park / Warwick Pool
  - Staff received no concerns from the WVCA
  - RP&CA is in support

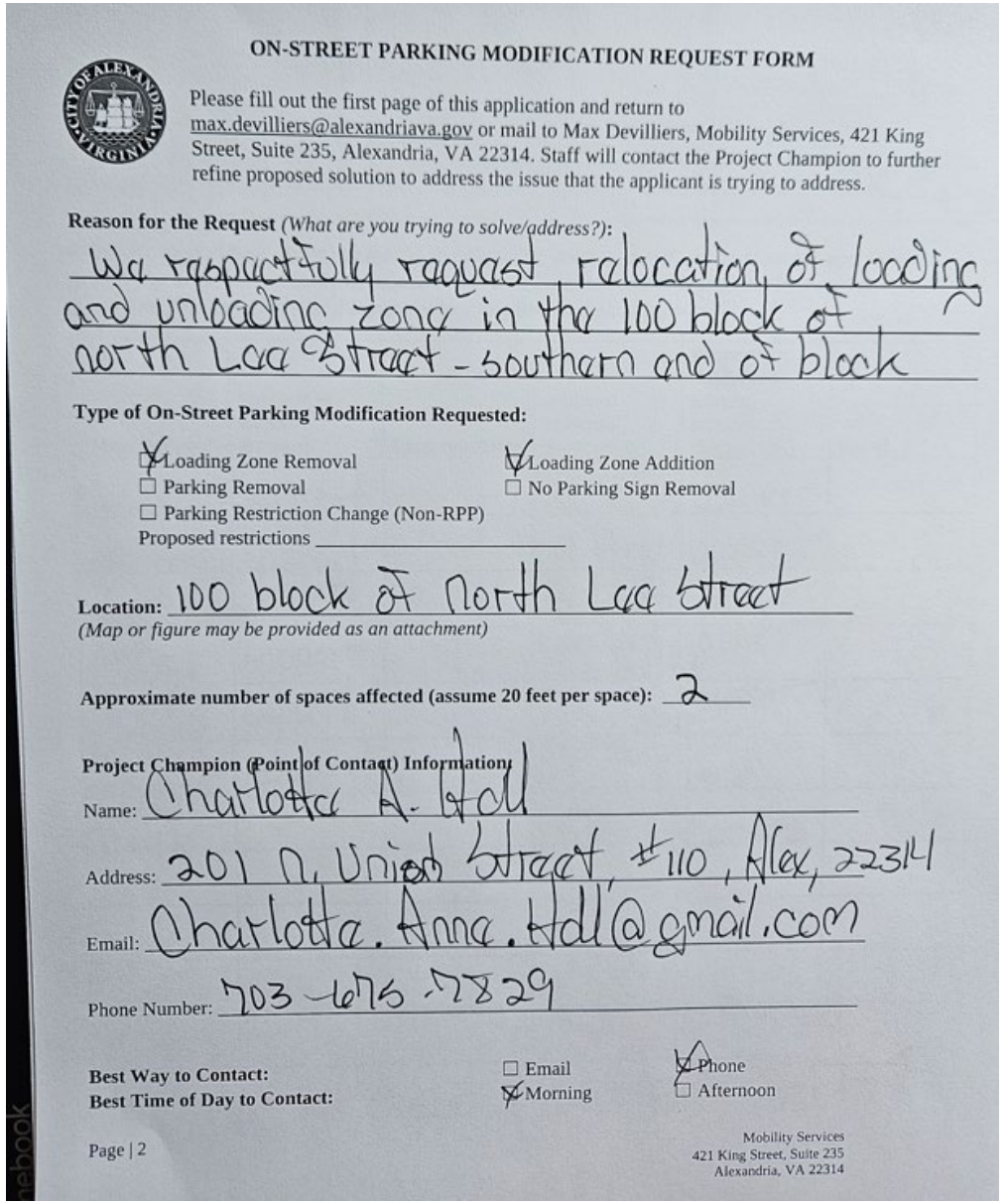
Recommendation

That the Board recommend the Director of T&ES remove the 80-foot-long designated on-street vending location in front of 2231 Eisenhower Avenue and add a 30-foot-long vending location in front of 3301 Landover Street with 6-hour parking restrictions, 10 a.m. to 9 p.m., March 1 through October 31.

8. Pick-up and Drop-off Zone Relocation – North Lee Street

Presenter: Katye North

Parking Modification



ON-STREET PARKING MODIFICATION REQUEST FORM

Please fill out the first page of this application and return to max.devilliers@alexandriava.gov or mail to Max Devilliers, Mobility Services, 421 King Street, Suite 235, Alexandria, VA 22314. Staff will contact the Project Champion to further refine proposed solution to address the issue that the applicant is trying to address.

Reason for the Request *(What are you trying to solve/address?)*:
We respectfully request relocation of loading and unloading zone in the 100 block of north Lee Street - southern end of block

Type of On-Street Parking Modification Requested:

- ☒ Loading Zone Removal
- ☒ Loading Zone Addition
- ☐ Parking Removal
- ☐ No Parking Sign Removal
- ☐ Parking Restriction Change (Non-RPP)

Proposed restrictions _____

Location: 100 block of north Lee Street
(Map or figure may be provided as an attachment)

Approximate number of spaces affected (assume 20 feet per space): 2

Project Champion (Point of Contact) Information:

Name: Charlotte A. Hall

Address: 201 N. Union Street, #110, Alex, 22314

Email: Charlotte.Anne.Hall@gmail.com

Phone Number: 703-675-7829

Best Way to Contact: ☐ Email ☒ Phone
Best Time of Day to Contact: ☒ Morning ☐ Afternoon

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Mobility Services
421 King Street, Suite 235
Alexandria, VA 22314

Location


Founders Hall
Parking
N Lee St
NO Parking
Ramsey Alley
Ramsey Alley
N Lee St
Fayette Alley
NO Parking
PUDO ZONE
King St
Christopher W. Schinstock PLLC
PUDO Zone
Swifts Alley
NO Parking

Outreach

- Nearby Businesses
- Torpedo Factory Condo
- Old Town Civic Association

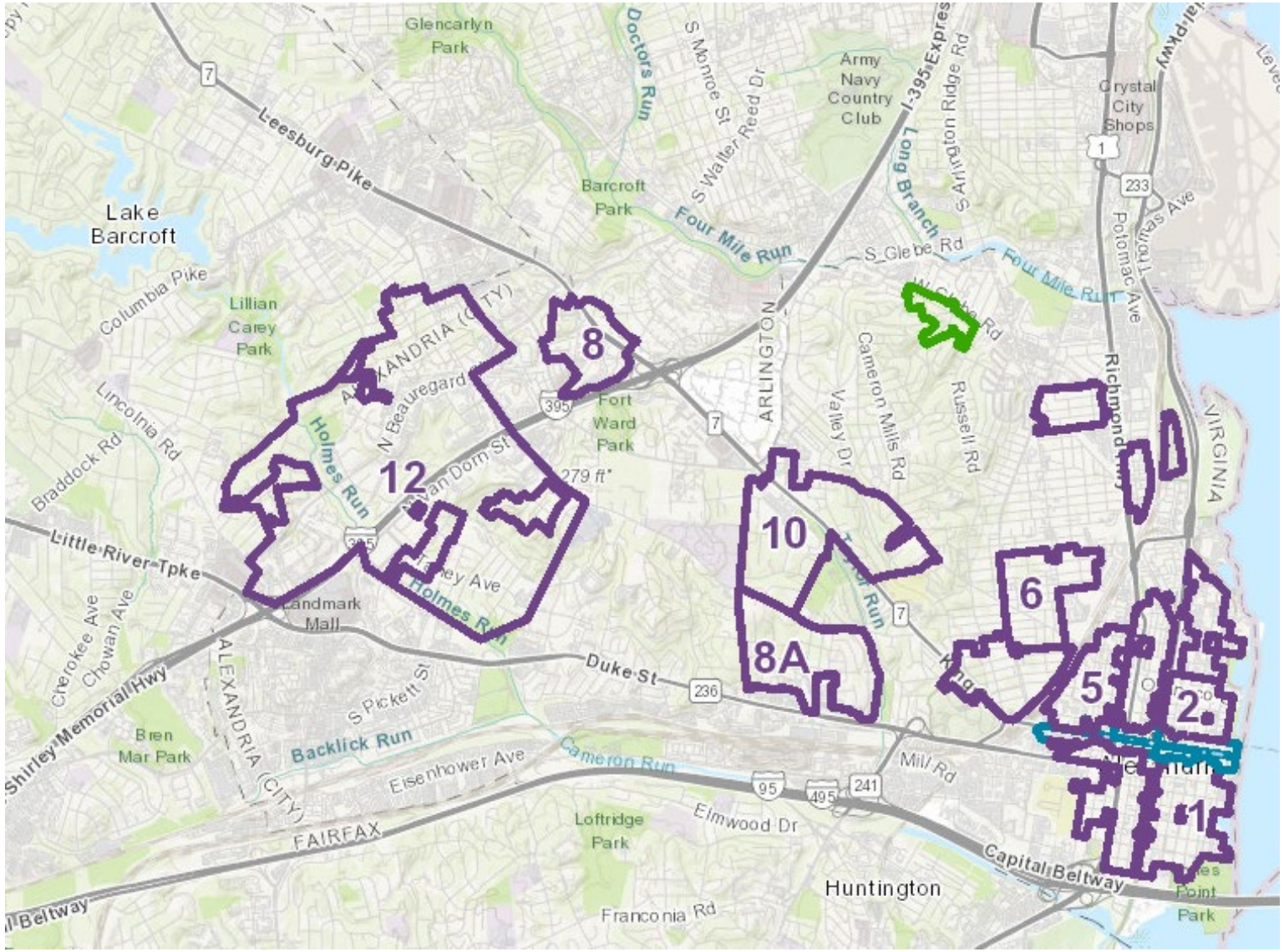
Recommendation

That the Board recommend the Director of T&ES relocate the existing Pick-up and Drop-off Zone from southbound side of the 100 block of North Lee Street to the northbound side of the block.

9. Residential Parking Permit Changes – House Manager Addition

Presenter: Sheila McGraw

Location


Glencarlyn Park
Doctors Run
S Monroe St
S Walter Reed Dr
Army Navy Country Club
I-395 Express
S Arlington Ridge Rd
Crystal City Shops
Leesburg Pike
Lake Barcroft
Barcroft Park
Four Mile Run
Long Branch
S Glebe Rd
Potomac Ave
Columbia Pike
Lillian Carey Park
ALEXANDRIA (CITY)
N Beauregard St
Fort Ward Park
ARLINGTON
Cameron Mills Rd
Valley Dr
Russell Rd
Richmond Hwy
VIRGINIA
Lincolnia Rd
Braddock Rd
Holmes Run
279 ft*
Bryan Dom St
Little River Tpke
Landmark Mall
Duke St
Cherokee Ave
Chowan Ave
Shirley Memorial Hwy
S Pickett St
Bren Mar Park
Backlick Run
Eisenhower Ave
Cameron Run
Mill Rd
FAIRFAX
Loftridge Park
Elmwood Dr
Capital Beltway
Huntington
Franconia Rd
Fairfax Beltway
Belle Haven Park
8
12
10
8A
6
5
2
1

Proposed Requirements

Proposal for someone that provides services to a residential household

- The permit may not be transferred among vehicles and is issued to a specific individual and registered vehicle
- The resident must provide proof of employment between themselves and the house manager
- The resident must not have off-street parking
- The permit fee is $500, as opposed to $250 for the other permits.

Outreach

- Civic Associations that are within an RPP district
  - Old Town Civic Association
    - Supportive of proposed requirements, monitor usage to for misuse
  - West Old Town Civic Association
    - Questions about the program
  - Del Ray
    - Conflict between RPP and not being able to get permits for employees

Recommendation

That the Board recommend that the City Council amend Section 5-8-77 of the City Code to allow house managers to obtain RPP permits.

10. Staff Updates

Beauregard Trail Feasibility Study

City of Alexandria, Virginia
Staff Presentation
May 18, 2026

Project Location

North Beauregard Street – Fillmore Avenue to Lincolnia Road

Metropolitan Washington Council of Governments

VDOT Virginia Department of Transportation

CITY OF ALEXANDRIA VIRGINIA

CITY OF ALEXANDRIA VIRGINIA

Project Goals

Improve mobility, safety, and access for all roadway users of all ages, abilities and modes of travel.

Alexandria Mobility Plan

Increase pedestrian and bicycle access to the neighborhood and surrounding network.

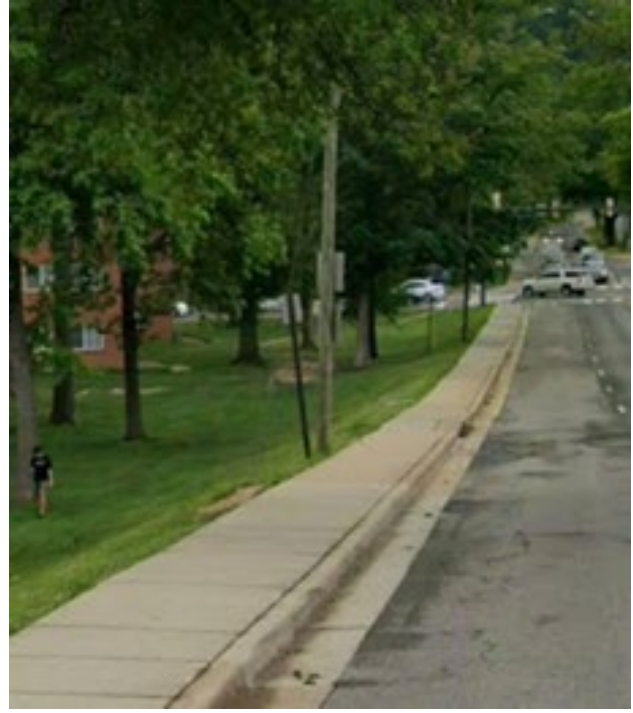
Eliminate bicycle and pedestrian fatalities and severe injuries.

VISION ZERO
SAFER STREETS FOR ALEXANDRIA

Increase access to sustainable modes of transportation.

ECO-CITY ALEXANDRIA
CLEAN WATERWAYS

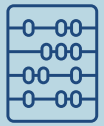
Existing Conditions



What we see today

- Narrow sidewalks
- Steep Slopes
- Multiple vehicle travel lanes

Preliminary Traffic Analysis

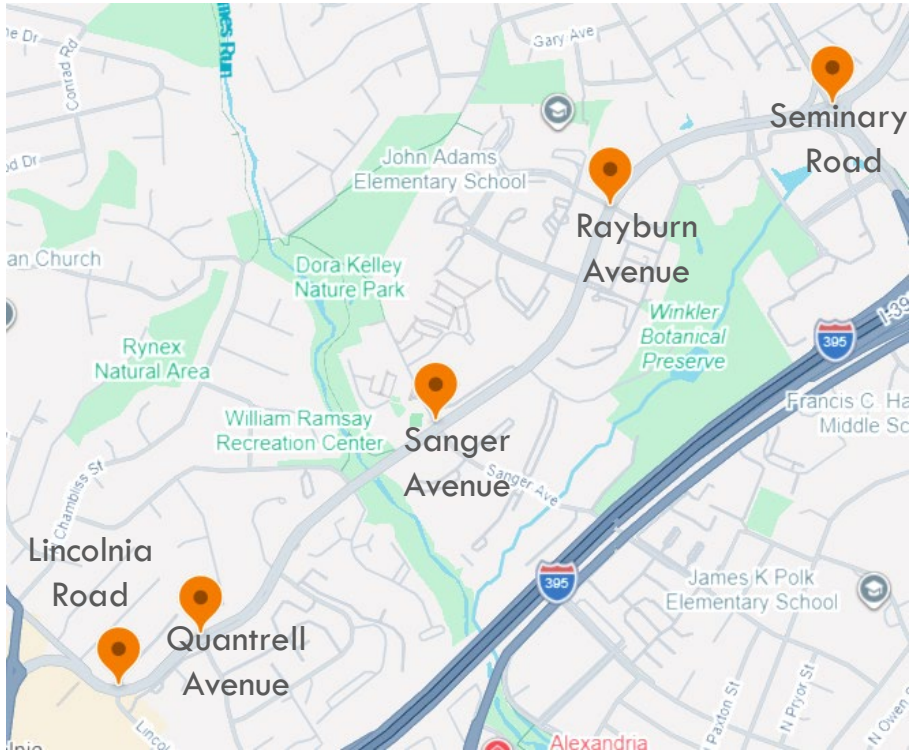


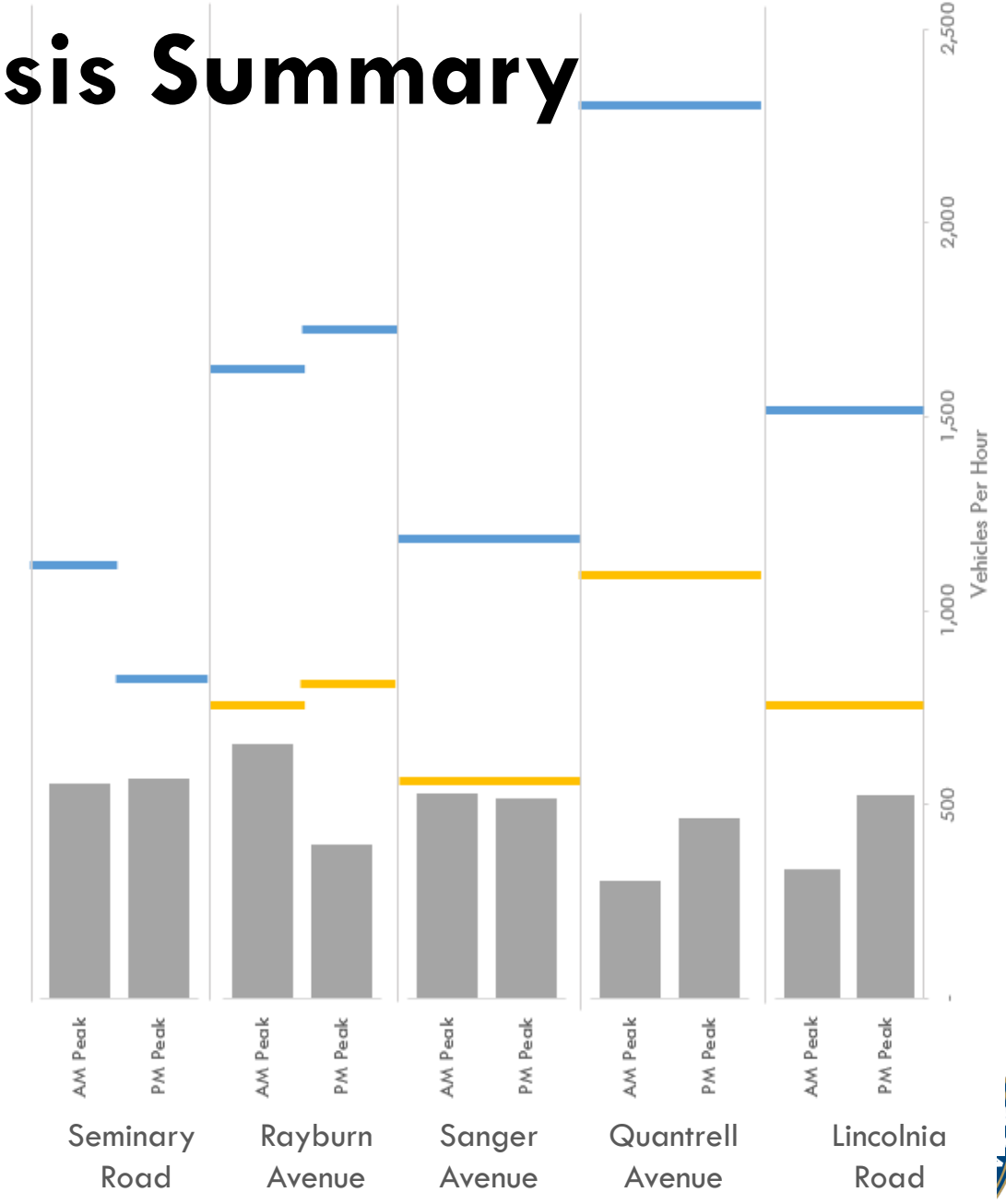
Project team analyzed traffic counts to understand how many vehicles use the corridor and how they move through intersections.

Traffic volumes vary along the corridor depending on the intersection.

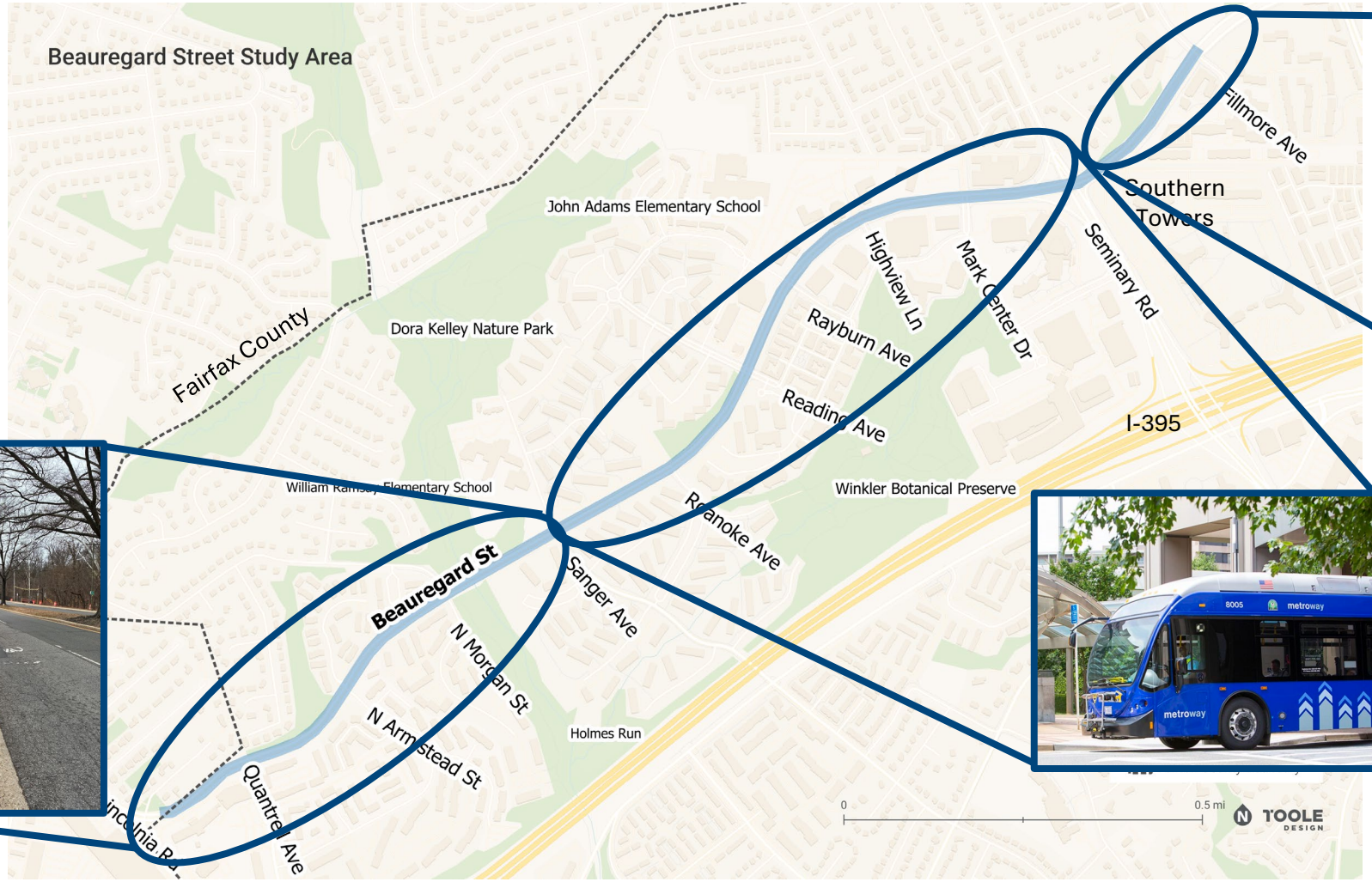
Overall, the roadway currently has capacity to carry the traffic that uses it today.

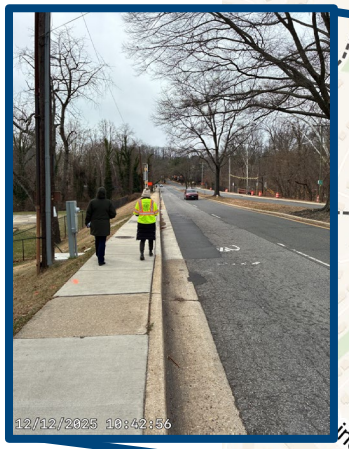
Preliminary Traffic Analysis Summary

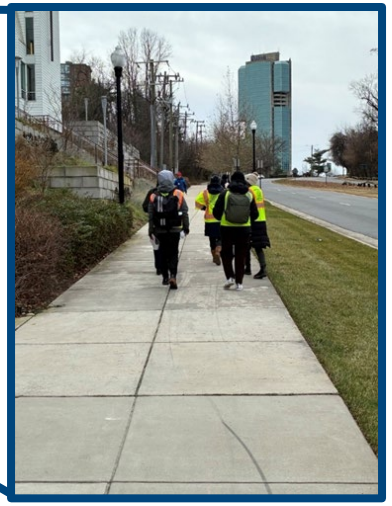




Corridor Nuance & Development



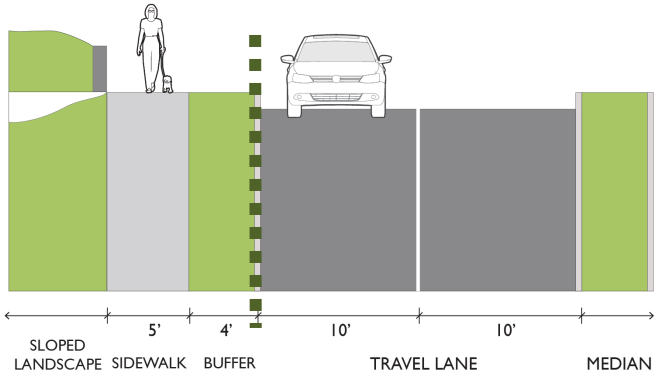




*Bus is illustrative for future West End Transitway

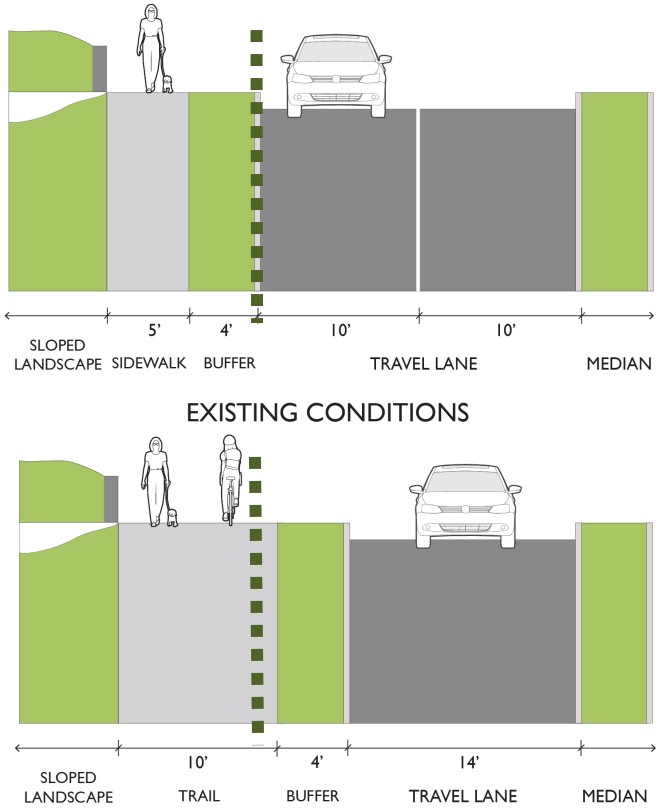
Design Ideas

Initial Concepts



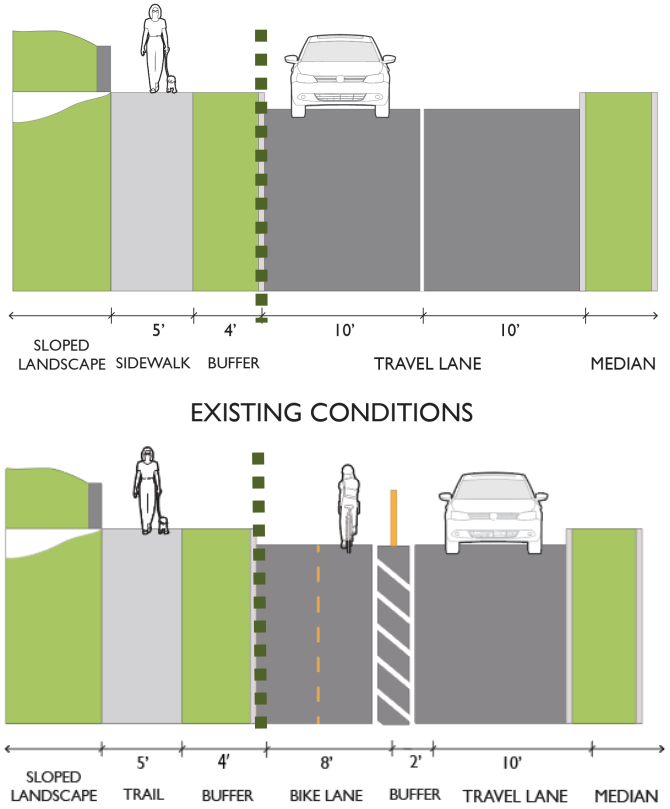
Alternative 1:
Extend Sidewalk

Shared trail concept which widens away from the street.



Alternative 2:
Roadway Reconfiguration

Shared trail concept which widens into the street



Alternative 3:
Protected Bike Lane

In-street protected and separate bike lane from sidewalk.

Design Permutations

Initial Concepts: Comparison

Categories	Shared Trail – Widen Away from Street	Shared Trail – Widen into the Street	In-Street Protected, Separated Bike Lane
Safety from Traffic	Strong Advantage	Strong Advantage	Strong Advantage
Separate Spaces	Moderate	Moderate	Strong Advantage
Travel Impact	Good Performance	Good Performance	Good Performance
Design Continuity	Strong Advantage	Strong Advantage	Significant Challenges
Property Impacts	Significant Challenges	Strong Advantage	Strong Advantage
Cost	Significant Challenges	Some Challenges	Good Performance
Implementation Timeline	Significant Challenges	Some Challenges	Strong Advantage

Significant Challenges | Some Challenges | Moderate | Good Performance | Strong Advantage

Initial Concepts: Comparison

Categories	Shared Trail – Widen Away from Street	Shared Trail – Widen into the Street	In-Street Protected, Separated Bike Lane
Safety from Traffic	Strong Advantage	Strong Advantage	Strong Advantage
Separate Spaces	Moderate	Moderate	Strong Advantage
Travel Impact	Good Performance	Good Performance	Good Performance
Design Continuity	Strong Advantage	Strong Advantage	Significant Challenges
Property Impacts	Significant Challenges	Strong Advantage	Strong Advantage
Cost	Significant Challenges	Some Challenges	Good Performance
Implementation Timeline	Significant Challenges	Some Challenges	Strong Advantage

Significant Challenges | Some Challenges | Moderate | Good Performance | Strong Advantage

Community Engagement

Respondents feel safe:

43%

Driving

20%

Walking

8%

Biking/ Scooting

Ranked Safety Issues:

1. There is not separate space for people to bike or scoot
2. People drive too fast
3. Sidewalks feel too narrow or uncomfortable
4. The sidewalk is too close to traffic
5. Driver behavior feels unpredictable

Community Input:

When considering elements which can shape trail design, which elements are the most important to you?

Categories	Rankings
Safety from Traffic	Safety from Traffic
Separate Spaces	Separate Spaces
Travel Impact	Design Continuity
Design Continuity	Travel Impact
Property Impacts	Implementation Timeline
Cost	Cost
Implementation Timeline	Property Impacts

What We Heard

There are too many pedestrians and kids that a shared use path wouldn't be good for bikes. Neither would be safe on the path.

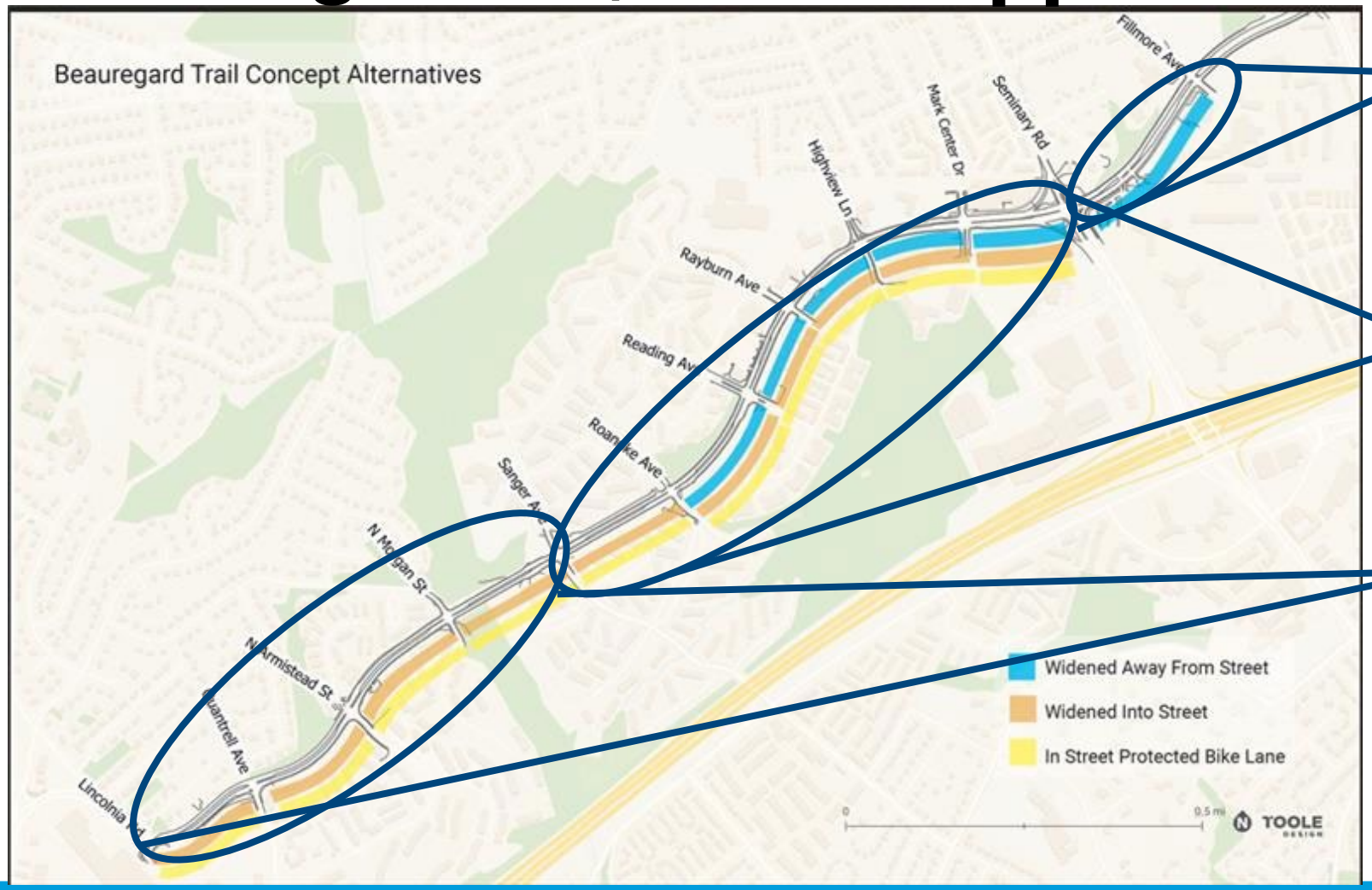
Separating people who walk and bike is important, especially on downhill sections of the road. [bikes pick up a lot of speed]

Any of these options are better than the existing conditions.

Cars travel much too fast, past the speed limit, because the roads are much too wide.

Preliminary Recommendations

Three Segments, Three Approaches



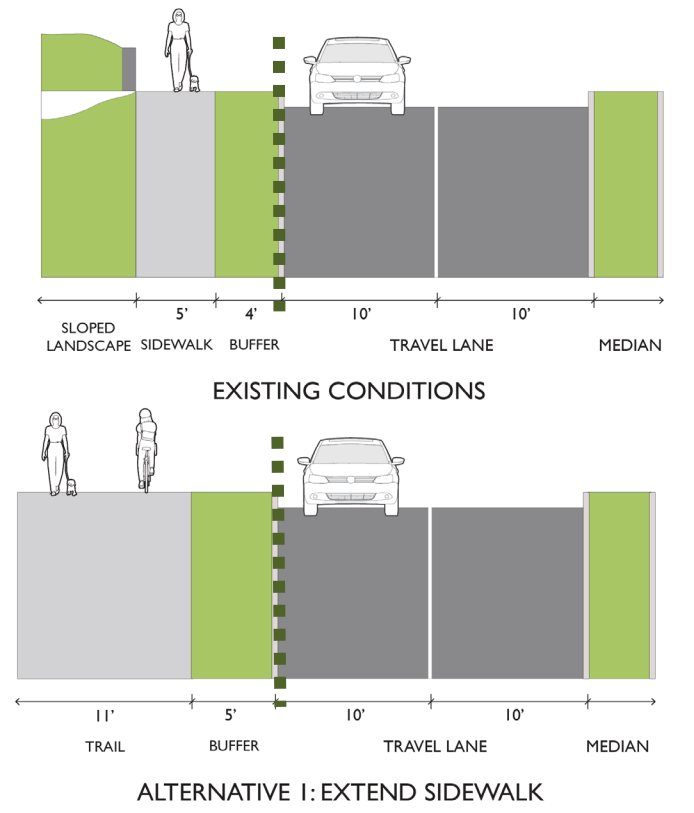
Segment 1: Fillmore Avenue to Seminary Road

Segment 2: Seminary Road to Sanger Avenue

Segment 3: Sanger Avenue to Lincolnia Road

**Bus is illustrative for future West End Transitway*

Segment 1: Fillmore Avenue to Seminary Road



Approach:

➢ *Shared trail concept which widens away from the street.*

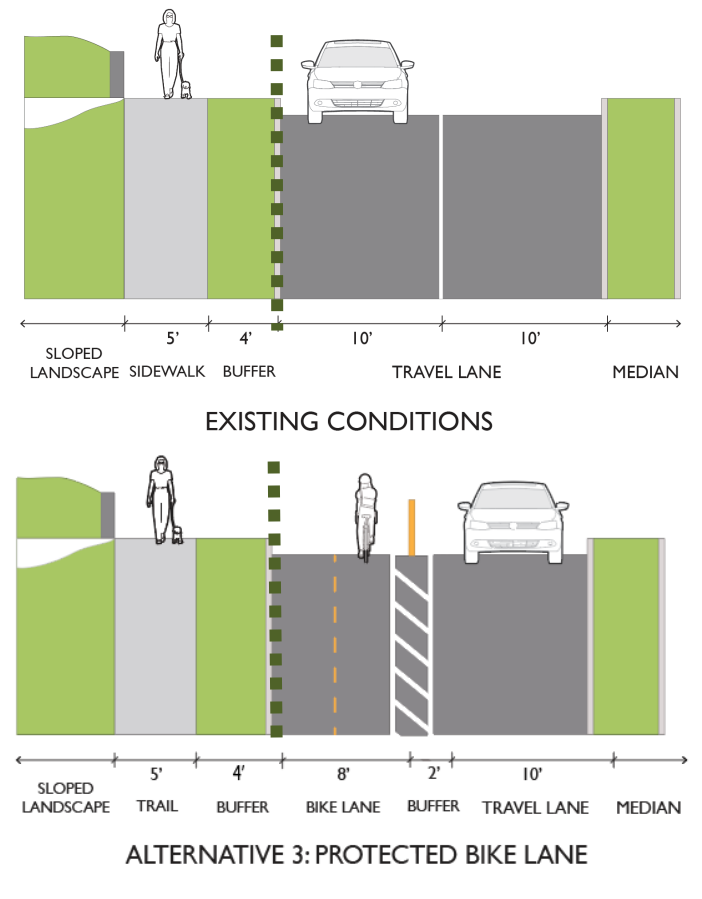
Considerations:

- Leverage private redevelopment for implementation
  - Reduces cost to City
  - Increases potential timeline for construction
- Continuity of design for Segment 1from King Street to Seminary Road

Next Steps:

- Coordinate preferred streetscape with future redevelopment

Segment 3: Sanger Avenue to Lincolnia Road



Approach:

➢ *Explore in-street protected and separate bike lanes from sidewalk.*

Considerations:

- Limited redevelopment expected near-term
- Low traffic volumes
- Low cost to City
- Short timeframe for implementation

Next Steps:

- Additional Study
  - Detailed traffic study
  - Consider bike lanes on both sides of N Beauregard Street
  - Assess other design permutations

Segment 2: Seminary Road to Sanger Avenue

Approach:

➢ *Additional Study*

Considerations:

- Redevelopment more likely to occur near term
- Design integration with the West End Transitway
- Mix of traffic volumes

Next Steps:

- Detailed traffic study
- Design Exploration
  - Bike lanes on both sides of N Beauregard Street
  - Shared bus-bike lanes
  - Design continuity between segments

Recommended Next Steps

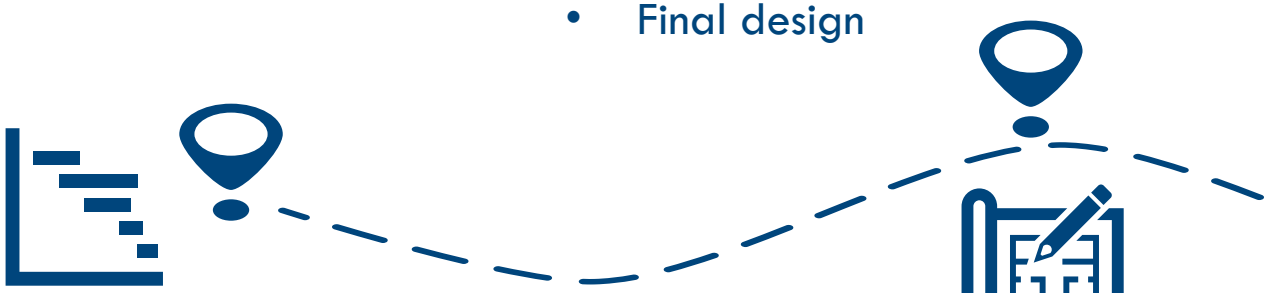
Segment 3:
Sanger Avenue to Lincolnia Road

Design Confirmation
- Traffic Study

Approval from Traffic & Parking Board
- Final design

Construction

Segment 2:
Seminary Road to Sanger Avenue



Integrate Study into Work Plan
- Timing
- Funding

Start Design

Discussion

Additional Information

For additional information, visit the project website at alexandriava.gov/go/7749

11. Commissioner Updates

Next Meeting: June 22, 2026

Location TBD