

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, SEPTEMBER 28, 2026 7:00 P.M.
IN-PERSON AND VIRTUAL**

The September 28, 2026 meeting of the Traffic and Parking Board is being held in person at the Department of Transportation and Environmental Services (T&ES), 2900 Business Center Drive, 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://alexandriava.zoom.us/webinar/register/WN_cZILEhMpRIakrdBrhz7UEw

Or an H.323/SIP room system:

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

Meeting ID: 916 6219 9501

Passcode: 915805

SIP: 91662199501@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 no later than 12 p.m. the day of the meeting or make public comments in person or through the conference call on the day of the hearing.

For reasonable disability accommodation, contact trafficandparkingboard@alexandriava.gov, Virginia Relay 711.

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, SEPTEMBER 28, 2026 7:00 P.M.
IN-PERSON AND VIRTUAL**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the July 27, 2026, 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. West End Transportation Open House
 - B. West End High-Crash Intersection Audits Update
 - C. Seminary West Safety Improvements
 - D. Left Turn at Jameison Avenue and Mill Road Update
 - E. ACPS Walk Zones Update
 - F. ACPS Parking Update
 - G. H1 2026 Daylighting Request Summary
 - H. Use of Administrative Procedure to Remove Parking at Crosswalk Update

CONSENT ITEMS

5. Parking Restrictions Modification – 200 Block of Wilkes Street
6. Loading Zone Removals – Montgomery Center
7. City Code Amendment – Disability Parking on Residential Blocks

PUBLIC HEARING ITEMS

8. Curb Cut Appeal – 622 South Henry Street
9. Curb Cut Appeal – 3 West Mason Avenue
10. Curb Cut Appeal – 411A Clifford Avenue
11. Parking Removal and Addition - Dawes Avenue Safety Improvements Project
12. Parking Removal and Loading Zone Addition - Old Dominion Boulevard Safety Improvements Project
13. Parking and Loading Zone Additions - Russell Road Safe Routes to School Project

INFORMATION ITEMS

14. **STAFF UPDATES**
 - Legislative Priorities
 - Budget Priorities

15. **COMMISSIONER UPDATES**

Next Meeting: Monday, October 26, 2026

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, JULY 27, 2026, 7 P.M.
IN-PERSON AND VIRTUAL MEETING**

MINUTES

BOARD MEMBERS PRESENT: Annie Ebbers, Ashley Mihalik, Kursten Phelps, Dane Lauritzen, Mark Stout, Rosemarie Spano, and Marcos Bernier.

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT: T&ES – Katie North, Division Chief; Ryan Knight, Division Chief; Sheila McGraw, Principal Planner; Andre Williams, Civil Engineer; Max Devilliers, Urban Planner III; and Silas Sullivan, Urban Planner II.

1. Election of the Board Chair: Ms. Mihalik made a motion, seconded by Mr. Lauritzen, to elect Ms. Ebbers as the Chair of the Traffic and Parking Board. The motion carried unanimously.
2. Election of the Board Vice Chair: Ms. Phelps made a motion, seconded by Ms. Ebbers, to elect Ms. Mihalik as the Vice Chair of the Traffic and Parking Board. The motion carried unanimously.
3. Introduction to the new Director of T&ES: Leah Riley, the new Director of T&ES, introduced herself to the Board and answered the Board's questions.
4. Introduction to the new member of the Board: Marcos Bernier, the newest member of the Traffic and Parking Board, introduced himself to the Board and the public.
5. Announcement of deferrals and withdrawals: None.
6. Approval of the June 22, 2026, Traffic and Parking Board meeting minutes:

BOARD ACTION: Ms. Spano requested that staff amend the minutes to more correctly align with the Board's final recommendation for converting certain loading zones in Old Town into metered parking spaces. Ms. Phelps made a motion, seconded by Mr. Stout, to approve the minutes of the June 22, 2026, Traffic and Parking Board meeting as amended by Ms. Spano. The motion carried unanimously.

7. **WRITTEN STAFF UPDATES:** The Board received written staff updates on:
 - Holland Lane Update
 - Mr. Stout asked for an update on the requested crosswalk at Jamieson Avenue and South West Street, to which Ms. McGraw responded that staff investigated and found that a crosswalk at that location would not be feasible due to right-of-way and private property-related constraints.

- o Ms. Phelps asked if staff have a solution for the poorly placed push-activated bike signal at Holland Lane and Duke Street, to which Mr. Knight responded that staff is looking into resolving.
- o Mr. Lauritzen asked when staff plan on addressing the Board's concerns about the protected left-turn phases at Jamieson Avenue and Mill Road, to which Mr. Devilliers responded that staff is working internally to address.
- Eisenhower Avenue Parking Implemented Daylighting Follow-Up
- Ms. Phelps reiterated her request that staff include a monthly crash summary as part of the Written Updates section in future docket reports.

8. **PUBLIC DISCUSSION PERIOD:** Matthew Vean raised concerns about ACPS' removal of bus service to certain blocks of South Payne Street for children living within one mile of their local school due to their walkzone policy, to which Ms. McGraw responded that staff would discuss this issue with ACPS and provide a written update to the Board at a future meeting.

CONSENT ITEMS

9. **ISSUE:** Parking Changes – 1800 Block of Diagonal Road

DISCUSSION: None.

PUBLIC TESTIMONY: None.

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

- convert three unrestricted parking spaces into three metered 3-hour parking spaces restricted to 8 a.m. to 9 p.m., Monday through Saturday
 - add one disability parking space, and
 - convert the taxi stand into eleven metered 3-hour parking spaces restricted to 8 a.m. to 9 p.m., Monday through Saturday.
- The motion carried unanimously.

PUBLIC HEARING ITEMS

10. **ISSUE:** Curb Cut Appeal – 315A East Raymond Avenue

DISCUSSION: Mr. Knight presented the item to the Board. Ms. Spano asked for the minimum dimensional requirement for driveways, to which Mr. Knight responded that the typical parking space is 8 feet wide by 20 feet long. Mr. Lauritzen asked how far the sidewalk is from the property line, to which Mr. Knight responded that the sidewalk immediately abuts the property line.

PUBLIC TESTIMONY: William Orellana testified requesting that the Board overturn staff's denial of the curb cut application. Ms. Phelps asked if the City Code includes

conditions to consider regarding curb cuts but no dimensional criteria, which Mr. Knight confirmed is indeed the case. Ms. Phelps asked who else was notified about this curb cut application, to which Mr. Williams responded that the two immediately abutting neighbors were notified as stipulated by Code. Ms. Phelps asked why similarly sized driveways nearby were approved in the past, to which Mr. Knight responded that he was not aware of the reasons for their approval.

BOARD ACTION: Ms. Spano made a motion to overturn the denial of the curb cut application, but the motion died for lack of a second.

Mr. Lauritzen made a motion, seconded by Ms. Mihalik, to uphold the denial of the curb cut application. The motion carried four to three, with Ms. Spano, Ms. Phelps, and Mr. Bernier opposed.

11. ISSUE: Parking Removal and Modification to accommodate a Mid-Block Crosswalk – 300 Block of South Royal Street between Duke and Wolfe Streets

DISCUSSION: Mr. Knight presented the item to the Board. Ms. Phelps asked if staff considered installing speed cushions instead of a mid-block crosswalk, to which Mr. Knight responded that speed cushions would require significantly more parking removal and would be too close to the intersections.

PUBLIC TESTIMONY: Mary Petrino testified in support.

Tom Carter testified in support.

Stephen Szrom testified in support.

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

- Remove four (4) parking spaces
 - Relocate two (2) existing ADA parking spaces
- The motion carried unanimously.

12. ISSUE: Russell Road Safe Routes to School Project

DISCUSSION: Mr. Sullivan presented the item to the Board. For the full discussion of this item, please skip to 00:56:16 of the meeting recording found here: https://alexandria.granicus.com/mediaPlayer.php?view_id=29&clip_id=6925.

PUBLIC TESTIMONY: Becky Hammer testified in support of Concept 2 and asked that the City provide ACPS teachers with parking exemptions for parking in a RPPD and asked that staff not add parking to the 600 block of Russell Road.

Mike Doyle testified in support of Concept 2.

Zack DesJardins testified in support of Concept 2.

Brian Egan testified in support of Concept 2.

John Hatton testified in support of staff's recommendation.

Karl Kalbacher testified in support of Concept 2 and asked that staff not add parking to the 600 block of Russell Road.

Megan Fox testified in support of Concept 2.

Paula Moran testified in support of staff's recommendation and requests that staff use flexposts instead of armadillos.

Josph Fray testified in support of Concept 2.

Nicole Radshaw testified in support of Concept 2.

Ken Notis testified in support of Concept 2.

William Buschur testified in support of Concept 2.

Marta Schantz testified in support of Concept 2.

Jacquelyn Kittredge testified in support of Concept 2.

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

- Remove three on-street parking spaces on the 800 block of Russell Road,
- Remove one on-street parking space on the 700 block of Russell Road,
- Remove six on-street parking spaces on the 500 block of Russell Road,
- Remove six on-street parking spaces on the 400 block of Russell Road, and
- Remove four on-street parking spaces on the 300 block of Russell Road.

Ms. Phelps made a friendly amendment requesting that staff return to the Board with proposals to provide additional on-street parking for ACPS teachers. The amended motion carried five to two, with Mr. Stout and Ms. Spano opposed.

13. ISSUE: Administrative Approval for Stop Signs at T-Intersections

DISCUSSION: Mr. Knight presented the item to the Board. Ms. Spano asked how many T-intersections exist in the city, to which Mr. Knight responded that his team has not counted them but there are numerous. Mr. Stout stated that too many stop signs can result in less respect overall for each stop sign.

PUBLIC TESTIMONY: None.

BOARD ACTION: Ms. Phelps made a motion, seconded by Mr. Stout, to recommend the Director of T&ES approves proposed administrative process and delegate authority to the Director of Transportation and Environmental Services to install stop signs at T-intersections when engineering analysis determines such control is appropriate. The motion carried unanimously.

INFORMATION ITEMS

- 14. STAFF UPDATES:** Mr. Devilliers provided the Board with a presentation regarding staff's intentions to update the existing carshare policy as well as the City Code-stipulated disability parking on residential streets procedure.

Ms. McGraw announced that it is time for the Board to review and update the Annual Report and the Attendance Report. The members of the Board will email Ms. McGraw with their requests and updates by July 31, 2026.

15. COMMISSIONER UPDATES:

- Ms. Phelps announced that the Transportation Commission will not meet until September, therefore Ms. Phelps had no updates from the Commission for the Board.

ADJOURNMENT

Mr. Stout moved to adjourn the meeting, seconded by Mr. Lauritzen. The motion carried unanimously. The meeting adjourned at 10:11 p.m.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 28, 2026

DOCKET ITEM: 4

ISSUE: Written Staff Updates & Public Hearing Follow-up

A. West End Transportation Open House

The Transportation Branch is finalizing details to host an open house in late October for transportation projects located on the City's West End. The Open House will bring representatives from various city transportation projects across the planning, design and construction phases in a convenient location to create a forum to share information and engage directly with the community. Stay tuned for additional details including the time, date, location and projects as the Open House details are finalized.

B. West End High-Crash Intersection Audits Update

The purpose of this project is to evaluate safety needs and develop conceptual design options for seven high-crash intersections in Alexandria:

- King Street and Dawes Avenue
- King Street and 28th Street
- King Street and Park Center Drive
- Seminary Road and Mark Center Avenue
- Seminary Road and Kenmore Avenue/Library Lane
- South Van Dorn Street and South Pickett Street
- South Van Dorn Street and Edsall Road

In Spring 2025, the City gathered initial community input on existing conditions at these locations. Since then, the City has developed conceptual design options for improvements based on existing conditions data and community input. Beginning in early October, the City will seek additional community feedback on these design options. More information can be found on the project webpage at <https://www.alexandriava.gov/transportation-planning/project/west-end-high-crash-intersection-safety-audits>.

C. Seminary West Safety Improvements

Seminary Road is among the City's high-injury corridors. In 2025, the City completed an initial planning study of safety improvements on Seminary Road between North Beauregard Street and George Mason Drive, which was supported by a Metropolitan Washington Council of Governments Regional Roadway Safety grant.

Following the initial study, the City has advanced planning, conceptual design, and analysis of multiple design concepts for the corridor and will be seeking additional community feedback in October.

More information can be found on the project webpage at www.AlexandriaVA.gov/go/6552.

D. Left Turn at Jameison Avenue and Mill Road Update

The Board expressed concerns about the operations and configuration of the intersection of Jamieson Avenue and Mill Road, given the improvements installed last year. Transportation Engineering implemented the requested modifications below as of September 1:

1. Remove the eastbound left-turn 5-section head
2. Retain the westbound left-turn 5-section head and verify proper detection (should not be on recall) and adjust the left-turn protected phase duration to be shorter
3. Implement a leading pedestrian interval (LPI)

E. ACPS Walk Zones Update

At its July meeting, the Traffic & Parking Board requested additional information on new ACPS walk zones.

As part of the ACPS school redistricting process, ACPS worked with the City to update the walk zone boundaries for each school. The updated walk zone boundaries were developed based on ACPS's [Policy EEA-R/EEAB-R](#)

(<https://go.boarddocs.com/va/acps/Board.nsf/goto?open&id=D7GQ9Y684A07>):

“ACPS provides transportation to students in grades K-8 living beyond a one-mile walking distance from the school they attend, or where there is not a walk path free from unusual hazards within a one-mile walking distance from the school.

ACPS provides transportation to students in grades 9-12 living beyond a one-and-one-half mile walking distance from the school they attend, or where there is not a walk path free from unusual hazards within a one-and-one-half mile walking distance.”

The policy defines “unusual hazard” as:

“a designated area that does not provide a safe walk path to/from the school during normal weather conditions. The walk path may include traversing a park on designated sidewalks, or alongside streets using either the established sidewalk or the grassy area that is protected by a curb (to distance vehicles from pedestrians). Traffic controls such as stop signs, traffic lights and pedestrian crosswalks are generally considered to be safe to use to cross a street for all grade levels. However, hazardous areas vary, and a street crossing or walk path may be determined to be unsafe. In addition, some hazardous areas may be mitigated by the addition of a crossing guard.”

ACPS and City staff reviewed walking conditions near schools citywide and considered a variety of criteria in the identification of unusual hazards, including, but not limited to:

- Availability of sidewalks

- Presence of crosswalks and associated safety treatments, such as signals, signs, and high-visibility pavement markings. Note that the type of associated safety treatments that are considered acceptable vary based on roadway context.
- Number of vehicle lanes on the roadway
- Volume of traffic on the roadway
- Functional classification of streets (e.g. local street, minor collector, major arterial, etc.)
- Presence of features such as intersection slip lanes, bridges, and bodies of water
- History of crashes
- Existing hazard areas identified as part of previous walk zone boundaries

In some cases, unusual hazards were identified along walking routes, but alternative walking routes under the 1.0 mile or 1.5 mile threshold that avoid these identified hazards remained available. Recognizing that each child's needs vary, families are encouraged to determine the most appropriate means, route, and level of supervision for the journey to and from school based on their unique circumstances.

ACPS provided an appeal process for families who wish to request reconsideration of their walk zone status. Requests were due at the end of August, and ACPS expects to release final decisions by September 30, 2026. In the meantime, the City is working on spot improvements at select locations where families have expressed safety concerns.

More information is available on the *New School Boundaries for SY 2026-2027* webpage: <https://www.acps.k12.va.us/families/school-boundaries>.

F. ACPS Parking Update

At the July meeting, Board members asked that staff coordinate further with ACPS on parking policies for schools. T&ES raised this issue with ACPS staff on a recent coordination call. ACPS identified coordinating on policies as a priority and will work with T&ES on this issue this winter.

G. 2026 Daylighting Requests Summary

Per the Board-approved administrative procedure for daylighting intersections for safety, staff reviewed the two requests received in the first half of 2026. The following resident requests were approved:

1. South Payne Street at Commerce Street: Removed 20 feet of parking on the east side of South Payne Street immediately south of Commerce Street and removed 20 feet of parking on the west side of South Payne Street immediately north of Commerce Street
2. 1219 West Braddock Road: Removed 20 feet of parking on the north side of West Braddock Road immediately east of Page Terrace

H. Use of Administrative Procedure to Remove Parking at Crosswalks Update

Transportation staff received a request from a resident to make pedestrians in the crosswalk on the 900 block of Powhatan Street more visible on August 13 via Alex311. Per the Board-approved administrative procedure for removing parking at legal crosswalks, staff confirmed that

this crosswalk is within 0.25 miles of a DASH stop at the intersection of Montgomery Street and North Columbus Street. The proposal to remove parking was posted at the location requested on August 20 and staff did not receive negative feedback regarding the proposal. Due to the lack of complaints received about this proposal, staff employed the administrative approval procedure granted by the Board to remove 20 feet of parking on the east side of the 900 block of Powhatan Street immediately south of the crosswalk for safety purposes. The new sign was installed by T&ES on September 17.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 28, 2026

DOCKET ITEM: 5

ISSUE: Parking Restrictions Modification – 200 Block of Wilkes Street

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 modify the parking restrictions on the 200 block of Wilkes Street to 2-hour parking from 8 a.m. to 11 p.m., Monday through Saturday, District 1 permitholders exempt.

BACKGROUND: The 200 block of Wilkes Street is entirely residential made up primarily of historic rowhomes with little to no off-street parking. The on-street parking on the block is metered as part of the Residential Pay-by-Phone program with 3-hour restrictions, 8 a.m.-5 p.m., Monday through Friday (Attachment 1). 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 there are approximately 22 legal parking spaces on the block.

DISCUSSION: The Board approved the residents’ request to implement Residential Pay-by-Phone parking restrictions on the block at their October 2025 meeting. Doing so, however, does not enable residents to also change the hourly restrictions as they are viewed as two separate processes aiming to achieve similar yet distinct goals per curb management best practices.

Now that almost a year has gone by since the implementation of the Residential Pay-by-Phone restrictions, residents of the 200 block of Wilkes Street find that parking availability for residents on the block is still a challenge. As such, residents of the block have petitioned to modify the parking restrictions on the block to include Saturday enforcement as well as enforcement until 11 p.m. rather than 5 p.m. (Attachment 2) to mimic the hours of restrictions on the 100, 200, 300, and 400 blocks of South Lee Street as well as the 300 block of South Fairfax Street. Given the demand for parking in this area due to its proximity to major destinations and several businesses, staff is supportive of this modification request.

OUTREACH: City staff notified the Old Town Civic Association via email about this request on September 11. The associations did not indicate any concerns with the request as of the posting of this docket.

ATTACHMENT 1: LOCATION OF 200 BLOCK OF WILKES STREET



Posted RPBP Restrictions

ATTACHMENT 2: SUBMITTED PARKING MODIFICATION REQUEST FORM


**Petition for Adding, Modifying, or Removing
Residential Permit Parking Signage in an Existing District**

Block Contact: G. J. Harkins II

Address: 216 Wilkes St

Telephone: 703-460-6618 Email: gsharkins@comcast.net

District: 1

Proposed Change (Select one)

☐ Add new signage ☒ Modify existing signage ☐ Remove existing signage

Block (e.g. the 100 block of Main Street):
200 Block of Wilkes St

Current Restrictions (e.g. 2 hours, 8AM-5PM, Monday-Friday):

Proposed Restrictions (Select an option on each line):

☒ Two Hours ☐ Three Hours

☐ 8AM-5PM ☒ 8AM-11PM ☐ 8AM-2AM (next day)*

☐ Monday-Friday ☒ Monday-Saturday

☐ No Sunday Restrictions ☐ Sunday 11AM-11PM ☐ Sunday 11AM-2AM (next day)*

*Must receive prior approval by the Director of T&ES per Sec. 5-8-72

Submit Completed Petition to:
Mail: Department of Transportation and Environmental Services
Mobility Services Division – Parking Planner
421 King Street, Suite 235
Alexandria, VA 22314

Email: mas.devilliers@alexandriava.gov
Phone: (703) 746-4245

We the undersigned residents hereby request that the City change the existing signage on the following blocks within residential permit parking district number 200 Block Wilkes St. (e.g. the 100 block of Main Street, the 200 block of Main Street, and east the 500 block of Side Street). We propose restrictions for the days and times indicated above. We understand that the restrictions will apply to all non-residents of the district, residents will be required to pay an annual fee for resident parking stickers for each vehicle, and we will also need to obtain guest passes to allow guests/contractors to park on the street beyond the posted restrictions.

Resident Name (Printed)	Resident Signature	Address	Email (Optional)	Date
W.J. Huchwaile	[Signature]	216 Wilkes	w.huchwaile@gmail.com	6-15-26
S.C. Eganman	[Signature]	214 Wilkes	sceganman@icloud.com	6/15/26
Bridget Weaver	[Signature]	210 Wilkes St.	bweaver30@gmail.com	6/17/26
PIA BOJARDOS	[Signature]	211 WILKES	piab1@comcast.net	6/18/26
Dan Jordan	[Signature]	207 Wilkes	dancjordan@gmail.com	6/20/2026
Rachel Jordan	[Signature]	207 Wilkes	" "	6/20/2026
Whitney Egan	[Signature]	209 WILKES	whitneyegan@gmail.com	06/23/2026
JEREMY Egan	[Signature]	209 WILKES	—	06.23.26
John Miller	[Signature]	213 Wilkes	—	7/3/26
Laura Machanic	[Signature]	430 S. Fairfax St.	LMachanic@gmail.com	7-27

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

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 28, 2026

DOCKET ITEM: 6

ISSUE: Loading Zone Removals – 300 block of Madison Street, 800 block of North Fairfax Street, 300 block of Montgomery Street, and 800 block of North Royal Street

REQUESTED BY: Joyce Bachman

LOCATION: 300 block of Madison Street, 800 block of North Fairfax Street, 300 block of Montgomery Street, and 800 block of North Royal Street

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES replace the following zones with the prevailing restrictions—or lack thereof— on the remainder of each respective block:

- Three loading zones on the north side of the 300 block of Madison Street,
- Two loading zones on the west side of the 800 block of North Fairfax Street,
- One loading zone and one disability parking space on the south side of the 300 block of Montgomery Street, and
- One loading zone and one mid-block ‘No Parking’ zone on the east side of the 800 block of North Royal Street.

BACKGROUND: The Montgomery Center is a formerly commercial and light industrial multiunit one-story building occupying an entire city block bounded by Madison Street, North Fairfax Street, Montgomery Street, and North Royal Street (Attachment 1). The building is slated for redevelopment and the property owner terminated the leases for every unit in the building on December 31, 2025. However, redevelopment of the building has stalled.

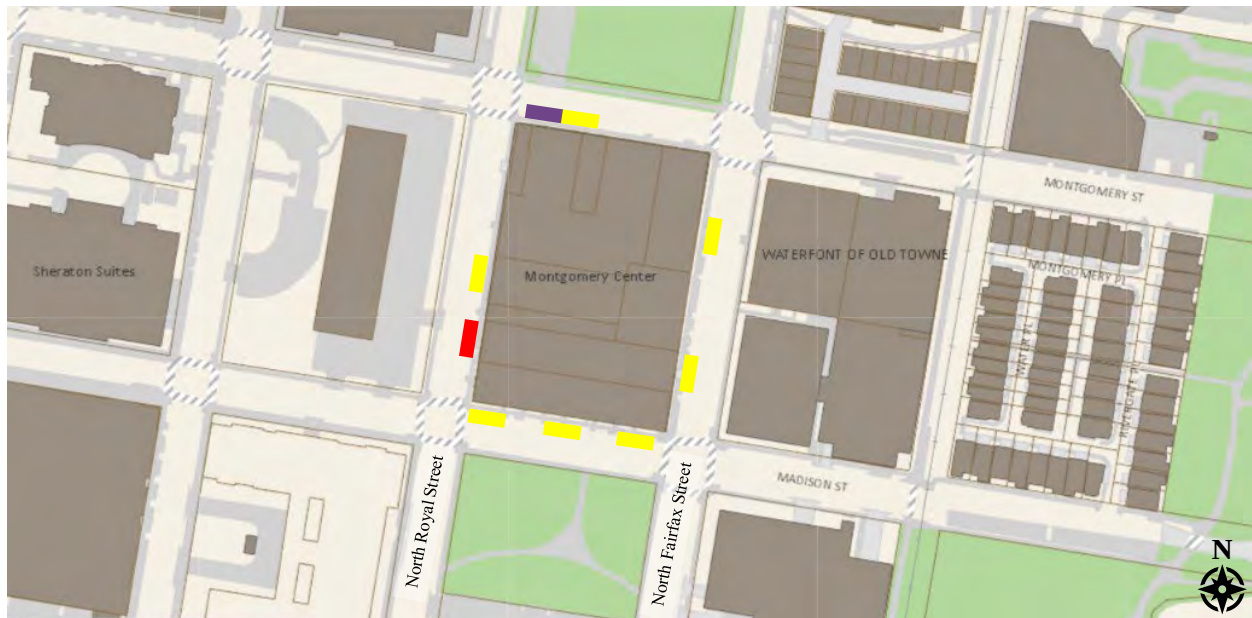
Due to the high density of businesses and the lack of inner streets, alleys, and loading docks, there are seven on-street loading zones total abutting the building. There is also a short mid-block ‘No Parking’ zone on North Royal Street and a disability parking space on Montgomery Street. All of these curbside restrictions are no longer relevant due to the building’s vacancy, and the halted redevelopment of the building has left much of the curb space around the Montgomery Center unusable and unused for long periods of each day.

DISCUSSION: Staff received an official request for the removal of the loading zones on the 300 block of Madison Street from a resident of the 400 block of Madison Street (Attachment 2).

Given the stalled redevelopment of the Montgomery Center and the growing density in Old Town North, staff took this opportunity to reassess the need for the loading zones around this entire block. As a result, staff recommend replacing all the loading zones, mid-block 'No Parking' zone, and disability parking space surrounding the Montgomery Center with additional on-street parking under the same restrictions that exist on the remainder of each block (2-hour parking 8 a.m. to 5 p.m. Monday to Friday, on the 800 block of North Fairfax Street and the 300 block of Montgomery Street)—or lack thereof (the 300 block of Madison Street and the 800 block of North Royal Street)—for consistency and ease of enforcement.

OUTREACH: Staff notified the Old Town North Community Partnership and North Old Town Independent Citizens of this request via email on September 11. As of the posting of this docket, staff had not heard back.

ATTACHMENT 1: LOCATION



Zones Proposed for Removal

- Loading Zone
- Disability Parking
- No Parking

ATTACHMENT 2: REQUEST

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?): Removal of signs limiting/prohibiting parking on the 300 block of Madison Street, a block that has been empty of all commerce essentially since New Year's Eve 2025!!!

Type of On-Street Parking Modification Requested:

XXX Loading Zone Removal

☐ Loading Zone Addition

☐ Parking Removal

XXX No Parking Sign Removal

Parking Restriction Change (Non-RPP)

Proposed restrictions _____

Location: 300 block of Madison Street

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

Project Champion (Point of Contact) Information:

Name: JoyceC.Bachman

Address: 400 Madison Street #1808

Email: rlbjcb@aol.com

Phone Number: _(703) 836-1601 --landline, no texting possible

Best Way to Contact: ☐ Email XXXX Phone

Best Time of Day to Contact: ☐ Morning XXXX Afternoon

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 28, 2026

DOCKET ITEM: 7

ISSUE: City Code Amendment – Disability Parking on Residential Blocks

REQUESTED BY: T&ES

LOCATION: Citywide

STAFF RECOMMENDATION: That the Board recommend the City Council approve the amendment to the City Code related to disability parking on residential blocks.

BACKGROUND: The Mobility Services Division of T&ES is responsible for reviewing applications for new on-street disability parking spaces on residential blocks as well as the annual recertification of existing ones. Last updated in 2001, City Code Section 5-8-117 stipulates exactly how residents must apply for and recertify disability parking spaces as well as includes the full procedure for City staff’s review of applications and recertifications.

Staff has received several complaints about the cumbersome procedure for applying for and recertifying disability parking spaces on residential blocks which requires an applicant to provide more information than is necessary to make a determination. The outdated procedure stipulated by City Code requires residents with limited mobility to furnish documents that could be obtained electronically. Given technological advancements over the last 25 years and the prevalence of computer ownership and internet access, the procedure laid out in the City Code is now partially obsolete. The complex paper- and mail-based procedure also expends an excessive amount of City staff’s time and resources. Many steps of the application and recertification procedures place undue burden on applicants as well as staff, and waivers to the application approval requirements require a formal memo be reviewed and signed by the City Manager. Requiring the City Manager to approve waivers for this program prolongs the waiver process for residents and expends the City Manager’s valuable and limited time.

DISCUSSION: Staff have coordinated internally to propose changes to the existing section of City Code to address the issues mentioned above. The draft City Code amendment can be found under Attachment 1. In summary, staff propose:

- Expanding the eligibility to applicants living in any dwelling type, not just single family, duplex, or townhouses, where off-street parking does not exist or is not feasible for use by the applicant. This eliminates the need for applicants living in a multifamily building

to bring their request before the Traffic and Parking Board for consideration, which can delay action on their request and take more staff time for review.

- Providing staff with more flexibility regarding the siting of these spaces to meet ADA and Public Right-of-Way Accessibility Guidelines (PROWAG) requirements as needed.
- Removing the requirement for applicants to supply separate medical certification/information with their application. This information is already part of the review process with the DMV when obtaining a Virginia DMV disabled parking license plate or placard, which the applicant is required to provide with the City's application. This would also remove the need for a separate cumbersome staff procedure to keep this personal information confidential and safe.
- Removing the requirement to obtain a waiver for the block face limit, and adding a cap to the number of disability parking spaces permitted on a given block that is relative to the block's parking supply. The current waiver process requires staff to write a memo for review by the City Manager, which can delay action on their request and take more staff time for review.
- Delegating the waiver authority from the City Manager down to the director of Transportation & Environmental Services or their designee. This will streamline the approval process for these requests, which are typically approved by the City Manager if recommended by staff.
- Requiring applicants to recertify the existing disability parking spaces every two years instead of annually.
- Decreasing the minimum time required before removing a non-recertified disability parking space from 75 days down to 45 days. This returns general parking back to the block quicker when the space is no longer needed.
- Clarifying the verbiage to further protect applicants from the removal of a disability parking space in the event of reported misuse of the space if the misuse can be reliably attributed to someone other than the applicant and their visitors.
- Updating all outdated and redundant information and language.

Staff recommends approval of these changes to the City Code. This will create a more efficient process for residents and staff, which ensures residents who need the designated parking spaces can be accommodated more quickly. Following the Board's review, City Council will consider this amendment in November or December 2026.

OUTREACH: Staff have coordinated with the City Attorney's Office, the Office of Human Rights, and the Commission on Persons with Disabilities on these proposed changes to the Code. All three organizations are supportive of the proposed changes, and their feedback and suggestions have been addressed accordingly as appropriate.

ATTACHMENT 1: PROPOSED AMENDMENTS TO THE CITY CODE

Sec. 5-8-117 - Establishment of parking spaces for persons with a disability.

(a) *Preemption of other law.* Notwithstanding any contrary provision in this code, reserved parking spaces in the public right-of-way adjacent to any dwelling in single-family, two-family and townhouse residential areas for use by persons with a disability shall be established and removed as provided in this section.

(b) *Application requirements.* An application for a reserved parking space for persons with disabilities in the public right-of-way in residential areas must comply with the following criteria in order to be considered:

(1) There must be no off-street parking at the applicant's residence, or the applicant must supply additional evidence to demonstrate, as provided in paragraph (6), that existing off-street parking is not feasible for use by the applicant.

(2) The applicant must have a valid Virginia DMV disabled parking license plate or placard.

(3) The applicant must reside at the address in front of which the space is requested.

(4) The applicant must demonstrate that a vehicle is registered in Alexandria to a person who resides at the address requested.

(5) Legal parking must be available in front of the applicant's address, however, staff may adjust the location of the disability parking space depending on conditions of the block to make the space more accessible.

~~(6) Each applicant must supply a copy of the medical certification submitted to the department of motor vehicles, or a new such certification, which demonstrates eligibility for a DMV disabled parking license plate or placard, and, where existing off-street parking exists, must supply additional medical evidence to demonstrate that such parking is not feasible for use by the applicant.~~

(c) *Approval requirements.* If an application fails to meet any of the criteria listed in subsection (b), it will not be approved, unless a waiver is sought and approved under subsection (e). If the application is denied, the applicant shall be notified ~~in writing~~ as to the specific reasons for the denial, and shall also be notified of any right to appeal provided under this section.

(d) *Block limits.* ~~No more than one reserved parking space for persons with disabilities will be authorized for one side of any street, between intersecting streets (block face).~~ The number of reserved parking spaces for persons with disabilities on a block shall not exceed two spaces or ten percent of the total number of legal parking spaces, whichever is greater after rounding to the next highest whole number.

(e) *Waivers.*

(1) The city manager-director of transportation and environmental services or designee is authorized to waive:

~~(1) The block limits standard under the following conditions:~~

~~(a) (i) The applicant demonstrates to the satisfaction of the city manager that the applicant has a severe mobility impairment, and that (1) the applicant or a resident of the applicant's household owns a motor vehicle especially equipped to permit operation by, or transport of, the applicant, or (2) the applicant has a life threatening condition, or~~

~~(ii) The applicant demonstrates to the satisfaction of the city manager that the block on which the applicant resides is of unusual or exceptional length, and that permitting an additional space would be the functional equivalent of the application of the usual block limit standard; and~~

~~(b) The applicant demonstrates to the satisfaction of the city manager that the applicant otherwise meets the criteria in subsection (b) of this section; and~~

~~(c) If granted, a waiver shall be valid for a period of one year only, but the applicant may re-apply for additional one year periods.~~

~~(12) The requirement that legal parking must be available in front of the applicant's address, under the following conditions:~~

~~(a) (i) There is a fire hydrant, city no-parking regulation, or other similar impediment to parking in front of the applicant's address, or the applicant's property is of insufficient width to accommodate the reserved space, and the applicant demonstrates to the satisfaction of the city manager-director of transportation and environmental services or designee that installation of the reserved space at another location will not unduly burden any other person; or (ii) the owner of the property in front of which the reserved space is proposed to be located has consented, in writing, to such location, in which case the waiver shall be granted as a matter of course, and~~

~~(b) The applicant demonstrates to the satisfaction of the city manager that the applicant otherwise meets the criteria in subsection (b) of this section; and~~

~~(23) The city manager-director of transportation and environmental services or designee may impose such conditions on any waiver as the managerdirector deems reasonable.~~

~~(f) *Use of reserved spaces.* A parking space for persons with disabilities will be available for use by any eligible person with a DMV disabled license plate or placard on a first come, first served basis, and is not reserved for the exclusive use of the applicant. Only those vehicles used by, or to transport, a person with a disability may park in the reserved space, and the applicant's vehicle is expected to use the reserved space when parked in the neighborhood. Reserved spaces are not intended for use by companions except when transporting persons with disabilities, and displaying a DMV plate or placard. Use of the parking space by other persons when not transporting the person with a disability is a parking violation that carries a \$100 to \$500 fine, as provided in [section 10-4-19](#) of this code and section 46.2-12429 of the Virginia Code.~~

(g) *Administrative procedures.* The director of transportation and environmental services shall be responsible for administering this section.

(1) All applications must be submitted to the director for consideration and review. ~~The director will (a) evaluate satisfaction of eligibility criteria; (b) verify the validity of the disabled parking license plate or placard; (c) verify vehicle registration; (d) confirm residency; (e) determine availability of off-street and on-street parking; and (f) ensure conformance to the terms of this section in making a decision.~~

(2) Applications for a determination that an existing off-street parking space is not feasible for use by the applicant, and ~~for a block limit or~~ availability of parking waiver shall be submitted to the director, for review and recommendation, and shall be decided by the ~~city manager~~ director or designee.

(3) Any person aggrieved may appeal the director's decision to the city manager, by filing an appeal, in writing, with the director, within 15 days of the director's decision. ~~The appeal shall be limited to the record upon which the director based his decision, and such additional written submissions as the parties may provide.~~ The manager's decision on appeal, or on an application for a waiver, shall state the findings of fact and reasons for the decision, and shall be final and not appealable to city council.

(4) ~~The director shall implement procedures to ensure the confidentiality of any medical information submitted by an applicant, including DMV medical certifications, which shall at minimum provide for the maintenance of such information in a sealed file, with access permitted only to department employees or the city manager on a need-to-know basis, during the pendency of an application. Once a decision has been made on an application, access shall be permitted only on the written authorization of the director or acting director. This information shall be is held strictly confidential, and shall not be released to any individual or entity, other than the applicant, outside of the department of T&ES, the city manager or the manager's designee appointed hereunder. All employees who have potential access to said information shall be trained on this policy and the strict confidentiality requirements adhered to. Medical information submitted by an applicant is exempt from mandatory disclosure under FOIA, and shall not be subject to discretionary release.~~

(h) *Annual recertification.* ~~Each year~~ Every two years, the director will ~~mail a recertification form to~~ notify each resident who received approval for the installation of a reserved parking space ~~that they must recertify the need for the space, including those parking spaces that were approved prior to [effective date of this ordinance].~~ In order to retain the reserved space, the resident must complete and execute the recertification form affirming continued satisfaction of all of the eligibility criteria in subsection (b) of this section, except such criteria as may have been waived by the ~~city manager~~ director of transportation and environmental services or designee pursuant to subsection (e) of this section. ~~The requirement of paragraph (b)(5) that the space be located in front of the applicant's residence, and the block limit requirement of subsection (d) shall not apply to the recertification of spaces approved prior to May 12, 2001. If the director determines that the eligibility criteria are no longer satisfied, the resident will be notified in writing and must provide~~

a response to the director with proper evidence of compliance within 45 days of notification. Failure to provide the information in accordance with the requested deadline will result in a second letter notification and failure to respond to the second letter notification within 30 days shall result in the removal of the reserved space.

(i) *Revocation.* A reserved space is subject to revocation as follows:

(1) In the event that a complaint is made to the director that the applicant no longer satisfies the eligibility criteria of subsection (b) of this section, or that the space is being repeatedly used in a manner contrary to subsection (f), by persons residing in or visiting the applicant's household, the director will conduct a preliminary inquiry to determine if the complaint is supported by substantial and credible evidence that fully attributes repeated misuse of the space to the persons residing in or visiting the applicant's household. If the director determines that the complaint is so supported, the applicant will be notified ~~in writing~~ of the nature and specifics of the complaint, and must provide a response within 45 days to the director. The applicant and complainant(s) shall have the right to appear before the director, upon 15 days written notice of the time and place of the hearing, and be heard in person or by counsel, but such hearing shall be conducted in an informal manner. The director shall revoke a reserved parking space designation only if (i) the director finds by a preponderance of the evidence that the applicant did not, or does not continue to, meet the criteria in subsection (b), or if (ii) the director finds by clear and convincing evidence that the space is being repeatedly used in a manner contrary to subsection (f), by persons residing in or visiting the applicant's household. The director shall notify all parties of the decision ~~in writing~~, within 15 days of the close of the hearing. The decision shall state the findings of fact and the reasons for the decision. The notice shall inform the parties of their right to appeal the decision to the city manager, and of the procedure for making such an appeal.

(2) Any person aggrieved may appeal the director's decision to the city manager, by filing an appeal, in writing, with the director, within 15 days of issuance of the decision. The city manager shall schedule a hearing on the matter within 30 days of the filing of the appeal, and shall give the parties 15 days notice of the time and place of the hearing. The manager shall notify all parties of the manager's decision in writing, within 15 days' of the close of the hearing. The manager's decision shall state the findings of fact and the reasons for the decision, and the decision shall be final and not appealable to city council.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 28, 2026

DOCKET ITEM: 8

ISSUE: Curb Cut Appeal – 622 South Henry Street

REQUESTED BY: Resident of 622 South Henry Street

LOCATION: 622 South Henry 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 can appeal the 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 impact on traffic operations, pedestrian safety, and adjacent on-street parking.

DISCUSSION: The property owner of 622 South Henry Street (Attachment 1) submitted an application for a new curb cut (Attachments 2 and 3). The application was denied based on the criteria outlined in Section 5-2-14(c), specifically those related to the demand and necessity for on-street parking (Attachment 4). The property owner has appealed the decision. Pursuant to Section 5-2-14(e), the appeal is being presented to the Board for consideration.

The property is located in the Southwest Quadrant neighborhood. The applicant has requested a curb cut onto South Henry Street at the front of the property. The proposed curb cut would provide access from the street to a driveway and parking area on private property. The proposed driveway and parking area would measure approximately 12 feet by 25 feet (Attachment 5).

Section 5-2-14(c) establishes the criteria for evaluating curb cut applications. The application was denied for failure to meet the following criterion:

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

The proposed curb cut would be located at the front of the residence on the east side of South Henry Street. There are no existing curb cuts on the block. Alleys are located at the rear of the properties on both sides of the street. Currently, the alley serving the west side of the block provides off-street parking. Staff is not aware of any site or zoning limitations that would prevent access from the alley serving the east side of the block if off street parking is desired.

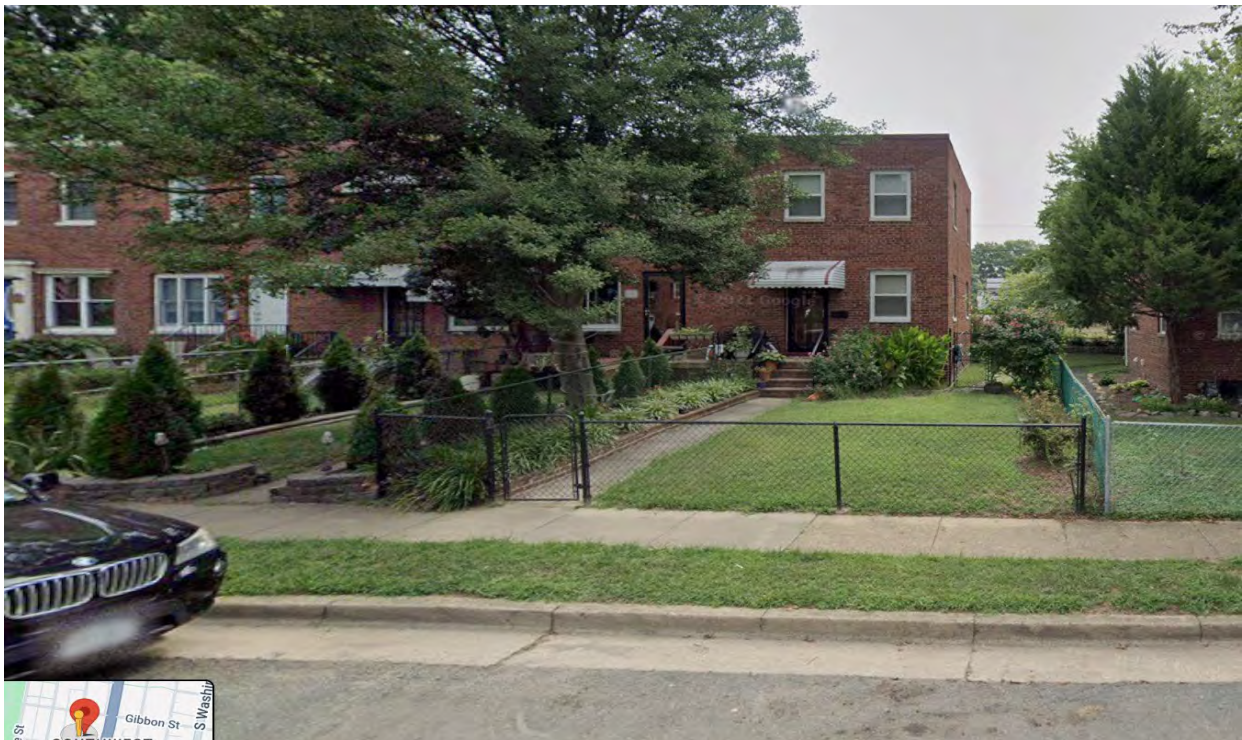
Installation of the proposed curb cut would require the removal of on-street parking on a block where parking spaces are limited. While the proposed driveway would provide off-street parking for a single vehicle, the 12-foot curb cut width, together with the required curb radii, and area needed to safely enter and exit the driveway could affect up to two on-street parking spaces.

The applicant submitted an appeal of the decision for the Board's review (Attachment 6). Based on the demand for on-street parking and the potential loss of up to two parking spaces, staff recommends that the Board uphold the denial of the curb cut application.

OUTREACH: As part of the application process, the applicant was required to notify adjacent property owners.

ATTACHMENT 1: LOCATION

622 S Henry 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: karlymriggs@gmail.com

Property Address: 622 South Henry St. Alexandria, VA 22314

Curb Cut Street Name: South Henry St.

Request for a New Curb Cut? Yes ☒ No ☐ What is the Requested Width? 12 ft

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: Chandler Ramirez

Street Name and No.: 622 South Henry St. Alexandria, VA 22314

City: Alexandria State: VA Zip Code: 22314

Home Phone: Work Phone: Cell Phone: 408-355-3316

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.

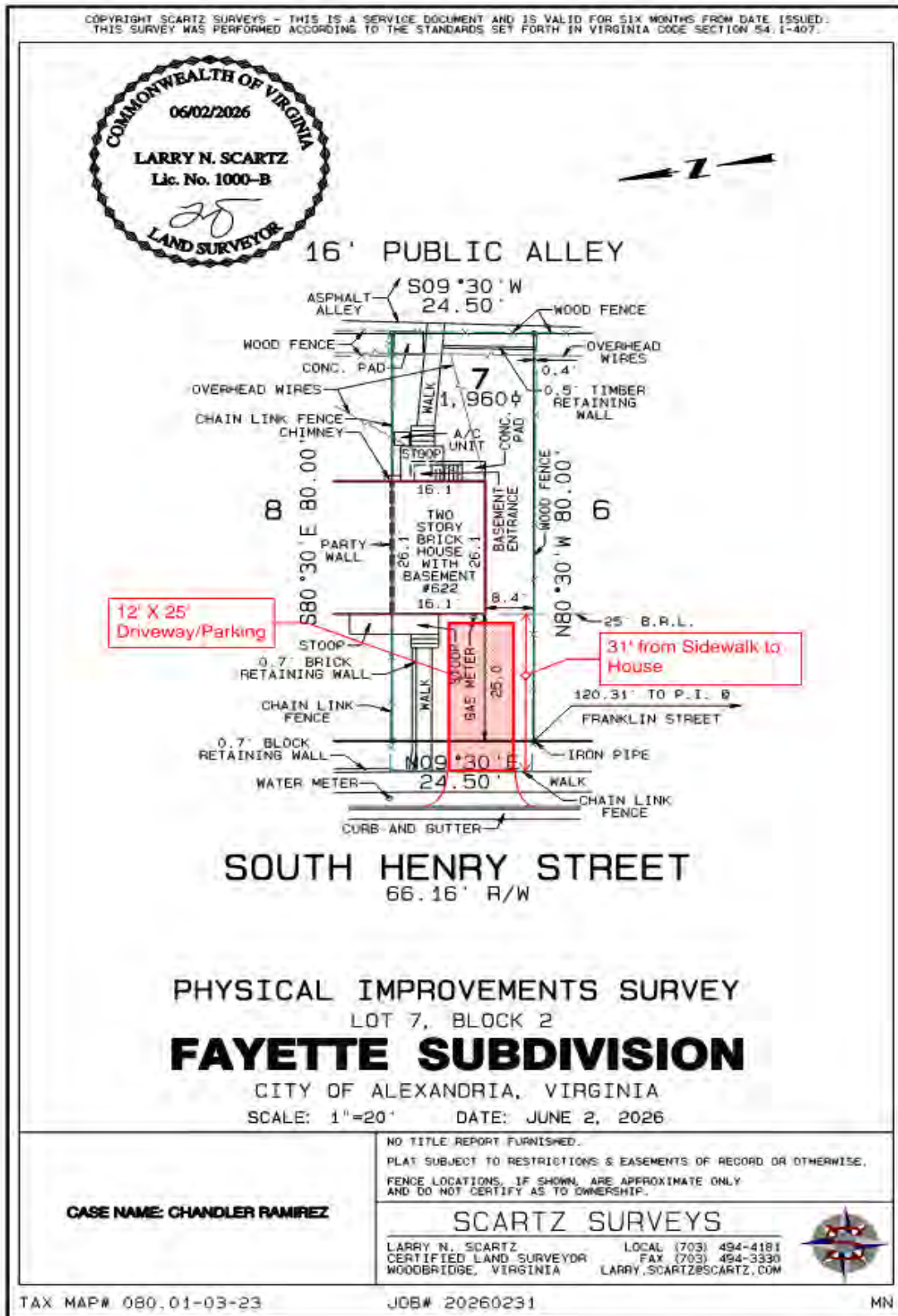
Property Owner Signature:

Chandler Ramirez

Date:

5/1/2025

ATTACHMENT 3: PLAN



ATTACHMENT 4: DENIAL LETTER



DEPARTMENT OF TRANSPORTATION AND ENVIRONMENTAL SERVICES

P.O. Box 178 - City Hall
Alexandria, Virginia 22313

alexandriava.gov

703.746.4035

July 28, 2026

Chandler Ramirez
622 South Henry Street
Alexandria, VA 22314

Re: 622 South Henry Street – New Curb Cut Denial Letter

Property Owner:

Your application (CRB2026-00016) for the installation of a new curb cut along East Windsor Avenue has been reviewed.

After careful evaluation, we are unable to support the proposed curb cut. Based on our review, installation of a curb cut at this location will result in the removal of an on-street parking space where spaces are limited.

Accordingly, the application is denied pursuant to Section 5-2-14(c)(1) of the Alexandria City Code. Please refer to the attached code section for additional information.

Should you choose to appeal this decision, then a written notice of appeal must be filed with the Director of Transportation and Environmental Services within (15) days of the date the decision. The appeal will then be forwarded to the Traffic and Parking Board and scheduled to be heard at the next regularly scheduled meeting.

In deciding an appeal, the board will afford you an opportunity to present your views on the application and the curb cut permit application decision after which the board may affirm, modify or overturn this decision. The decision of the board will be final, with no further appeal to city council.

Should you have any questions concerning this subject, please contact our office at 703-746-4035.

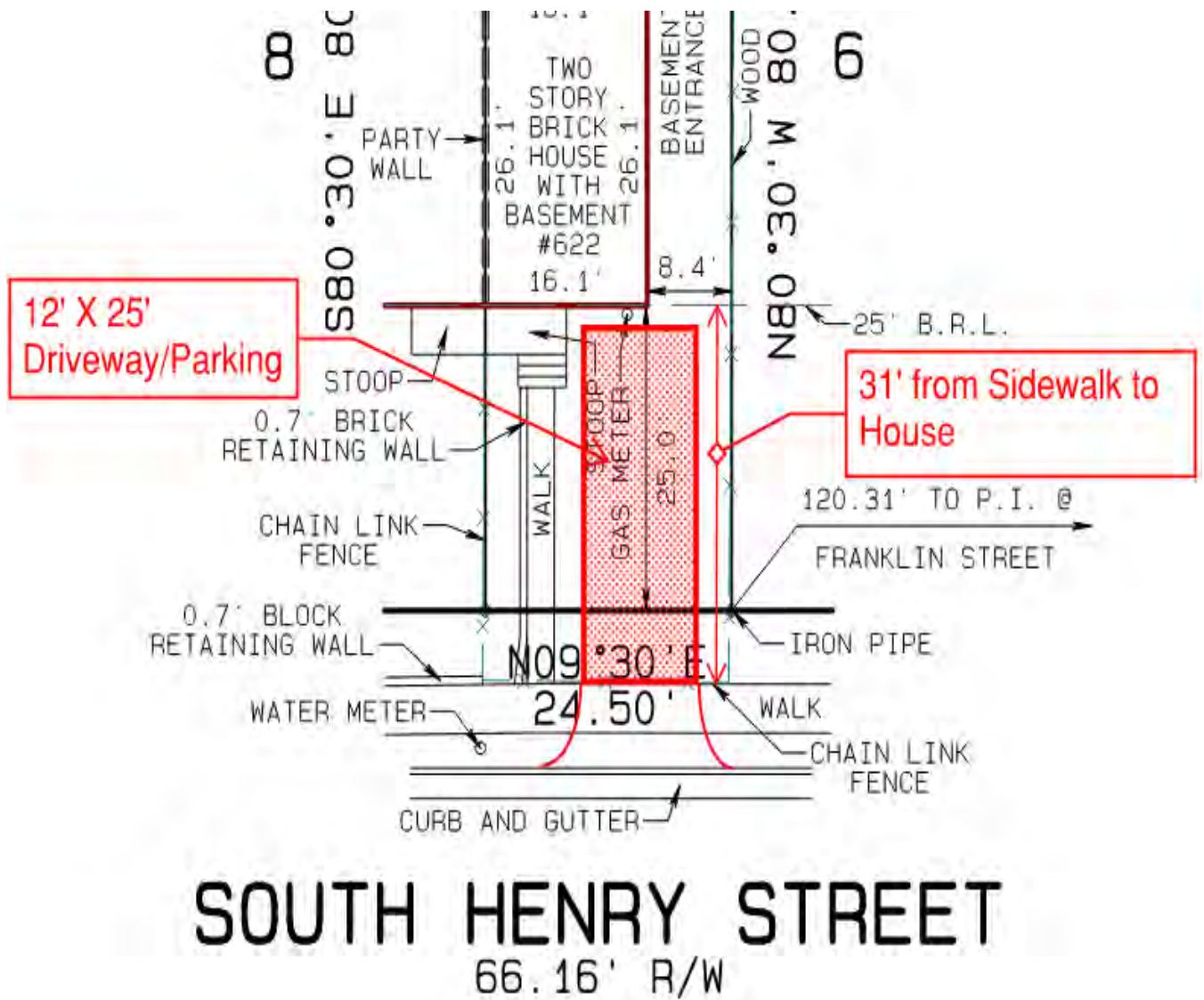
Sincerely,

A handwritten signature in black ink, appearing to read "Andre S. Williams".

Andre S. Williams
Permits Manager

cc: Alex Boulden, Interim Deputy Director, EROW
Ryan Knight, Division Chief, Transportation

ATTACHMENT 5: LAYOUT



ATTACHMENT 6: APPEAL

August 3, 2026

Traffic and Parking Board
City of Alexandria

**Re: Appeal of Curb Cut Denial – CRB2026-00016
622 South Henry Street**

Dear Members of the Traffic and Parking Board,

I respectfully submit this appeal of the denial of my curb cut application (CRB2026-00016) for my property located at 622 South Henry Street.

The denial letter states that the application was denied because installation of the proposed curb cut would result in the removal of one on-street parking space in an area where parking is limited. While I appreciate the City's concern regarding neighborhood parking, I respectfully believe that the decision places undue weight on the physical removal of one curbside parking space without fully considering the other factors required under Section 5-2-14(c) of the Alexandria City Code, including the overall effect on parking demand, traffic operations, ingress and egress, and public safety.

Although the proposed curb cut would eliminate one on-street parking space, it would simultaneously create a permanent off-street parking space on my private property. As the homeowner, I intend to use that space for my own vehicle, which is currently parked on the street. Accordingly, while one curbside space would be removed, one vehicle would also be permanently relocated from the public roadway to private property. The practical effect is that neighborhood parking demand remains substantially unchanged because my vehicle would no longer occupy a public parking space.

For this reason, I respectfully believe the denial does not fully consider whether the proposal would "interfere unreasonably" with parking demand, as required by Section 5-2-14(c)(1). Rather than increasing demand for public parking, the proposed curb cut would reduce my reliance on it by moving my vehicle onto my own property.

The proposal would also improve public safety. South Henry Street is a narrow, one-way residential street with parking permitted on both sides. Because parking is frequently unavailable near my home, I am often required to park several houses away and walk home after dark, including during inclement weather. In addition, entering and exiting a parked vehicle from the travel lane and loading or unloading belongings from the street creates unnecessary exposure to moving traffic.

A properly constructed driveway would allow my vehicle to be parked entirely off the roadway, reducing interactions between parked vehicles, pedestrians, cyclists, and passing traffic. It would also provide safer ingress and egress to my property while reducing the need to repeatedly search for limited on-street parking.

The proposal would not increase traffic, intensify the use of my property, or create additional vehicles in the neighborhood. My property will continue to function as a single-family residence, and the requested curb cut simply provides a safe means of accessing an off-street parking space.

Additionally, many homes located directly across South Henry Street already enjoy the benefit of private off-street parking through alley access and rear driveways. My property does not have the same opportunity. This request would simply provide my home with a similar ability to park on private property while remaining fully compliant with all City design and construction standards. I am committed to installing a paved driveway that meets all applicable City specifications and maintaining it in accordance with City requirements.

I respectfully submit that the denial appears to rely primarily on the physical removal of one curbside parking space without fully balancing the broader considerations required by Section 5-2-14(c), particularly the practical effect on parking demand and the significant public safety benefits of allowing off-street parking. I therefore respectfully request that the Board determine that the denial constitutes a clear error in the application of the factors set forth in Section 5-2-14(c) and overturn the decision approving the requested curb cut.

Thank you for your time and thoughtful consideration of this appeal. I appreciate the opportunity to present my position to the Board and would be happy to answer any questions during the hearing.

Respectfully,

Chandler Ramirez
622 South Henry Street
Alexandria, VA 22314

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 28, 2026

DOCKET ITEM: 9

ISSUE: Curb Cut Appeal – 3 West Mason Avenue

REQUESTED BY: Resident of 5 West Mason Avenue

LOCATION: 3 West Mason Avenue

STAFF RECOMMENDATION: The Board uphold approval 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 can appeal the 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 impact on traffic operations, pedestrian safety, and adjacent on-street parking.

DISCUSSION: The property owner at 3 West Mason Avenue (Attachment 1) applied for a new curb cut (Attachment 2 & 3). The application was approved under the criteria outlined in Section 5-2-14(c) (Attachment 4) but an adjacent property owner has submitted an objection to that approval under Section 5-2-14(e) (Attachment 6). The appeal is being brought before the Board for consideration.

The property is located in the Del Ray neighborhood. The applicant has requested a curb cut onto West Mason Avenue at the front of the property. The curb cut will provide access from the street to a proposed driveway/parking area on private property. The measured depth of the front yard is 27'. The proposed dimension of the driveway is 8' X 25' (Attachment 5).

Section 5-2-14(c) outlines the criteria for evaluating a curb cut application. The application was submitted with a shorter driveway (8' X 15') that raised concerns about a parked vehicle

encroaching onto the adjacent sidewalk. A revised plan was submitted showing a longer driveway thereby addressing the concerns. The revision was subsequently approved by all reviewers.

The adjacent property owner at 5 West Mason Avenue submitted an appeal to the approval (Attachment 6) noting concerns related to pedestrian safety, parking, and neighborhood character. Staff recommends the Board uphold approval of the curb cut based on staff review.

OUTREACH: As part of the application process, the applicant was required to notify adjacent property owners.

ATTACHMENT 1: LOCATION

3 W Mason Avenue



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: allenk9y9@gmail.com

Property Address: 3 W Mason Ave

Curb Cut Street Name: W Mason Ave

Request for a New Curb Cut? Yes ☒ No ☐ What is the Requested Width? 10'

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: Katherine Allen / David Weingart

Street Name and No.: 3 W Mason Ave

City: Alexandria State: VA Zip Code: 22301

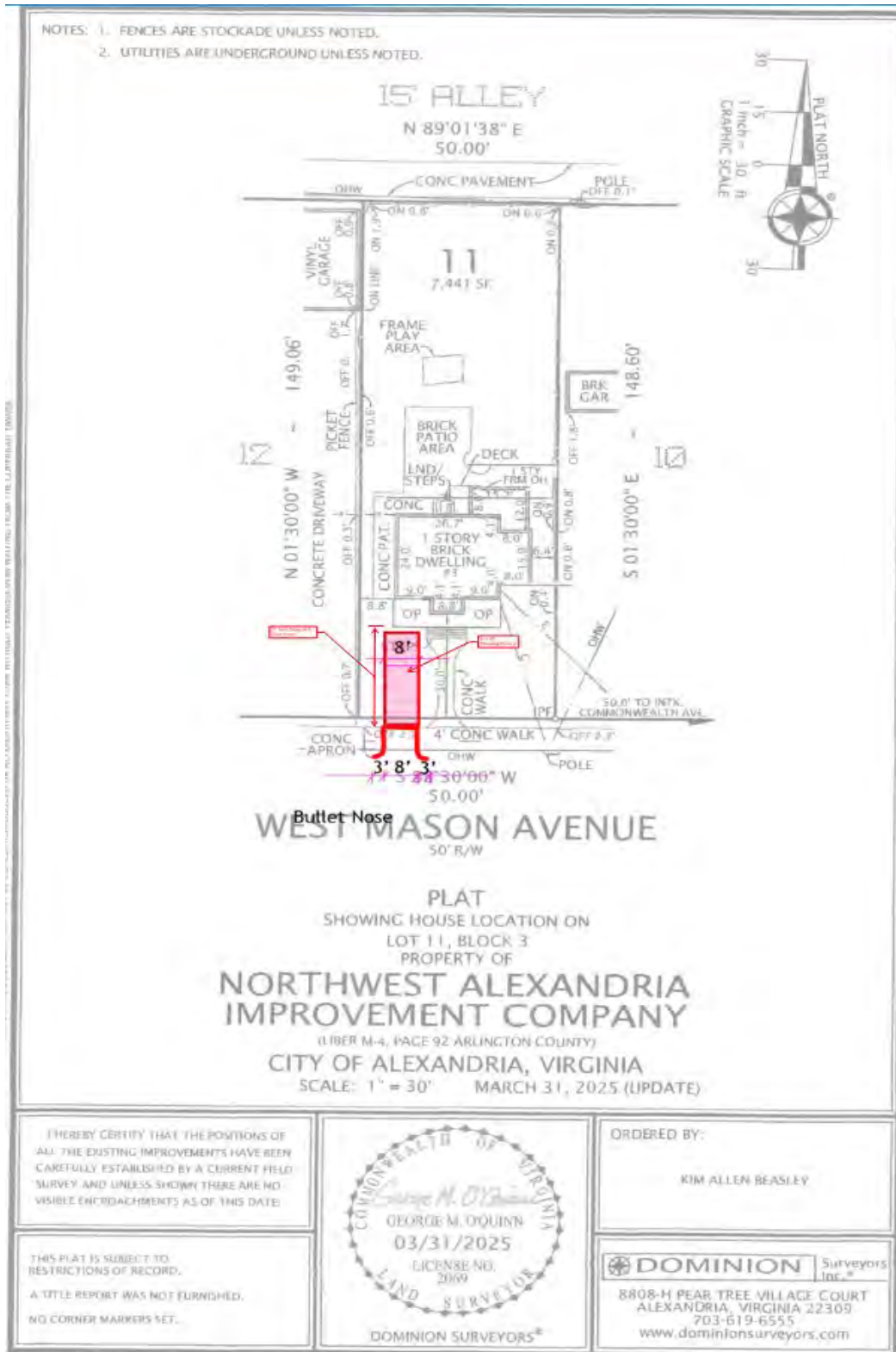
Home Phone: _____ Work Phone: _____ Cell Phone: 571-274-2464

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: Katherine Allen Date: 3-23-2026

ATTACHMENT 3: PLAN



ATTACHMENT 4: APPROVAL LETTER



DEPARTMENT OF TRANSPORTATION AND ENVIRONMENTAL SERVICES

P.O. Box 178 - City Hall
Alexandria, Virginia 22313

alexandriava.gov

703.746.4035

August 14, 2026

Katherine Allen
3 W. Mason Avenue
Alexandria, VA 22301

Re: 3 West Mason Avenue – New Curb Cut Approval with Objection

Property Owner:

Our office previously approved an application for a new curb cut to serve the property at **3 West Mason Avenue**, under permit **CRB2026-00011**. That approval was subsequently rescinded because the application had not been reviewed by our Transportation Division and an objection from an adjacent property owner had been inadvertently omitted from the review process.

The application has now undergone the required review by the Transportation Division, which determined that the proposed curb cut is adequate. In addition, our review of the objection found no valid basis for denial. Accordingly, this letter serves as approval of the proposed curb cut.

Pursuant to Section 5-2-14(e) of the Code of the City of Alexandria, notice of this approval is being provided to both the applicant and the adjacent property owner(s) who objected. (See attached.)

The adjacent property owner has **fifteen (15) days** from the date of this notice to appeal the approval to the Traffic and Parking Board (TPB).

- If **no appeal** is filed within the 15-day appeal period, a follow-up letter will be issued confirming the curb cut approval.
- If an **appeal is filed**, the case will be scheduled for the next regular meeting of the Traffic and Parking Board (September 28th). The Board will consider the appeal and may affirm, modify, or overturn the approval.

Please note that no installation of the curb cut can proceed until the 15-day appeal period has expired or, if an appeal is filed, until the Traffic and Parking Board has issued its final decision.

If you have any questions, please contact our office at **703-746-4035**.

Sincerely,

A handwritten signature in black ink, appearing to read "Andre S. Williams".

Andre S. Williams
Permits Manager
Department of Transportation & Environmental Services

[illegible]

ATTACHMENT 6: NEIGHBOR OBJECTION LETTER

Paul Zook

Susan Stoner

5 W. Mason Avenue
Alexandria, VA 22301

August 23, 2026

Via Email

Andre S. Williams
Permits Manager
Department of Transportation & Environmental Services
City of Alexandria
P.O. Box 178
Alexandria, VA 22313

Re: Appeal of Approval of Curb Cut at 3 West Mason Avenue (Permit No. CRB2026-00011)

Dear Mr. Williams:

We are the owners of the adjacent property located at 5 West Mason Avenue and are writing in response to your August 14, 2026, letter regarding the approval of the proposed curb cut at 3 West Mason Avenue, Permit No. CRB2026-00011.

Pursuant to Section 5-2-14(e) of the Code of the City of Alexandria and the appeal procedures outlined in your correspondence, we hereby formally appeal the approval of the proposed curb cut and request that the matter be scheduled for consideration by the Traffic and Parking Board.

We continue to have concerns regarding the impacts of the proposed curb cut on the surrounding neighborhood, including effects on adjacent properties, loss of on-street parking, pedestrian safety, and neighborhood character. We intend to provide additional information and supporting documentation for the Board's consideration as part of the appeal process.

Please consider this letter as our official notice of appeal and confirm receipt of this appeal and placement of the matter on the agenda for the next Traffic and Parking Board meeting.

Thank you for your attention to this matter.

Respectfully,

Zook, Paul
Digitally signed by Zook, Paul
DN: cn=Zook, Paul,
ou=Internal, ou=users,
ou=staff, dc=corp, dc=alex
Date: 2026.08.23
10:16:51 -0400

Paul Zook & Susan Stoner

5 West Mason Avenue
Alexandria, VA 22301

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 28, 2026

DOCKET ITEM: 10

ISSUE: Curb Cut Appeal – 411A Clifford Avenue

REQUESTED BY: Residents of 409 and 413 Clifford Avenue

LOCATION: 411A Clifford Avenue

STAFF RECOMMENDATION: The Board uphold the approval 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 can appeal the 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 impact on traffic operations, pedestrian safety, and adjacent on-street parking.

DISCUSSION: The property at 411 Clifford Avenue (Attachment 1) currently has a 2-story single family dwelling on a lot that has been subdivided into a new separate lot. The new lot is currently being developed under a grading plan (GRD2026-00022) for the construction of a new 2-story semi-detached dwelling (Attachment 2 & 3). The application was approved under the criteria outlined in Section 5-2-14(c) but adjacent property owners submitted objections to that approval under Section 5-2-14(e). The appeal is being brought before the Board for consideration.

The property is located in the Del Ray neighborhood. The applicant has requested a curb cut onto Clifford Avenue at the front of the new property. The curb cut will provide access from the street to a proposed driveway/parking area on private property mirroring the existing dwelling. The dimension of the driveway will be 8' X 17' (Attachment 5).

The adjacent property owners submitted an appeal (Attachment 6) for review by the Board, noting this would reduce on-street parking available to all the residents on this block. Staff recommends the Board uphold approval of the curb cut based on staff review.

OUTREACH: As part of the application process, the applicant was required to notify adjacent property owners.

ATTACHMENT 1: LOCATION

411 Clifford Avenue



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: _____

Property Address: 411 Clifford Ave

Curb Cut Street Name: Clifford Avenue ☐

Request for a New Curb Cut? Yes ☒ No ☐ What is the Requested Width? 8.0'

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: Teresa Elaine Lustig

Street Name and No.: 411 Clifford Avenue

City: Alexandria State: Virginia Zip Code: 22305

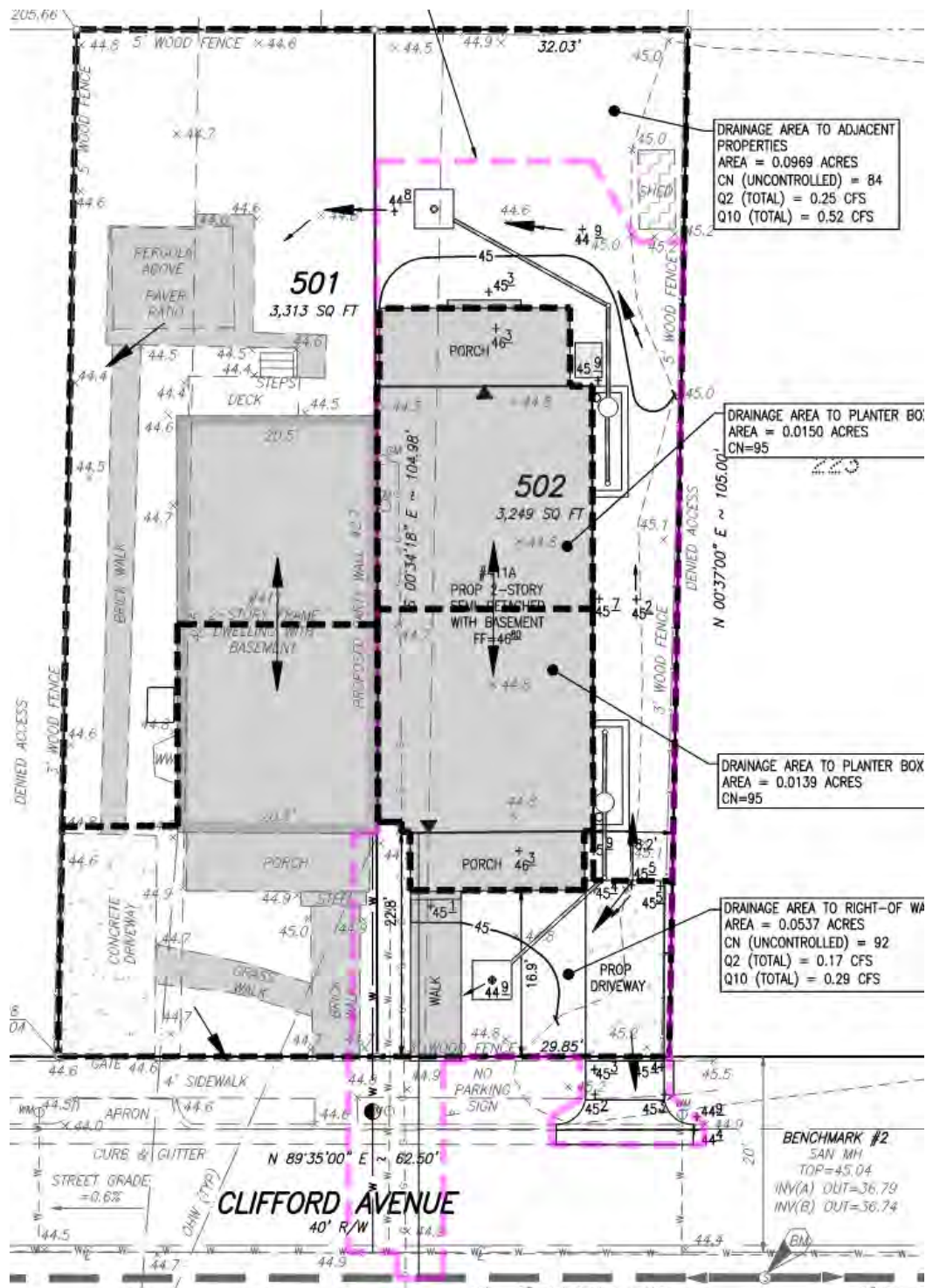
Home Phone: _____ Work Phone: _____ Cell Phone: _____

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: Teresa E. Lustig Date: 06/18/26

ATTACHMENT 3: PLAN



ATTACHMENT 4: DENIAL LETTER



DEPARTMENT OF TRANSPORTATION AND ENVIRONMENTAL SERVICES

P.O. Box 178 - City Hall
Alexandria, Virginia 22313

alexandriava.gov

703.746.4035

August 5, 2026

Teresa Lustig
411 Clifford Avenue
Alexandria, VA 22305

Re: 411A Clifford Avenue – New Curb Cut Approval Letter

Property Owner:

The application for a new curb cut to serve the property under development at **411 Clifford Avenue**, under **Grading Plan GRD2026-00022**, has been approved. However, our office has received an objection from an adjacent property owner.

Under Section 5-2-14(e) of the Code of the City of Alexandria, notice of the curb cut approval is being sent to both the applicant and the adjacent property owner(s) who objected. (See attached.)

The adjacent property owner has **fifteen (15) days** from the date of this notice to appeal the approval to the Traffic and Parking Board.

- If **no appeal** is filed within 15 days, a follow-up letter will be prepared confirming the curb cut approval and allow review of the grading plan to proceed.
- If an **appeal is filed**, the case will be scheduled for the next regular meeting of the Traffic and Parking Board. The Board will consider the appeal and may affirm, modify, or overturn the approval.

Please note that the grading plan cannot be approved until the 15-day appeal period has ended or, if an appeal is filed, until the Board has made its final decision.

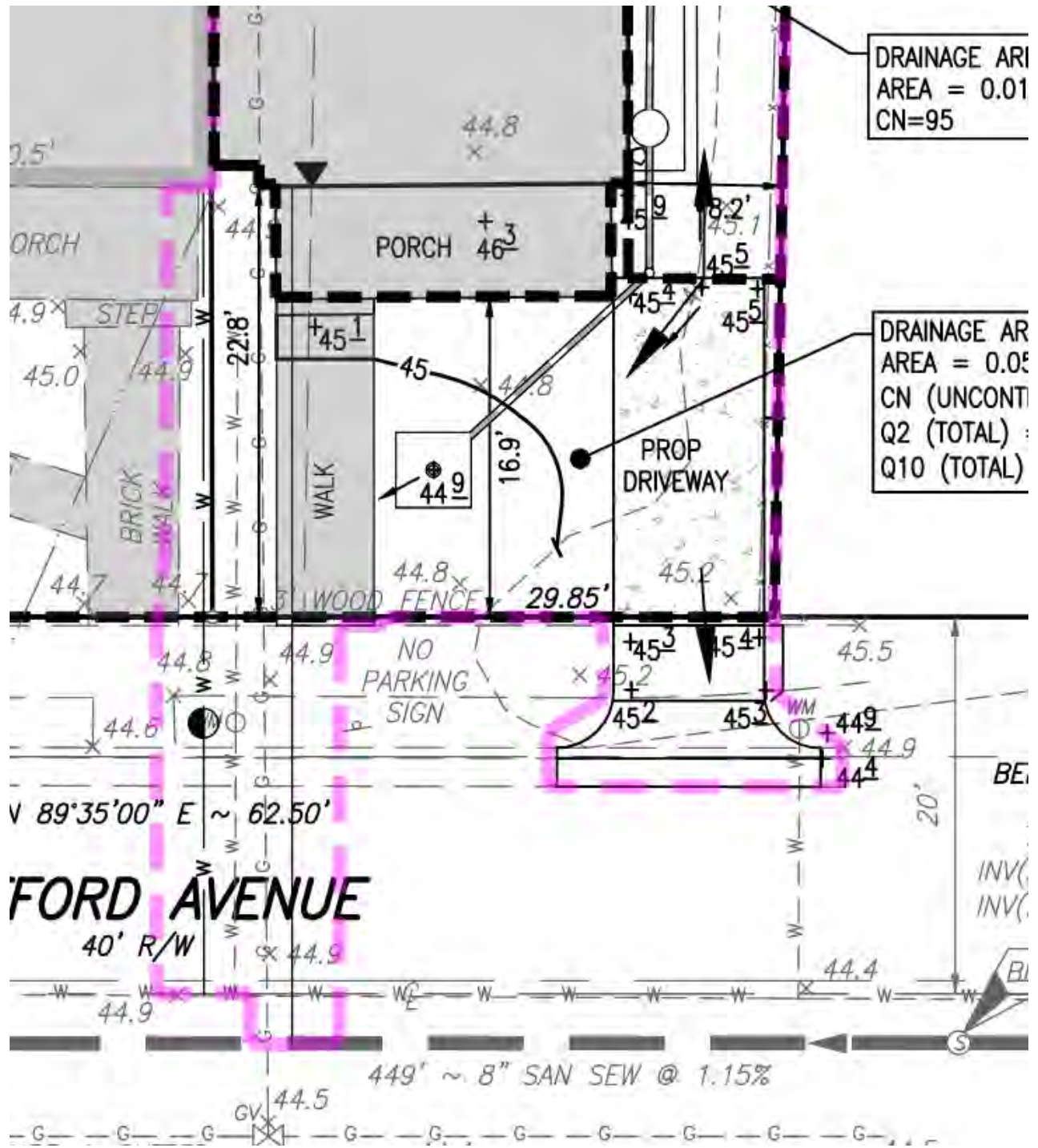
If you have any questions, please contact our office at **703-746-4035**.

Sincerely,

A handwritten signature in black ink, appearing to read "Andre S. Williams".

Andre S. Williams
Permits Manager
Department of Transportation & Environmental Services

ATTACHMENT 5: LAYOUT



ATTACHMENT 6: NEIGHBOR OBJECTION LETTER

409 Clifford Avenue

To whom it may concern,

My wife and I object to the approval of the new curb cut on Clifford Ave.

Reason for objection:

Currently 3 cars can park on the street between existing driveways and this new driveway would take away one of those spots, permanently reserving it for a house that does not yet exist. The applicant has towed cars too close to her driveway so attempting to squeeze into the remaining space does not seem viable. This is a bigger deal on our block because we only have parking on one side of the street and regularly have businesses/commuters who use open spaces throughout the day. Our own home doesn't have a driveway and we are unable to add one, so losing this space will significantly impact my family of 4 on a daily basis. Additionally, the applicant has not discussed these plans with any neighbors. Bottom line is that this driveway takes away something that everyone on our block relies upon, benefiting only one new residence.

Thank you,

Kyle Williams (409 Clifford Ave)

413 Clifford Avenue

August 20, 2026

Mr. Din,

We are writing to appeal the approval of a new curb cut at 411A Clifford Avenue (GRD2026-00022). We are adjacent neighbors at 413 Clifford. For the reasons we stated in our initial objection and as explained below, we believe the approval should be overturned.

A new curb cut and the associated driveway would benefit an as-yet nonexistent new resident to the detriment of current residents, solely to profit the selling owner. There are other houses on the block without their own driveway, and so a prospective owner would not be alone in not having a driveway.

Street parking on Clifford is limited to one side of the street. Due to the many driveways that already exist, there is already limited space. Add into this that there is a short-term rental unit without its own driveway, and that many workers and customers of the nearby businesses park on our street (often in violation of the stated time limits), it can be challenging to find parking. This is exacerbated by the Mother of Light Center, which allows its volunteers and clients to park on the street. At certain times of the week, the entire block is taken up with MOLC clients.

Getting rid of more street parking in what is a blatant cash-grab would create even more difficulty for current residents who need to park here. Taking kids to/from school, coming back from grocery shopping, being close to your car when you have to shovel it out from the snow, all of these are things that having more street parking improves for the people who currently live here. The City should protect this and prioritize the current, longstanding residents over future purchasers.

We also note that the new curb cut could require cutting down a tree (it wasn't clear to us if the plans address this). Our block desperately needs more tree canopy, not less. The City ought to protect the established trees that we have.

Thank you for considering this appeal.

Sincerely,
Sarah Friedman
Max Wolson
413 Clifford

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 28, 2026

DOCKET ITEM: 11

ISSUE: Parking Removal and Addition - Dawes Avenue Safety Improvements Project

REQUESTED BY: Northern Virginia Community College

LOCATION: Dawes Avenue, between Seminary Road and King Street

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES approve the following parking modifications:

- Removal of fifty-six on-street parking spaces between Netherton Drive and King Street,
- Removal of fifteen on-street parking spaces between Netherton Drive and 5190 Dawes Avenue, and
- Addition of one on-street parking space between Seminary Road and 5190 Dawes Avenue.

BACKGROUND: The City, in partnership with Northern Virginia Community College (NVCC), is evaluating safety improvements along Dawes Avenue between Seminary Road and King Street (Attachments 1 and 2). The project responds to concerns raised by NVCC, community members, and recent crash history on the corridor.

This project is part of the Neighborhood Transportation Improvements Program (NTIP), a community-driven program that provides street improvements that make it easier and safer for people to get around in Alexandria. The community may petition the City to address neighborhood transportation issues such as limited crossing opportunities, unsafe vehicle speeds, challenging intersections, and more. Improvements can also advance the City's adopted Alexandria Mobility Plan and Vision Zero goals.

This project has been shaped by community input over several years. In January 2020, staff held a community open house at NVCC to discuss potential parking removal on Dawes Avenue, between Netherton Drive and King Street. In September 2020, the Traffic and Parking Board considered an earlier proposal and asked staff to look beyond addressing parking concerns alone and to return with a concept that would more comprehensively improve safety and support multimodal travel. In response, City staff continued collaborating with NVCC and the

community to develop options that address traffic and parking concerns while delivering meaningful safety improvements for everyone who uses the corridor.

There have been 16 traffic crashes since 2017 on this corridor (Attachment 3). Of those, 6 resulted in people being injured. Speeding is also common on this corridor, presenting a high risk of injury to people walking, biking, and taking transit.

DISCUSSION: In December 2024, staff received an NTIP application from NVCC for safety improvements along Dawes Avenue (Attachment 4). NVCC is working to implement enhancements to the pedestrian network across its campus, to support the goals of the AlexWest Small Area Plan.

Proposed improvements for the corridor include:

- Westbound bike lane from King Street to Seminary Road,
- Eastbound bike lane from Seminary Road to 5190 Dawes Avenue, and
- New crosswalk at Dawes Avenue and NVCC Bus Loop.

Parking modifications are needed in the project area to support proposed improvements including visibility improvements, enhanced pedestrian crossings, and facilities for people biking (Attachment 5). The proposed parking modifications are listed below:

- Removal of fifty-six on-street parking spaces between Netherton Drive and King Street,
- Removal of fifteen on-street parking spaces between Netherton Drive and 5190 Dawes Avenue, and
- Addition of one on-street parking space between Seminary Road and 5190 Dawes Avenue.

Major destinations along Dawes Avenue include NVCC, Seminary Professional Village, and Coca-Cola Enterprises. Every major destination along this corridor has off-street parking. On the west end of the corridor near Seminary Professional Village and Coca-Cola Enterprises, the proposed parking modifications would increase the supply of on-street parking. On the middle and east end of the corridor, proposed parking modifications could be supported by the substantial available capacity within the NVCC campus garage.

OUTREACH: During the initial comment period from July 14 to August 24, staff received 104 comments via email or feedback form (Attachment 6) regarding the conceptual design shared with the community. Four of five respondents indicated that the proposed concept offers the following benefits:

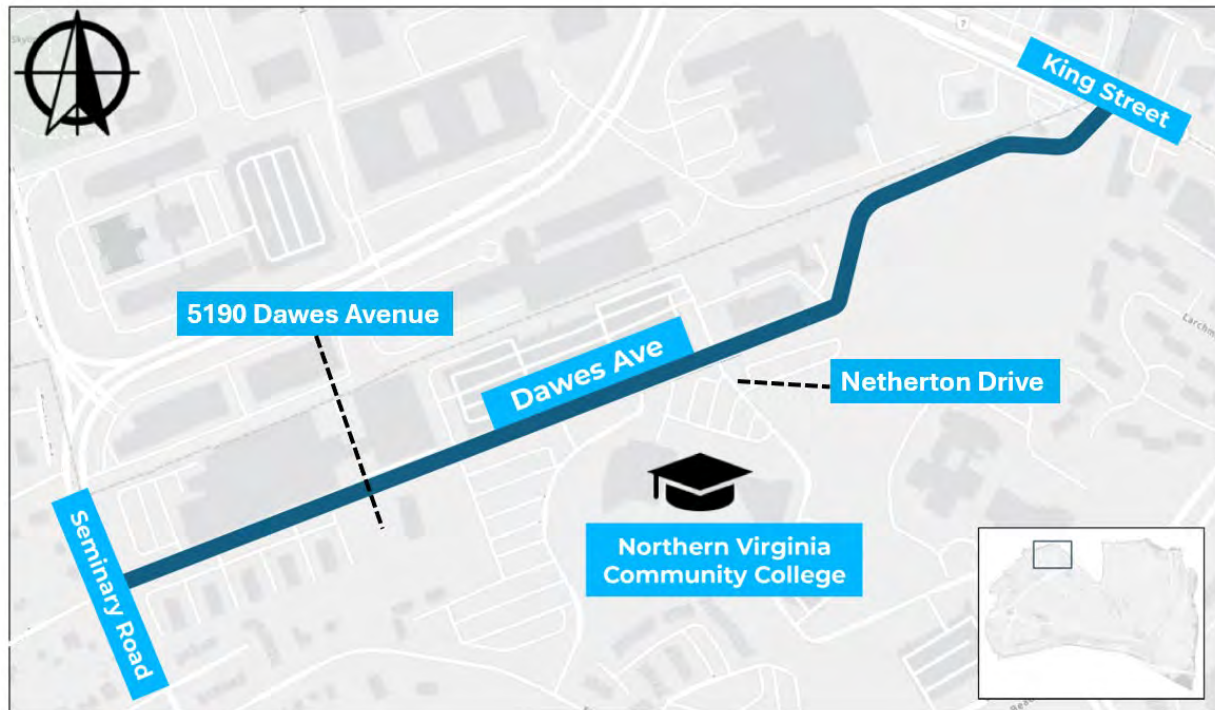
- provides additional crossing opportunities for people walking,
- improves safety for people driving by reducing conflicts associated with on-street parking,
- improves safety for people biking,
- maintains convenient access to destinations along Dawes Avenue for people driving, and
- makes it more comfortable to walk along Dawes Avenue.

Among respondents that weighed in on proposed parking modifications, there was overwhelming support between Netherton Drive and King Street, with limited concerns about maintaining on-street parking west of the NVCC campus.

During the planning phase of the project, City staff held six virtual meetings and two in-person meetings with NVCC, along with in-person outreach and phone calls with contacts at the major destinations along the project corridor.

NVCC submitted a letter of support for the project. Community letters can be seen in Attachment 7.

ATTACHMENT 1: PROJECT LOCATION



ATTACHMENT 2: EXISTING CONDITIONS IMAGES

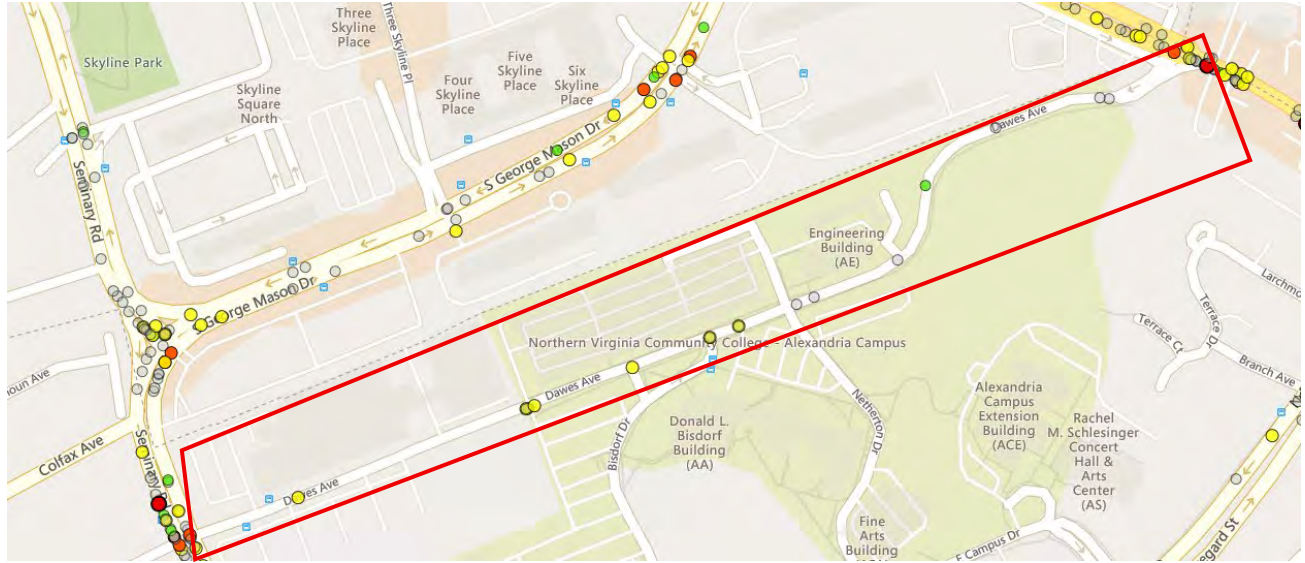


Vehicle crosses the yellow centerline between Netherton Drive and King Street



Vehicle crosses the yellow centerline ahead of passing traffic between Netherton Drive and King Street

ATTACHMENT 3: CRASH HISTORY



LEGEND:

Yellow = pedestrian injuries
Grey = property damage
Green = non-visible injuries
Red - fatalities

**ATTACHMENT 4: NEIGHBORHOOD TRANSPORTATION IMPROVEMENTS
PROGRAM APPLICATION**

Submission Date: December 18, 2024 3:47 p.m.

Applicant Name: Alex Carroll (on behalf of NVCC)

Applicant Address: 5000 Dawes Avenue

Location of Concern: Dawes Avenue, between Seminary Road and King Street

5 Neighbors Consulted? No, I have not talked to my neighbors.

Description of Concern(s): Concerns about speeding, parking in undesirable areas, and pedestrian and bicyclist safety.

Signature Attachment: No

Applicant Phone Number: 703.845.9347

Applicant Email Address: mahaggray@nvcc.edu

Neighborhood Association Applicant: N/A

Neighborhood Association Name: N/A

Summary of Concern(s): People drive too fast; People do not stop for pedestrians; People do not stop at stop signs; It is difficult to cross the street; It is difficult to bike on my street.

ATTACHMENT 5: CONCEPTUAL DESIGN



Dawes Avenue (Existing Condition)

5190 Dawes Avenue to Netherton Drive



Dawes Avenue (Proposed Condition)

5190 Dawes Avenue to Netherton Drive



Dawes Avenue (Existing Condition)
Seminary Road to 5190 Dawes Avenue



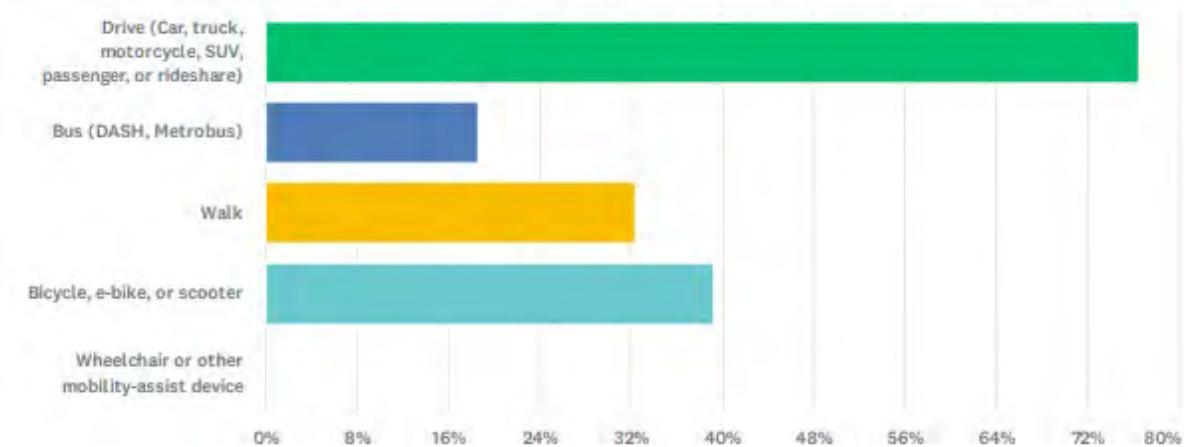
Dawes Avenue (Proposed Condition)
Seminary Road to 5190 Dawes Avenue



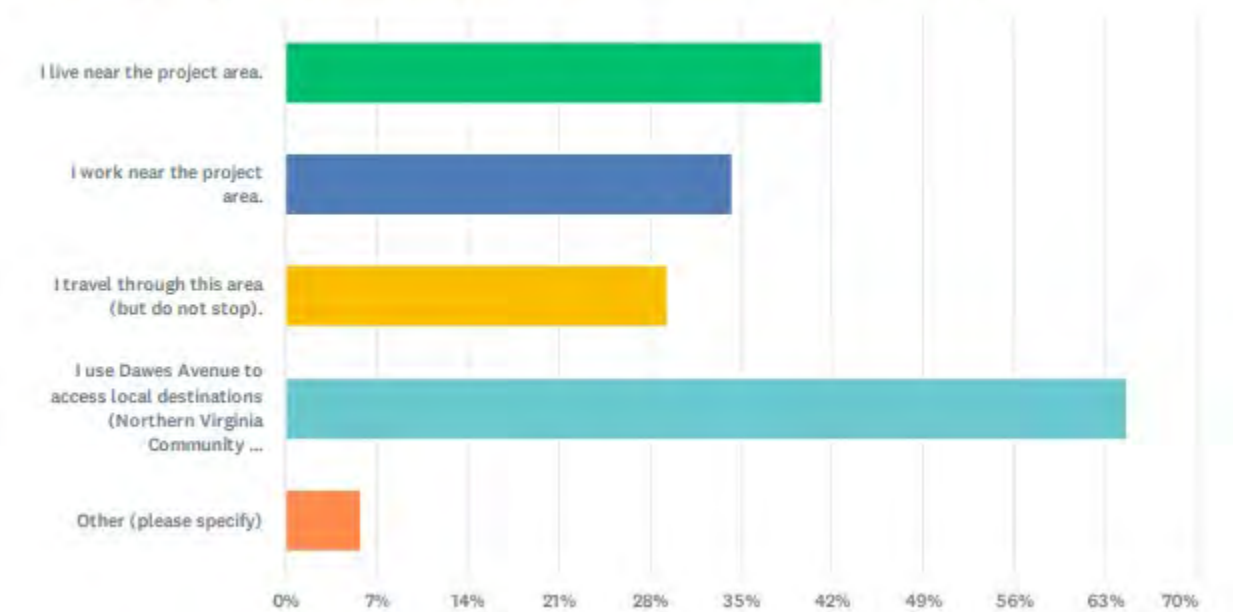
ATTACHMENT 6: COMPILED COMMENTS RECEIVED DURING ENGAGEMENT PERIOD

FEEDBACK FORM RESULTS AND COMMENTS

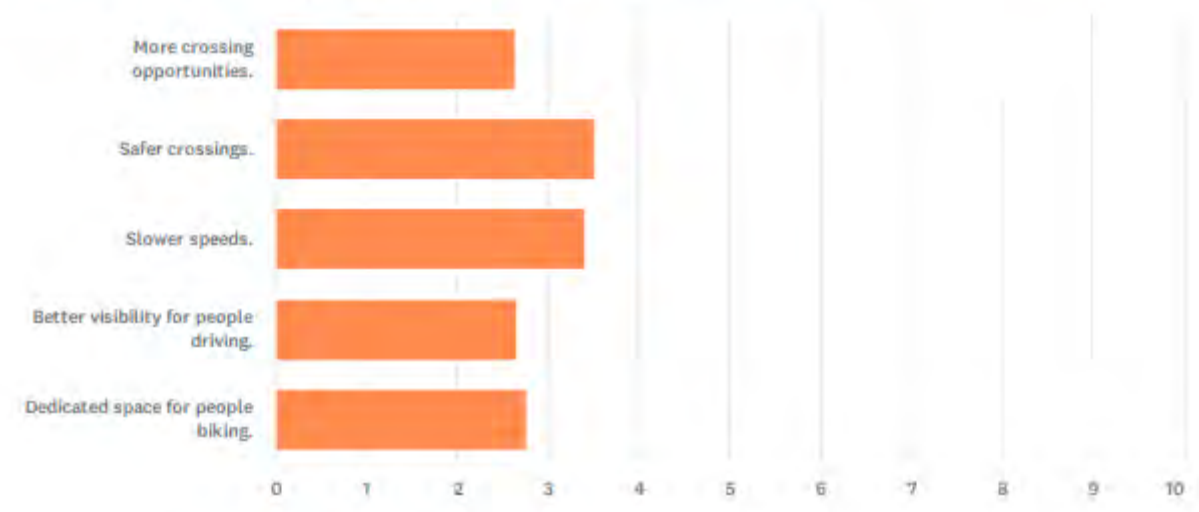
How do you typically get around in the project area? Select all that apply.



Why do you typically travel on Dawes Avenue? Select all that apply.



This project aims to improve safety for everyone on Dawes Avenue. How important are the following project objectives to you? Please rank on a scale from most important (at the top) to least important (at the bottom).



The proposed concept provides additional crossing opportunities for people walking.

★ 3.93 / 5
Average Rating



The proposed concept improves safety for people driving by reducing conflicts associated with on-street parking.

★ 4.18 / 5
Average Rating



The proposed concept improves safety for people biking.

★ 4.15 / 5
Average Rating



The proposed concept maintains convenient access to destinations along Dawes Avenue for people driving.



The proposed concept makes it more comfortable to walk along Dawes Avenue.



Q9 Is there anything else you would like to say about this project?

Answered: 73 Skipped: 32

#	RESPONSES	DATE
1	No more parking on Dawes near NVCC - it is dangerous and a nuisance to traffic and pedestrians!	8/24/2026 4:08 PM
2	The plan looks good what about adding planter boxes in the center of Dawes in front of the college to help reduce the speed in the avenue.	8/24/2026 2:29 PM
3	PLEASE remove the parking ASAP on the curvy part of the road between NOVA and Rt. 7. I have had many near collisions there with trucks bombing down the hill. People don't park close enough to the curbs.	8/24/2026 2:23 PM
4	Installing security cameras between NVCC and King Street would be a good idea. I saw public dumping of trash and furniture there a couple of weeks ago.	8/24/2026 2:19 PM
5	great project	8/24/2026 2:18 PM
6	There needs to be some work on drainage. there is a spot down the hill around the bend that after a rain, mud pools and many of us have slipped multiple times. The sidewalk is unsafe in this area.	8/24/2026 2:16 PM
7	Heavy traffic and littering along Dawes Avenue and King Street create an unsafe, unwelcoming and unsanitary environment for neighbors.	8/24/2026 1:50 PM
8	The climbing bike lane near King street is essential for making me feel safer on my bike	8/23/2026 4:25 PM
9	Please make additional improvements at seminary, adaptive light, better sidewalk on seminary heading west, etc	8/18/2026 10:36 AM
10	Yes, but I will email my comments to you.	8/14/2026 3:00 PM
11	What is missing are signals of some kind when the Coke trucks cross the road. They come out very fast and block the road and the sidewalks on both sides of the street. Walking on the sidewalk closest to the bay doors is particularly hazardous because they do not expect anyone to be there and you are walking directly on the driveway vs on a sidewalk. Some sort of marking for the sidewalk is needed and the ability for walkers to activate a signal so truck drivers know they are walking through, and a signal for the truck drivers or their crew to activate to let foot, bike and vehicle traffic know they are crossing. 2nd - there is no solution noted for the end of Dawes at the intersection with King St/Leesburg Pike/Rt. 7. That is not well equipped to take bike and pedestrian traffic, and cant handle the vehicle traffic it already has. Cars move very fast on that stretch of road, which makes it hard to take a right on red. Vehicles on Rt 7 consistently block the exit from Dawes meaning no cars can easily turn right with the light either. The light also handles cross traffic from the other side of Rt 7 from the hotel exit. This is not a common source of traffic and already confuses drivers. Adding bikes, foot traffic and more vehicles needs some thought n how to do safely. Removing the protected right turn lane from Dawes onto King Street is a good option to allow drivers more opportunities to get out safely onto King because the opening is always blocked right now. It would also allow for a better left turn lane onto King which would need a signal to manage oncoming traffic from the hotel.	8/6/2026 5:57 PM
12	Couldn't locate proposed concept on very crowded project webpage. So I responded Neutral to everything. Make it easier for us!	8/6/2026 11:46 AM
13	I add miles to driving from 4800 Fillmore Avenue to King Street because I do not want to drive through Dawes Avenue. The street is too narrow, sometimes semis block the street. I am not surprised to learn that serious accidents have occurred on this street. Removing parking along the eastern stretches will help, but this improvement plan does not do enough to make this a safe street.	8/6/2026 10:07 AM
14	1) There do not appear to be any "traffic calming" a.k.a speed bumps devices to slow things down; and; at least one of the pedestrian crossing areas should be the fully modern pedestrian	8/6/2026 9:40 AM

	activated crossing signal etc.	
15	Additional safety for pedestrians is very needed.	8/5/2026 11:13 PM
16	I'd prefer the dedicated bike lanes to be protected instead of just having paint.	8/5/2026 9:18 PM
17	Even though I mostly drive in that area, I appreciate making it more accessible and safer for bikers.	8/5/2026 8:00 PM
18	The PROBLEM is speeding. Removing parking at the end of Dawes near King St would help as speeders take the curve and don't see cars/pedestrians etc.The upper half of Dawes has STOP SIGNS .IF you don't stop SPEEDERS nothing will change!	8/5/2026 7:36 PM
19	Are you going to address the homeless encampments in the woods along Dawes heading towards King St? People are living in tents and also in their parked cars. Trash and human waste litter the sidewalk in that area and make it uncomfortable to walk along Dawes. You put up a small "No Entry" sign in front of a path leading into the woods in that area but no one enforces that.	8/5/2026 5:27 PM
20	The biggest problem on this stretch of Dawes Ave is the Coke factory vehicles - blocking the road as they back in, parking HUGE trucks along side of road.	8/5/2026 3:20 PM
21	In reading about the accidents I did not know if most were pedestrians or bikers or other cars that were hit. If a large number of the incidents were with bikers then add the lane. But I rarely see bikers. Perhaps my hours are off. BUT I think Alex has increased biking lanes and perhaps gone further than needed since we don't see them often. Let me observe that when I see a lot of the kids near NOVA they are looking at screens and wearing earplugs. I too love my phone and use when out but not while walking across street. Often they don't look up at all. I sound like some old grump and don't mean to. But it is an observation not a fabricated complaint.	8/5/2026 2:51 PM
22	People cutting through Dawes to reach Columbia Pike disregard the stop sign at N. Stevens Street. And pedestrians ignore the stop sign as well.	8/5/2026 2:37 PM
23	I like it.	8/5/2026 12:37 PM
24	There are three long standing problems with this section of Dawes Ave that this plan needs to address. 1) Long running habitual illegal tractor trailer parking causing drivers to have to unsafely cross the double yellow line to pass the illegally parked trucks. These trucks also block visibility for drivers exiting the medical offices on Dawes Ave and accidents have resulted. 2) vehicles often commercial and oversized park on the southbound side of Dawes Ave between Netherton Dr and King St and protrude into the travel lanes, this is especially hazardous on the curves. 3) Pedestrian and bicycle use is hazardous on Dawes between Seminary & King St.	8/5/2026 11:59 AM
25	If this project gets rid of semis and large trucks parking on Dawes, I am all for it. The city has done a HORRIBLE job in enforcing the "no more than two hour parking" for heavy trucks making Dawes Avenue very dangerous for walkers, drivers, and bikers.	8/5/2026 11:15 AM
26	I hope flexposts will be used for the bike lane as that significantly improves the perception of safety as a biker	8/4/2026 11:17 PM
27	streets are for getting places. not for vehicle storage. the City's obsession with providing low-cost/free vehicle storage at taxpayer cost is beyond comprehension. get rid of all of the street parking, everywhere!	8/4/2026 3:10 PM
28	Please make sure to have signals to detect bike and scooters at Dawes/Seminary and Dawes/King. Or give them a dedicated signal. I am also very excited to see parking protected bike lanes. THANKS	8/4/2026 11:27 AM
29	The climbing bike lane appears to end before reaching King Street. Is there an option to extend the lane or otherwise make it safer for bike riders to connect to King Street?	8/4/2026 11:00 AM
30	Dawes Ave is an extremely important bike connector for people in the west end. I have used it myself when biking to Del Pepper for city council meetings	8/4/2026 7:14 AM
31	I would ask that bikes and pedestrians be prioritized and protected as much as possible. The safest design for kids is the safest design for everyone.	8/4/2026 6:42 AM
32	Please make sure the traffic lights on Dawes Avenue at Seminary Road and King Street are able to detect people riding bikes or scooters. I regularly ride my bicycle on Dawes Avenue	8/3/2026 8:51 PM

34	Bike Lane needed heading from NVCC to King St. unless intent is to share the road for that stretch.	8/3/2026 3:25 PM
35	Please update the signal at Seminary Rd. so it can recognize bicycles. Also, please make sure that the designated bike lanes are protected to prevent automobiles from parking in bike lanes.	8/3/2026 11:59 AM
36	Safety improvements on roads should focus on the needs of drivers first as the vast majority of people drive this route and do not bike. Please stop using city funds to advance an agenda focused on one small group and instead find ways to improve traffic and parking for people in cars, trucks, buses and emergency vehicles. The solution to every problem cannot be bike lanes no one will ever use.	8/3/2026 7:43 AM
37	–Work with NVCC to improve bicycle connectivity and safety within their campus –Will traffic signals at King and Seminary recognize the presence of bicycles?	8/2/2026 7:31 PM
38	A few more crosswalks would be ideal.	8/2/2026 7:16 PM
39	The parking protected bike lanes is a nice feature. Hope the city will pursue this feature where space allows in future projects. The traffic lights on Dawes at Seminary and King need to be able to detect people riding bikes and scooters. Wayfinding should be included in this project.	8/2/2026 5:32 PM
40	Safety requires separation of walking, biking, and driving modes of transportation.	8/2/2026 4:11 PM
41	I hope i will now be able to cross Rt 7 at Dawes without waiting for a car to come along and trigger the light	8/2/2026 3:19 PM
42	Consider adding bike detection at the intersections with Seminary and with King. Currently crossing King at Dawes is difficult by bike or on foot.	8/2/2026 2:29 PM
43	I saw a lot of cars blocking/parking in bike lanes in Alexandria this morning- I would assume it being Sunday and not a day where parking is enforced helped create that condition. The parking buffered lanes will prevent that happening but the bike lanes on the northside will need some sort of barrier to stop people from parking over the bike lanes.	8/2/2026 2:27 PM
44	Please change the light at seminary so that it changes for bicycles	8/2/2026 11:45 AM
45	A good fix for a terrible road that is built like a racetrack. Thank you for putting safety for the most vulnerable foremost	8/2/2026 10:17 AM
46	All bike lanes should be protected by physical barriers like concrete bollards.	8/2/2026 10:06 AM
47	Please change the light at seminary so that it detects bikes	8/2/2026 8:49 AM
48	We've got to make transportation/travel safer and more comfortable for all users, not just drivers. We're steadily making progress on that, one small project at a time. Mill Road and Holland Lane are good recent examples. We need to keep doing that.	8/2/2026 8:36 AM
49	The bike lanes should be protected by real infrastructure, ideally concrete barriers	8/2/2026 8:00 AM
50	Good project. Much needed. Thanks,	8/2/2026 7:57 AM
51	I cannot see where any additional crossings have been made on the maps. I do feel that removing the on-street, parallel parking spaces would enhance safety as I have seen people peel out of those spots far too quickly and dart into traffic scaring drivers, walkers, bikers, and onlookers. Furthermore, bushes and trees need to be better maintained (this may be NVCC's responsibility to address) to ensure that driver's can see around corners at the T-intersection of Dawes Avenue and Bisdorf Drive. Also, bus driver's need to yield to pedestrians crossing from the faculty and staff parking lot on NOVA's campus to the Bisdorf building. It is not a suggestion to stop for them; it is or should be the law. I have personally nearly been taken out by busses speeding through campus as if the bus were on fire. This needs to stop!	7/30/2026 9:54 PM
52	Although Dawes will be improved, connections at Seminary, King, Fillmore and Beauregard remain treacherous and discourage walking and biking.	7/30/2026 3:55 PM
53	The parking along Dawes Avenue makes it very dangerous for both drivers and pedestrians.	7/29/2026 8:45 AM

	The major portion of Dawes Avenue should align with the college setting and slow things down.	
54	In addition to crossings, please consider other ways to reduce the speed that vehicles travel on Dawes. Many vehicles are driving well above the posted speed limit, especially between the campus and the intersection with Seminary Road.	7/27/2026 10:07 AM
55	removing parking simplifies driving and improves visibility, but may increase speeds for the same reasons.	7/24/2026 10:13 PM
56	The road as-is is dangerous for walkers and other drivers. Cars park too far away from the curb which makes it difficult to drive.	7/23/2026 4:43 PM
57	I am a strong proponent of removing the parking along Dawes Ave. During the semesters at the college there are vehicles that illegally park beyond the areas allowed. Also, there are issues with vision due to parked cars and some vehicles parked improperly are hazards in the driving lanes.	7/23/2026 1:40 PM
58	I think it is especially important to remove parking between King St. and Netherton Dr. This road is way too narrow and curvy to have two-way traffic, parking, and a bike lane.	7/22/2026 11:38 AM
59	Coca Cola trucks block traffic and is a real safety hazard when drivers try to pass them. Something need to be done about it.	7/21/2026 12:46 PM
60	DO NOT PUT IN BIKE LANES!! Dawes Avenue does not have the bike traffic needed for bike lanes. Keep the street parking by the parking garage on Dawes Avenue in front of the college. Some people will need free parking.	7/21/2026 12:25 PM
61	I believe the proposed concept would improve safety and accessibility for pedestrians, but not necessarily for drivers. Currently, students often cross the roads at random locations where there are no designated crosswalks, requiring drivers to make frequent stops to accommodate those who ignore posted signs and marked crossings. To address this, we need clearer signage and better guidance directing pedestrians to designated crossing areas.	7/20/2026 10:07 AM
62	I think it should strongly be considered to keep the street parking in front of the garage on Dawes Ave. I would NOT support stronger biking preferences here because most of our students at NOVA do not bike. They either drive or take the bus. Having fewer street parking spaces is a big CON for our students. Plus because of the giant hill on the King st side, biking up that hill is not something our average students or faculty can do. This is another reason I would put less priority on the biking. However, I agree it's safer to remove the street parking on the curvy hill along Dawes closest to King St.	7/20/2026 9:33 AM
63	I want all of the parking removed from along Dawes ave. This is the cause for accidents and makes it hard to maneuver around the road. The proposed image looks like it takes some of the parking, but I'm requesting all as there is enough parking at NVCC to handle the need. There is no need for street parking.	7/20/2026 9:21 AM
64	removing the parking near king street will be critical. visibility on that side is challenging	7/20/2026 9:19 AM
65	Love the no parking on Dawes!	7/20/2026 9:09 AM
66	The more restrictions on Dawes Avenue approaching King Street, the better. No vehicles bigger than an SUV should be allowed to park on that road.	7/17/2026 2:58 PM
67	The street is very dangerous for pedestrians at the college; too many cars use it is a cut through; visibility due to parked cars when walking is terrible; sidewalks are not wide enough to use; crossing paths to the parking garage and AE are insufficient; i support eliminating the parking, wider sidewalks, dedicated bike lane and much lower speed limits	7/17/2026 12:51 PM
68	I am a local business owner and I park around the Coke Warehouse. I totally agree about the parking where Dawes Ave connects to Leesburg pike that curvy road doesn't need parking but towards the warehouse side we need parking this is the only industrial zone within miles of this zone. I understand that we want to better the community but please think about us commercial vehicle owners	7/16/2026 8:43 PM
69	Creation of biking line on Dawes Avenue will create more unsafe conditions due to slope and turns toward King st. Take off parking from the Dawes yes, this is the smart and safe. Reduce speed, add cameras and radars -yes. This residential area around and kids going to use it for biking on high pitch down slope toward very busy King street- NO, this is dangerous.	7/16/2026 12:22 PM
70	Please consider the <u>King Street/Dawes Ave intersection</u> . Turning left onto Dawes can be	7/16/2026 10:49 AM

Dawes Avenue Safety Improvements

challenging, especially when pedestrians are present. The driver wanting to turn is looking at oncoming traffic and cannot easily see pedestrians walking west until they are in the middle of the crosswalk. That leads to having to stop mid turn and blocking the zooming eastbound traffic. Another issue is people exiting the gas station. As the driver trying to turn left onto Dawes, it looks clear but then someone pulls out of the gas station quickly and zooms through the light. Exiting Dawes onto King Street is very challenging during the evening rushhour. Cars travelling east on King block the intersection and speed through red lights, making it difficult and dangerous for cars turning off Dawes.

71	I work here at the Coca Cola warehouse and im a Trucker for them. You guys aren't making it any easy for us or other truckers that work with us. It's an industrial zone we need more parking not bike lanes that cross right infront of our work space	7/16/2026 9:29 AM
72	I'm a local business owner who operates a commercial truck in the area. Dawes Avenue currently has heavy vehicle parking limited to two hours on one side and no parking on the other. I'd like to request that the city review whether the no parking restriction is still necessary and determine if additional legal parking could be provided without affecting safety.	7/16/2026 9:07 AM
73	This project isn't taking into account that there is a Coke Warehouse where truckers need to park overnight or just other commercial vehicles	7/16/2026 9:03 AM

Comments Received Via Email

From: Owen Curtis <opctiger72@aol.com>

Sent: Thursday, August 20, 2026 2:39 PM

To: Hillary Orr <Hillary.Orr@alexandriava.gov>

Cc: Leah Riley <leah.riley@alexandriava.gov>; Alexandria Carroll

<Alexandria.Carroll@alexandriava.gov>; Ryan Knight <Ryan.Knight@alexandriava.gov>

Subject: [EXTERNAL]comments on the Dawes Avenue Safety Project

Dear Ms. Orr:

I filled out the online form for the Dawes Ave. Safety Project, but it doesn't really permit the type of detailed commentary that I think is most useful to the City in moving ahead with the best project. So I am providing these comments in the interest of helping T&ES achieve that end.

1. I think the proposed changes between Netherton Drive and King Street make great sense. I am always wary of driving towards King Street when people are entering or exiting a parked vehicle on this segment, or when trying to maneuver into or out of a space. The proposed plan makes good sense in all dimensions.
2. Similarly, the proposed changes to the segment from 5190 Dawes (the Coca-Cola plant's truck parking lot) to Netherton Drive, through the heart of the NVCC campus, also makes good sense. All modes should fare better due to the proposed changes.
3. The segment which I think needs some serious rethinking is from Seminary Road to 5190 Dawes. In particular, I am referring to the stretch adjacent to the professional office

townhouses of 5192 - 5286 Dawes; the other side of the street adjacent to the Coca-Cola plant looks to be fine. I want to bring to your attention the issues which our Association and our residents have been dealing with in this area:

- a. There are two driveways into/out of the townhouse complex. With the current parking, visibility of potential conflicting traffic is bad both for those looking to exit these driveways and for those driving along Dawes (especially towards King St.). We do not have the crash data, but we do have the anecdotal information which suggests this is currently a dangerous condition. And sadly, the proposed changes look to make it worse.
- b. By moving the parking spaces away from the curb, visibility of conflicting traffic will get worse, not better. This is making the roadway less safe, not safer.
- c. By moving the parking spaces away from the curb, cyclists will still have potential conflict with car doors opening, and those exiting/entering a parked car will now have a much closer conflict with traffic on one side and a new conflict with bikes on the other. Since these are chiefly medical offices, you can count on the notion that likely a disproportional percent of people parking are likely to be elderly, or dealing with some medical issue, and they do not need these additional challenges when parking.
- d. For at least 3 years, our Association has been working with the City to achieve effective enforcement of the prohibition of large trucks (18 wheelers) along Dawes, particularly in this segment, as their presence greatly reduces visibility of potential traffic conflicts at these two driveways. We've met in the field with T&ES staff and Yon Lambert, and we call Parking Enforcement a lot to get them to try to put an end to this. The proposed bike lane on the curb and parking spaces "in the roadway" will make matters worse, as you can well imagine how these illegally parked trucks (who park more than the permitted two hours, i.e., overnight and all weekend long, often living in their cabs) will simply block the bike lane, given how wide their trucks are. So the best solution for this segment is simply: **let's eliminate on-street parking here, too.** Indeed, if you think about it, the elimination of all on-street parking is the most readily enforceable, the safest, and the most logical. Otherwise, e.g., NVCC students will still be trying to park in this segment and walk a block or so to save a parking fee. The townhouses have, I believe, enough off-street parking, and so does the Coke plant. With the parking gone, drivers, cyclists, transit users, the trucks to/from the Coke plant, and pedestrians will all be safer. and the illegally parked trucks will simply have to go elsewhere.
- e. I cannot figure out why you are not proposing a crosswalk on the fourth leg of the intersection of Dawes and Seminary. Far more so than the crossing of Dawes at the NVCC campus, the crossing of Seminary carries greater danger to pedestrians. With one leg without a signalized crosswalk, some pedestrians have to make three crossings to get where they need to go (across Dawes, then across Seminary, then again across Dawes), rather than just one crossing of Seminary. All you have to do is go out there and observe, and you will see that the peds do

not do that --- they cross Seminary on the leg without a crosswalk, and that is significantly less safe for them to do. As part of the re-thinking of Seminary Road, our Association has asked for pedestrian signals on all legs of the Dawes/Seminary intersection (and all four legs of Fillmore/Seminary ... but that's a different topic). **Please include the 4th crosswalk and proper pedestrian signals in this plan to improve the safety of Dawes Avenue.**

We hope you find these useful to our common objective of a better, safer Dawes Avenue experience for all. Our Association represents nearly 600 households, and many of us use this segment of Dawes Avenue on a regular basis -- in our cars, walking, or biking. Please feel free to contact me if you have questions or would like to discuss. Also, as you move forward with public interaction, please include our Association in with the NVCC and other directly impacted residents and interests.

Sincerely,

Owen P. Curtis

President

Seminary West Civic Association

DISCLAIMER: This message was sent from outside the City of Alexandria email system. DO NOT CLICK any links or download attachments unless the contents are from a trusted source.

ATTACHMENT 7: COMMUNITY LETTERS



Northern Virginia Community College

September 9, 2026

City of Alexandria
Traffic and Parking Board
301 King Street
Alexandria, VA 22314

RE: Endorsement of Dawes Avenue Parking Removal and Pedestrian Safety Improvements

Chairperson Annie Ebbers and member of the Traffic and Parking Board:

Northern Virginia Community College (NOVA) appreciates the City of Alexandria's continued partnership in advancing improvements that support the Alexandria Campus and the broader West End community. Our shared work on Dawes Avenue aligns with the goals of the Alexandria West End redevelopment effort, including safer access, stronger community connections, and a better experience for students, employees, neighbors, and visitors.

NOVA endorses the outcome of the July 14 through August 24, 2026, community comment period and supports removing on-street parking along Dawes Avenue from King Street to Netherton Drive, including the segment along our Alexandria campus. Dawes Avenue is an important campus access route used by hundreds of pedestrians, primarily students. Removing on-street parking would improve sight lines, traffic flow, and pedestrian visibility along and across the corridor.

NOVA also wants to partner with the City to implement a more complete, people-centered corridor. As the City advances design and implementation, we support evaluation and incorporation of additional pedestrian and multimodal safety enhancements, including wider and ADA-accessible sidewalks, a protected or otherwise clearly delineated bicycle lane, improved and highly visible crosswalks, pedestrian-scale lighting, accessible curb ramps, and appropriate traffic-calming measures. These improvements should prioritize safe crossings and reduce conflicts among pedestrians, bicyclists, and moving traffic, especially at campus entrances and other high-use locations.

NOVA is fully supportive of the City proceeding with the approved parking removal at the earliest opportunity. We value the City's partnership and look forward to our continued collaboration to improve safety, access, and the overall quality of the Dawes Avenue corridor.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Anne M. Kress".

Anne M. Kress
President
Northern Virginia Community College

A handwritten signature in black ink, appearing to read "Tammy Ignacio".

Tammy Ignacio
City of Alexandria Representative
Northern Virginia Community College Board

Office of the President

4001 Wakefield Chapel Road, Alexandria, VA 22003
phone: 703-328-3101 / fax: 703-328-3767
www.nvcc.edu

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 28, 2026

DOCKET ITEM: 12

ISSUE: Parking Removal and Loading Zone Addition - Old Dominion Boulevard Safety Improvements Project

REQUESTED BY: Residents

LOCATION: 3600 block of Old Dominion Boulevard, intersection of Old Dominion Boulevard and Tennessee Avenue, intersection of Tennessee Avenue and North Overlook Drive

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES approve the following parking modifications:

- Removal of eight on-street parking spaces on the 3600 block of Old Dominion Boulevard,
- Removal of one on-street parking space on the 3500 block of Old Dominion Boulevard,
- Removal of two on-street parking spaces on the 500 block of Tennessee Avenue, and
- Addition of a Loading Zone on the 3500 block of Old Dominion Boulevard, with the following restrictions: Sunday through Saturday, all-day.

BACKGROUND: The project corridor spans the 3600 block of Old Dominion Boulevard, the intersection of Old Dominion Boulevard and Tennessee Avenue, and the intersection of Tennessee Avenue and North Overlook Drive (Attachment 1). The 3600 block of Old Dominion Boulevard is major collector, connecting the Beverly Hills Community United Methodist Church, North Ridge and Beverly Hills neighborhoods with West Glebe Road. Tennessee Avenue is a minor collector that serves residential uses. North Overlook Drive is a local street that serves residential uses and connects to Beverly Park. The project area is within the watershed of Charles Barrett Elementary School. Overall, the land-uses in the project are residential, religious, and educational.

On-street parking within the project area is restricted from 12 a.m. to 6 a.m., with exemptions for valid City permits, because of the recent resident-driven creation of a Restricted Overnight Parking District.

In response to community concerns, City staff are addressing safety issues by proposing improvements within the identified project area. There is a missing sidewalk connection on Old Dominion Boulevard, south of West Glebe Road (Attachment 2).

There have been 9 traffic crashes since 2017 in the project area. Of those, a third resulted in people being injured (Attachment 3).

DISCUSSION: In Summer 2025, staff received a Residential Sidewalk Application with support from 100+ people for the 3600 block of Old Dominion Boulevard (Attachment 6). However, a traditional sidewalk is not currently feasible due to right-of-way limitations and funding constraints. An interim on-street sidewalk is proposed as an implementable near-term solution. In Winter 2025, staff received an application via the Neighborhood Transportation Improvements Program (NTIP) requesting intersection safety improvements at Tennessee Avenue and North Overlook Drive. In addition, staff received requests for a pedestrian crossing at Old Dominion Drive and Tennessee Avenue from members of the Beverly Hills Church Preschool community. These requests were combined into a single coordinated project due to overlapping geography and shared safety goals

Proposed improvements for the corridor include:

- Interim on-street sidewalk facility (creates the only dedicated pedestrian connection between W. Glebe Road and points south),
- New crosswalk at Old Dominion Drive and Tennessee Avenue (creates a pedestrian crossing for students attending Beverly Hills Church Preschool and Charles Barrett Elementary School), and
- Intersection safety improvements at Tennessee Avenue and North Overlook Drive

In addition to the highlighted improvements, painted curb extensions are proposed near the pedestrian crossings to shorten the pedestrian crossing distance, improve visibility, and slow down turning vehicles. Often, these treatments are paired with a vertical element like flexible posts to help reinforce and protect the pedestrian space.

Parking modifications are needed in the project area to provide the space needed for pedestrian improvements. The proposed parking modifications are listed below and can be seen in Attachment 3.

- Removal of eight on-street parking spaces on the 3600 block of Old Dominion Boulevard,
- Removal of one on-street parking spaces on the 3500 block of Old Dominion Boulevard,
- Removal of two on-street parking spaces on the 500 block of Tennessee Avenue, and
- Addition Loading Zone on the 3500 block of Old Dominion Boulevard, with the following restrictions: Sunday through Saturday, all day.

OUTREACH: During the initial comment period from May 21 to June 8, staff received 105 comments via email and/or on conceptual designs (Attachment 8). Of those who took an official position, just over 7 in 10 respondents indicated support for the project. Some of the primary feedback staff heard include:

- Broad community support for interim sidewalk and new crosswalk
- Church community concerned about parking removal
- Need for additional enforcement of Overnight Parking District (OPD) restrictions
- Additional traffic calming on top of proposed improvements

Staff shared two conceptual designs with the community during the engagement period. Concept 1 proposed an interim on-street sidewalk facility on the 3600 block of Old Dominion Boulevard, a new crosswalk at Old Dominion Boulevard and Tennessee Avenue, intersection improvements including stop sign enhancement and daylighting at Tennessee Avenue and North Overlook Drive, and painted curb extensions at the pedestrian crossings. Concept 2 proposed an interim on-street sidewalk facility on the 3600 block of Old Dominion Boulevard, a new crosswalk at Old Dominion Boulevard and Tennessee Avenue with a median crossing island, intersection improvements including stop sign enhancement and daylighting at Tennessee Avenue and North Overlook Drive, and painted curb extensions at select pedestrian crossings.

Staff met with stakeholders including the Beverly Hills Community United Methodist Church (BHCUMC) Council, Incarnation Anglican Church, North Ridge Citizens' Association, Beverly Hills Church Preschool and wider community at an in-person discussion at BHCUMC on June 25. Following this meeting, staff performed additional analysis of potential safety improvements in the project area (Attachment 7) and identified opportunities to maintain up to 3-7 additional parking spaces, while still advancing the project goals through the recommended Revised Concept 1 (Attachment 4).

In the months since the June 25 community meeting, staff have continued to coordinate with stakeholders within the neighborhood, including attending in-person site visits.

The Washington Area Bicyclists Association (WABA) and Alexandria Bicycle and Pedestrian Advisory Committee (BPAC) submitted letters of support for Concept 2. BHCUMC initially submitted a letter of opposition prior to the community meeting, and staff have since updated the proposed concept in response to their concerns. Community letters can be seen in Attachment 9.

ATTACHMENT 1: PROJECT LOCATION



ATTACHMENT 2: EXISTING CONDITIONS IMAGES



Pedestrian walks in bike lane on 3600 block of Old Dominion Boulevard

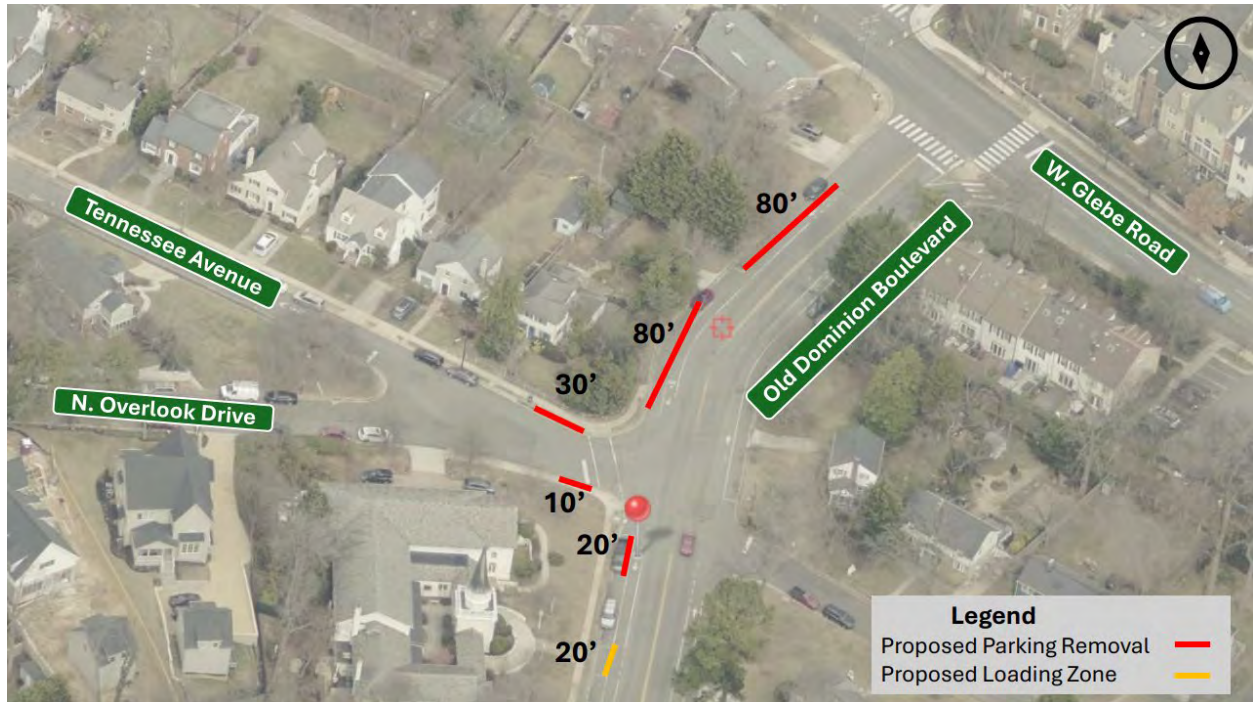


Pedestrian pushing a stroller walks in bike lane next to active traffic on 3600 block of Old Dominion Boulevard

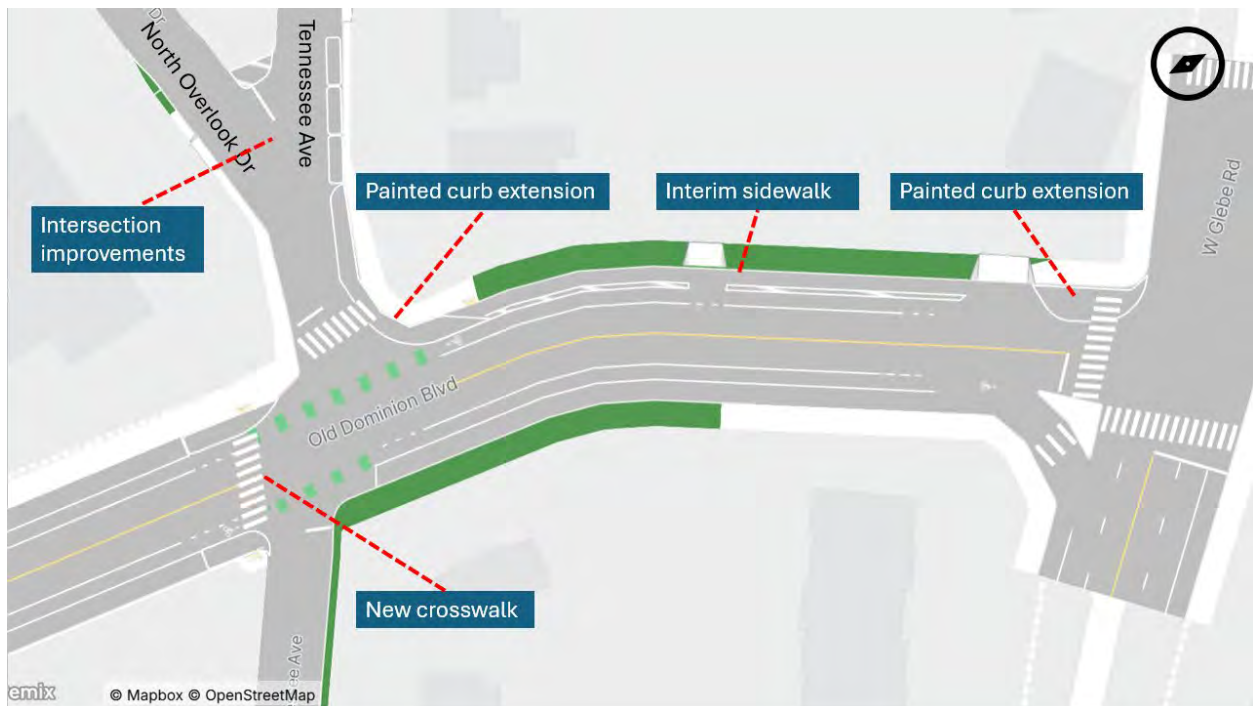


Confusing intersection of Tennessee Avenue and North Overlook Drive

ATTACHMENT 3: PROPOSED PARKING MODIFICATIONS



ATTACHMENT 4: CONCEPTUAL DESIGN OF REVISED CONCEPT 1



ATTACHMENT 5: CRASH HISTORY



Note: Red outline highlights project area.

LEGEND:

Yellow – pedestrian injuries

Grey – property damage

ATTACHMENT 6: RESIDENTIAL SIDEWALK APPLICATION



APPLICATION FOR RESIDENTIAL SIDEWALK

Thank you for your interest in a sidewalk. Please fill out this application and return to Alexandria.Carroll@AlexandriaVA.gov or mail to Alex Carroll, 301 King Street, Suite 3600, Alexandria, VA 22314.

Eligibility

Please review the eligibility criteria, project considerations, and prioritization criteria on the City of Alexandria website at www.alexandriava.gov/91283 before completing this application.

Applicant Contact Information

Name: Michael Martini
Address: 700A W Glebe Rd
Phone Number: 516-426-0559
Email: mmartini246@gmail.com

Applicant



Individual



Civic or Neighborhood Association

(Please identify which association: _____)

Proposed Project Location

On Street: 3600 Old Dominion Blvd (south bound, west side)
From Street: W Glebe Rd
To Street: Tennessee Ave

Please identify nearby destinations the sidewalk would improve access to (schools, transit, etc.):

This proposal asks the city to install a sidewalk in the 3600 block of Old Dominion Blvd., which runs between Tennessee and W. Glebe. This block has a relatively high volume of pedestrian and vehicular traffic, but there is no complete sidewalk on either side of the road. There is half a sidewalk starting at W. Glebe on the east side, and the beginnings of sidewalks at each corner on the west side. Because of curb-side obstructions and parked vehicles, pedestrians are typically forced to walk in the bike lane or street. Given the volume and speeds of vehicle, the prospective petitioners believe that the absence of a sidewalk creates unsafe conditions.

Old Dominion is the only major entrance to the northern section of Beverley Hills between Valley Drive and Russell Road – a distance of several blocks in both directions. In effect, it is a choke point for north- and south-bound vehicular and pedestrian traffic in the northern section of Beverley Hills and the nearby neighborhoods north of W. Glebe. As a result, the 3600 block carries a significant volume of vehicles travelling to and from I-395, Route 1, and Arlandria. Similarly, many pedestrians travel this block in both directions. These include people pushing strollers and walking dogs; DASH bus riders going to and coming from the W. Glebe stops; people walking to MOMs and other businesses in Arlandria; and children with or without escorts on their way to the playground and preschool at Beverley Hills Methodist Church, Beverley Park, and/or Charles Barrett Elementary School.

Community Support

Your application must include signatures from all residents in the immediate project area. 51% of residents must indicate support for the project. If a physical signature cannot be collected, an email indicating the resident's stance may suffice. In this case, a copy of the email must be submitted with the application, and the Project Champion shall note "See Attachment" in the appropriate signature box. If additional rows are needed, please use the form on the following page.

Would You Support a Sidewalk on 3600 Old Dominion Blvd (south bound, west side) from W Glebe Rd to Tennessee Ave ?

Name	Street Address	Email Address	Stance	Signature
Michael Martini	700A W Glebe Rd	mmartini246@gmail.com	☒ Yes ☐ No ☐ Don't Know	
See attached documentation including:			☐ Yes ☐ No ☐ Don't Know	See attachment
- Verbal confirmation of both affected property owners			☐ Yes ☐ No ☐ Don't Know	
- 15 emails from local neighbors digitally signing applic			☐ Yes ☐ No ☐ Don't Know	
- 100+ total signatures from local residents			☐ Yes ☐ No ☐ Don't Know	
- Map and photographs of area			☐ Yes ☐ No ☐ Don't Know	
			☐ Yes ☐ No ☐ Don't Know	
			☐ Yes ☐ No ☐ Don't Know	
			☐ Yes ☐ No ☐ Don't Know	
			☐ Yes ☐ No ☐ Don't Know	


APPLICANT SIGNATURE

8/31/2025
DATE

Verbal Confirmation

The petitioner, Michael Martini, has spoken with both property owners on the affected block (Justin Sparrow of 501 Tennessee Ave and Therese Heath of 600 W Glebe Rd). Both owners verbally confirmed support for the project.

Additionally, Justin (owner of 501 Tennessee Avenue) shared the results of a recently conducted survey that the city owns the property along the curb and no land purchase or easement would be necessary for this project.

The following neighbors emailed Michael Martini to sign the application:

Mary Walker	mary.hagan9@gmail.com	Yes on the sidewalk! Just walked this afternoon and thought to do the same thing. My kids walk this to school. There should be a crossing alert at Tennessee and Old Dominion, too! Mary Walker Orlando Place
Alexandra Filipowics	a.filipowicz@gmail.com	Thanks for your efforts to get a sidewalk at West Glebe and Old Dominion. I live next to the intersection and would like to volunteer my name to the application. Please let me know what you need from me. Thanks! Alexandra Filipowicz
Susan Hepler	susanhepler26	Please add my name to this petition for the sidewalk. Years ago we petitioned the city to install a

	02@gmail.com	stop sign on Valley Drive where cars speeding off Braddock Road onto Valley put some 15 kids on the street in danger and it went through. Just took a while to keep coming back with this idea and the potential consequences of letting this speedway function as such. Susan Hepler 2602 Valley Drive
Karin Purugganan	karinpurugganan@gmail.com	Please add me to the petition!
Caroline Renzulli	caroline.renzulli@gmail.com	Happy to have our names added. Caroline Renzulli and Tom Bush (2706 Ridge Rd Drive). Let me know if you need anything else.
Erin Patacsil	erin.patacsil@gmail.com	I read the flier you left at my home. I meant to write to you sooner. Please add my name to the petition. I live at 407 Tennessee Ave. Thanks for organizing this effort. We also need to address the parking issue. It is getting ridiculous on Tennessee Ave. Best, Erin Patacsil
Crystal Wallace	cwe5084@gmail.com	Has there ever been an attempt to add a crosswalk connecting Tennessee Ave right there too? Cars come flying around both directions and it's a big intersection to cross.
Jim Hilson	james.hilson@gmail.com	I'm happy to team up with you on both the sidewalk effort that you described and what I've described if you wish! Best, Jim at 3407 Old Dominion (corner of Kentucky)
Lorenz Noe	lorenznoe@gmail.com	Thank you for dropping off the flyer about the petition to create a sidewalk at 3600 Old Dominion Blvd. I have called 311 to request this, signed the Change.org petition, and am now emailing to add my name to the official application. I'm happy to sign electronically if possible or to find a time to

		sign it in person. I live on Tennessee Ave and use the bus stops on West Glebe Road to commute to and from the Potomac Yard Metro station. A sidewalk would make this transit much safer. On a separate note, I cross Old Dominion Blvd East-West very frequently and am dismayed at the lack of a crosswalk there, which given the high traffic on Old Dominion Blvd (and the excess speeds observed due to Old Dominion Blvd's very wide lanes) poses a real safety threat. I would be eager to join a separate conversation if possible about this issue once the sidewalk conversation has progressed further. Thanks and best regards, Lorenz
Charles Daly	chuckomak@yahoo.com	"A sidewalk on this stretch of Old Dominion is long overdue. So many people, particularly children, have to walk into the road to get to their homes, cars or bus stops. I'm amazed no has been hit and injured or killed." Good morning- Thank you for the flyer re: the Old Dominion sidewalk request. I completed the Change.org petition and feel free to my name (Charles D. Daly - 454 West Glebe Road) to the sidewalk application. Please let me know if you need anything else. Thanks- Chuck Daly
Marianne Niles		"I have to walk my dog in the street with traffic and around parked cars in order to walk around the block behind my house. It's dangerous!"
Craig Wiggins		"I've lived here for almost 20 years. Adding this sidewalk would make this short stretch so much safer for the increasing number of pedestrians who are at risk."
Susan Boyd		"There is such a lot of pedestrian traffic here, it's unsafe to not have a sidewalk."

Ninette Reis	nreis690@gmail.com	
Marine Niewald	mniew23593@aol.com	

[Change.org](#) Petition Supporters:

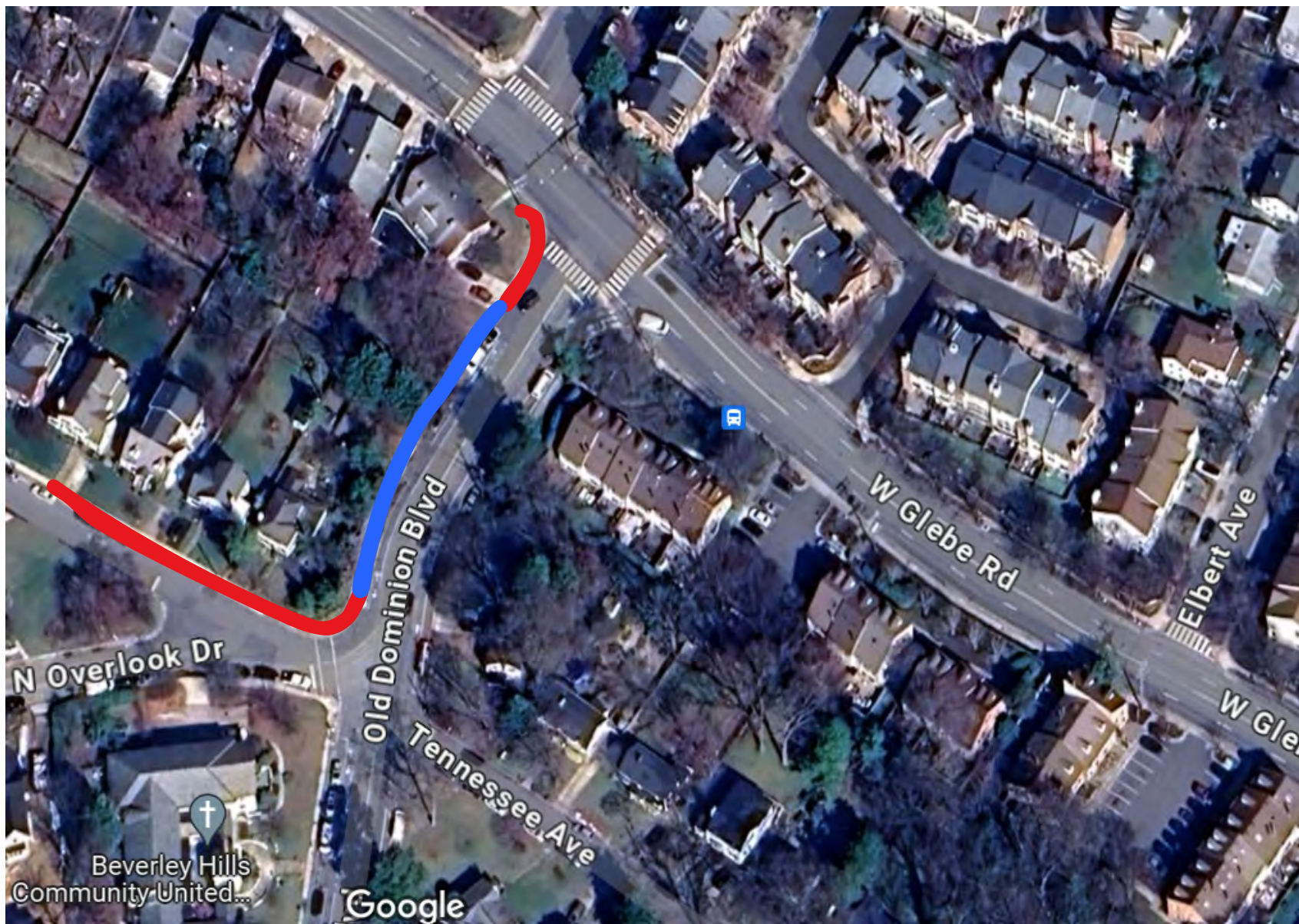
Name	City	State	Postal Code	Signed On
Michael Martini	Alexandria	VA	22305	2025-07-13
Steve Yee	Alexandria	VA	22305	2025-08-03
Joby Gorchoff	Alexandria	VA	22305	2025-08-04
Silas Chao	Alexandria	VA	22305	2025-08-04
MARIANNE NILES	Alexandria	VA	22314	2025-08-04
Kimberly Foster	Ft. Washington	MD	20744	2025-08-04
Craig Wiggins	Alexandria	VA	22305	2025-08-05
Amanda Field	Alexandria	VA	22305	2025-08-05
Marian Wiggins	Alexandria	VA	22314	2025-08-05
Malik Anthony Jones N	Upper Marlboro	MD	20772	2025-08-05
Kelly Eigler	Alexandria	VA	22301	2025-08-05
Alexandra Filipowicz	Alexandria	VA	22305	2025-08-05
Christina Smithey	Alexandria	VA	22305	2025-08-05
Christopher Adams	Washington	DC	20011	2025-08-05

Naomi B	Los Angeles	CA	90028	2025-08-06
Savannah N	Louisville	KY	40291	2025-08-06
Rylee Fonseca	Washington	DC	56972	2025-08-06
Ilijana Raszewski	Pittsburgh	PA	15218	2025-08-06
Rosemarie Treanor	Alexandria	VA	22305	2025-08-06
Aiyanna Montgomery	Greenbelt	MD	20770	2025-08-06
geoffrey best	Washington	DC	20020	2025-08-07
LaWanda Smith	Hyattsville	MD	20785	2025-08-07
Wendy Johnson	Rockville	MD	20850	2025-08-07
Damian Hinnant	Shady Side	MD	20764	2025-08-07
Adam Grant	Manassas Park	VA	20111	2025-08-07
Deborah Parker	Dumfries	VA	22026	2025-08-07
Matthew Smallman	Alexandria	VA	22314	2025-08-07
Jeff From Clarence	Aberdale	AZ		2025-08-07
kaylee small	Mechanicsville	MD	20659	2025-08-07
Parisa Chamlou				2025-08-08
Nhyira Konadu-Boateng	Stafford	VA	22554	2025-08-08
Elizabethl Mckernan	Glen Burnie		21061	2025-08-08
Misha Turner	Stafford	VA	22554	2025-08-08
Kathryn Foltin	Alexandria	VA	22314	2025-08-08
Britney Tyler	Washington	DC	20003	2025-08-08
Patricia Barton	Alexandria	VA	22305	2025-08-08
Elliot Donan	Washington	DC	20024	2025-08-09
Zaira Pineda	King George	VA	22485	2025-08-09
A. Zook	King George	VA		2025-08-09

Jeffrey Honeycutt	Alexandria	VA	22305	2025-08-13
Savannah Behrmann	Alexandria	VA	22305	2025-08-15
Lauren Krizel	Washington	DC	20013	2025-08-15
Alex Krizan	Alexandria	VA	22304	2025-08-15
Bethany Farrell	Alexandria	VA	22304	2025-08-16
Ninette Reis	Alexandria	VA	22314	2025-08-17
Leslie Szejka	Alexandria	VA	22302	2025-08-17
Bryan Sieling	Alexandria	VA	22301	2025-08-17
Sara Hanks	North Overlook Drive	VA	22305	2025-08-17
Vicki Anthony	Baltimore	MD	21223	2025-08-17
Marian Major	Alexandria	VA	22302	2025-08-17
Caroline Walsh	Alexandria	VA	22304	2025-08-17
Shannon Mills	Alexandria	VA	22305	2025-08-17
Marietta Saunders	Alexandria	VA	22302-2901	2025-08-17
Jennifer Roda	Alexandria	VA	22305	2025-08-17
Mary Walker	Alexandria	VA	22305	2025-08-17
Jason Scofi	Alexandria	VA	22307	2025-08-17
Caroline Vanvick Dempster	Columbia	SC	29201	2025-08-17
Conrad Symber	Alexandria	VA	22305	2025-08-17
David Propert	Alexandria	VA	22305	2025-08-17
Robyn Komar	Alexandria	VA	22304	2025-08-17
Joan Hartman Moore	Alexandria	VA	22302	2025-08-17
Kathy Kogut	Alexandria	VA	22314	2025-08-17
Jane Meyer	Alexandria	VA	22305	2025-08-17

Maria Burns	Woodbridge	VA	2878	2025-08-17
Karin Purugganan	Alexandria	VA	22305	2025-08-17
Barbara Glomb	Alexandria	VA	22305	2025-08-18
Stephanie Larsen	Alexandria	VA	22305	2025-08-18
James Hilson	Alexandria	VA	22305	2025-08-18
Sabrina Watson	Washington	DC	20011	2025-08-18
Unknown Z	Washington	DC	20020	2025-08-18
Janice Smith	Ft. Washington	MD	20744	2025-08-18
Veronica Mooney	Alexandria	VA	22305	2025-08-18
Martha Gmail	Washington	DC	20016	2025-08-18
Sandra Dargan	Washington	DC	20020	2025-08-18
Frankie Mannato	Fairfax	VA	22030	2025-08-18
Najica McCoy	Fredericksburg	VA	22405	2025-08-18
st math hater st math sucks	Fairfax	VA	22031	2025-08-19
Amber Gross-Gray	Washington	DC	20008	2025-08-19
Vanesa H	Haymarket	VA	20169	2025-08-19
Sam Santia	Gainesville	VA	20155	2025-08-19
tawanda greenwell	Suitland	MD	20746	2025-08-19
Sarah Esser	Alexandria	VA	22305	2025-08-19
Susan Boyd	Alexandria	VA	22302	2025-08-19
Amanda Shapiro	Alexandria	VA	22305	2025-08-21
Amy Reed	Alexandria	VA	22320	2025-08-21
Austin Maslyn	Arlington	VA	22204	2025-08-23
Ryan Barton	Alexandria	VA	22305	2025-08-23
Lorenz Noe	Alexandria	VA	22305	2025-08-26

Charles Daly	Burke	VA	22015	2025-08-28
David Baker	Alexandria	VA	22305	2025-08-30



Existing sidewalk



Proposed sidewalk



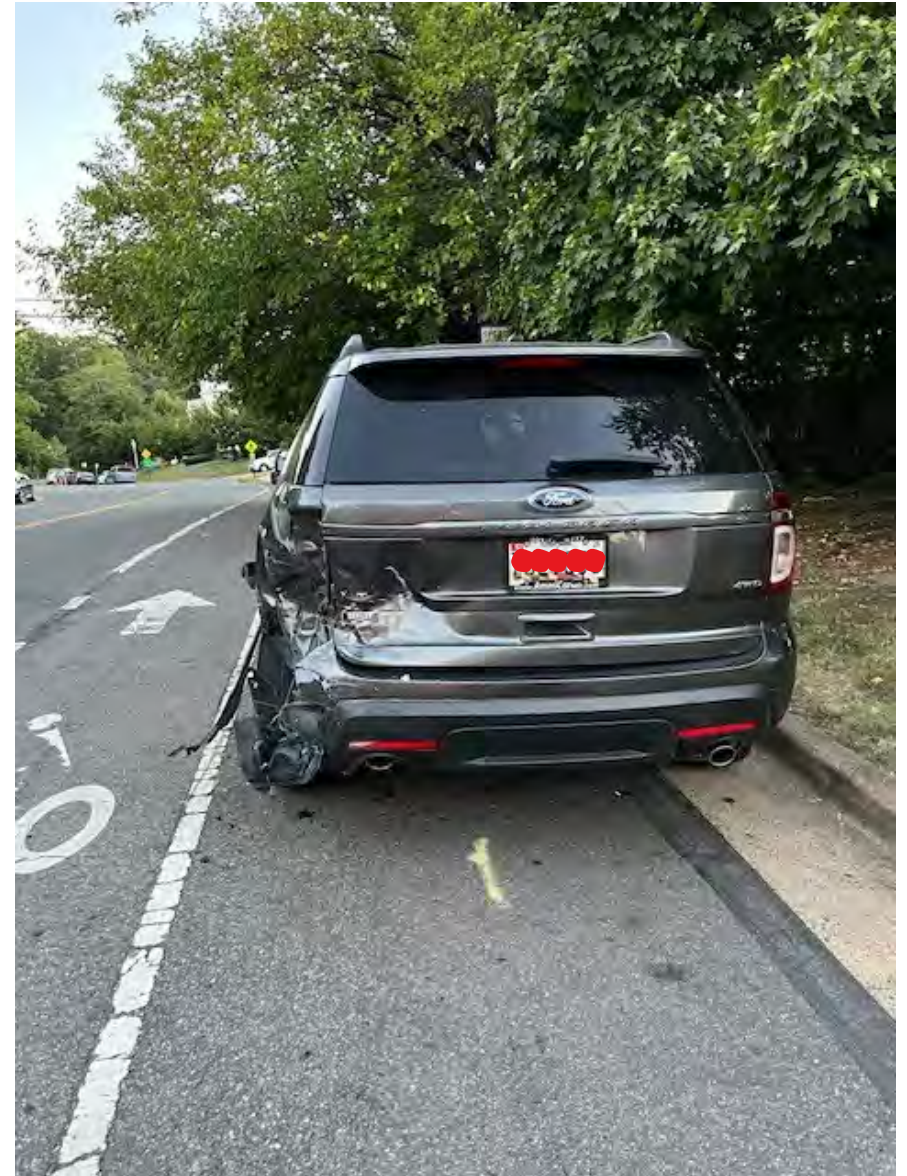
**Facing south towards
Tennessee Ave**



**Facing north towards
West Glebe Rd**



As there is no sidewalk on either side of the block, pedestrians must walk around parked cars into active traffic



**Speeding car turning off W. Glebe onto Old Dominion Blvd.
crashed into a parked car at the exact location pictured
above where pedestrians must walk in traffic and bike lane.**

ATTACHME 7: STAFF RESPONSES TO COMMUNITY MEETING IDEAS

Outstanding Ideas for Consideration from Old Dominion Boulevard Safety Improvements Project Meeting at Beverly Hills Community United Methodist Church

- **Explore possibility for alternative treatment on 3600 block of Old Dominion Boulevard: interim sidewalk facility with parking retained, remove bike lane and add sharrow markings in SB travel lane.**
 - *Staff response:* This treatment is infeasible as there is not enough space in the cross section of this segment of Old Dominion Boulevard to support this alternative treatment. 56-58' of space would be needed, and the existing curb to curb space is 52' – leaving it 4-6' short of being feasible.
- **Explore formalizing the *de facto* loading zone (signed 'No Parking' area) in front of the church entrance with a signed 'Loading Zone'.**
 - *Staff response:* Staff can accommodate this request and designate the space as a formal loading zone with the appropriate signage.
- **Explore possibility of allowing angled parking on Old Dominion Boulevard in front of Church during morning/midday hours.**
 - *Staff response:* According to City Code (Section 10-4-40), this treatment is not permitted as any angled parking space within the City must be explicitly striped.
- **Explore possibility of allowing Sunday only parking in the curbside lane of West Glebe Road (westbound direction).**
 - *Staff response:* This facility is outside of the scope of this project.
- **Install 'No Parking Here to Corner' sign on SW corner of Tennessee Avenue at Old Dominion Boulevard intersection to prevent vehicles from parking across the stop bar and hindering visibility.**
 - *Staff response:* This request can be accommodated and will be added to the preferred concept.
- **Explore adding speed humps on Tennessee Avenue, North Overlook Drive, and Old Dominion Boulevard.**
 - *Staff response:* Speed humps are not feasible on North Overlook Drive due the grade of the street (11-12% downgrade). Due to strong community support, speed humps can be taken into consideration for Tennessee Avenue and Old Dominion Boulevard. Upon project implementation, staff will collect data to consider the feasibility of these treatments. Further discussion will be required with the Fire Department as well.

- **Explore adding a ‘speed dip’ on North Overlook Drive on the approach to Tennessee Avenue.**
 - *Staff response:* This treatment is not recommended on this street segment due to grade. Staff will consider additional signage treatments to encourage vehicles to slow down.
- **Explore adding another crosswalk across Old Dominion Boulevard near the entrance to the Church playground.**
 - *Staff response:* Staff do not recommend a crosswalk at this location. Industry guidance calls for at least 300’ of spacing between marked crosswalks. In this instance, the proposed crossing would be approximately 200’ from the proposed crosswalk at Tennessee Avenue and Old Dominion Boulevard and would also require the removal of at least 4 additional parking spaces.
- **Explore potential of adding stop sign on North Overlook Drive at Tennessee Avenue.**
 - *Staff response:* Adding stop control to North Overlook Drive would be challenging due to intersection geometry, and it would require greater parking impacts than moving the stop sign forward on Tennessee Avenue.
- **Explore converting some of the daylighting area around the intersection(s) to ‘No Parking’ or ‘Loading Zone’ with parking allowed on Sundays from morning to midday.**
 - *Staff response:* This treatment is not recommended. Daylighting is intended to improve visibility for vehicles and pedestrians near intersections at all times. Allowing vehicles to use these areas is counter to the safety enhancements intended.
- **Explore adding a speed feedback sign on Old Dominion Boulevard.**
 - *Staff response:* Staff will coordinate with the Alexandria Police Department to deploy a modular speed feedback sign upon project implementation.
- **Explore adding a rectangular rapid flashing beacon (RRFB) on Old Dominion Boulevard at the site of the new crosswalk.**
 - *Staff response:* This treatment is not within the project budget. Upon project implementation, staff will collect data and consider the feasibility of this treatment.
- **Can staff share crash data with BHCUMC?**
 - *Staff response:* Yes. Staff will share the data with BHCUMC representatives.

ATTACHMENT 8: COMMUNITY ENGAGEMENT LOG AND COMPILED COMMENTS RECEIVED DURING ENGAGEMENT PERIOD

Date	Phase	Outreach To	Type of Group	Format	Notes
12.31.25	Planning	Community			Bryan Hayes conducted extensive community outreach in 2025
3.20.26	Planning	Community	Resident	Email	Request for meeting
3.31.26	Planning	Community	Resident	On-site meeting	Silas Sullivan met with Mike Martini to walk the area and discuss requested improvements.
4/23/2026	Planning	Community	Resident	Phone Call	Silas Sullivan left VM for Don Bobby (North Ridge Civic Association transportation contact).
4/28/2026	Planning	Community	Resident	Phone Call	Silas Sullivan communicated with Layla Asplen via phone to discuss requested improvements.
4/30/2026	Planning	Beverly Hills Church Preschool	Community Association	Email	Silas Sullivan communicated with Teresa Proctor (BHC Preschool Transportation Safety Committee) via email.
5/5/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Mike Martini via email.
5/6/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Layla Asplen via email.
5/21/2026	Planning	Community	Resident	Email	Silas Sullivan shared project information, linked the project webpage, and opened the comment period via email.
5/21/2026	Planning	NRCA	Neighborhood Association	Email	Silas Sullivan shared project information, linked the project webpage, and opened the comment period via email.
5/21/2026	Planning	BHCUMC	Private Partner	Email	Silas Sullivan shared project information, linked the project webpage, and opened the comment period via email.
5/21/2026	Planning	Charles Barrett Elementary School	Public Partner	Email	Silas Sullivan shared project information, linked the project webpage, and opened the comment period via email.
5/21/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Mike Martini via email.
5/21/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Layla Asplen via email.
5/28/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Meredith Taylor via email.
5/28/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Mike Martini via email.
5/28/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Layla Asplen via email.
5/29/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Bob and Carey via email.
5/29/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Nathan T. via email.
5/29/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with David Peabody via email.
5/29/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Ken Notis via email.
6/2/2026	Planning	NRCA	Neighborhood Association	Phone Call	Silas Sullivan communicated with Don Bobby via phone.
6/5/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Steve Colangelo via email.
6/9/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Mike Martini via email.
6/9/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Layla Asplen via email.
6/10/2026	Planning	NRCA	Neighborhood Association	Email	Silas Sullivan communicated with Bruce Snapp regarding a proposed new iteration of Concept 1.
6/16/2026	Planning	BHCUMC	Private Partner	Email	Silas Sullivan communicated with Rev. Dr. Porras and Mr. Thompson regarding a proposed project discussion meeting.

6/18/2026	Planning	NRCA	Neighborhood Association	Email	Silas Sullivan communicated with Bruce Snapp regarding the project related questions and to inform of the proposed community meeting.
6/18/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Mike Martini and Layla Asplen via email.
6/22/2026	Planning	BHCUMC	Private Partner	Email	Silas Sullivan communicated with Rev. Dr. Porras to confirm the upcoming community meeting at BHCUMC.
6/22/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Mike Martini and Layla Asplen via email.
6/24/2026	Planning	BHCUMC	Private Partner	Email	Silas Sullivan communicated with Rev. Dr. Porras and Mr. Thompson via email.
6/24/2026	Planning	NRCA	Neighborhood Association	Phone Call	Silas Sullivan returned a call to Don Bobby, but was unable to get through.
6/25/2026	Planning	Community	All stakeholders	In-Person Meeting	Silas Sullivan and Daniel Markham met with stakeholders to discuss the project at the Beverly Hills Community United Methodist Church.
6/26/2026	Planning	Community	Resident	Email	Silas Sullivan communicated via email with Mike Martini.
7/7/2026	Planning	BHCUMC	Private Partner	Email	Silas Sullivan communicated via email with Mr. Thompson.
7/9/2026	Planning	NRCA	Neighborhood Association	Email	Silas Sullivan communicated via email with Bruce Snapp.
7/10/2026	Planning	BHCUMC	Private Partner	Email	Silas Sullivan communicated via email with Mr. Thompson.
7/21/2026	Planning	NRCA	Neighborhood Association	Email	Silas Sullivan communicated via email with Bruce Snapp.
7/21/2026	Planning	BHCUMC	Private Partner	Email	Silas Sullivan communicated via email with Mr. Thompson.
7/31/2026	Planning	NRCA	Neighborhood Association	Email	Silas Sullivan communicated via email with Don Bobby.
7/31/2026	Planning	NRCA	Neighborhood Association	Email	Silas Sullivan communicated via email with Bruce Snapp.
8/12/2026	Planning	Community	Resident	Email	Silas Sullivan communicated via email with Mike Martini and Layla Asplen.
8/27/2026	Planning	NRCA	Neighborhood Association	Email	Silas Sullivan communicated via email with Bruce Snapp.
8/31/2026	Planning	NRCA	Neighborhood Association	Email	Silas Sullivan communicated via email with Bruce Snapp.
8/31/2026	Planning	Community	Resident	Email	Silas Sullivan communicated via email with Meredith Taylor.
9/1/2026	Planning	Community	Resident	Email	Silas Sullivan communicated via email with Meredith Taylor.
9/1/2026	Planning	NRCA	Neighborhood Association	Email	Silas Sullivan communicated via email with Bruce Snapp.
9/8/2026	Planning	Community	Resident	Email	Silas Sullivan communicated via email with Meredith Taylor.
9/8/2026	Planning	NRCA	Neighborhood Association	Email	Silas Sullivan communicated via email with Bruce Snapp.
9/10/2026	Planning	NRCA	Neighborhood Association	Email	Silas Sullivan communicated via email with Bruce Snapp.
9/10/2026	Planning	BHCUMC	Private Partner	Email	Silas Sullivan communicated via email with Mr. Thompson.
9/15/2026	Planning	Community	Resident	Email	Silas Sullivan communicated via email with Meredith Taylor.
9/15/2026	Planning	Community	Resident	In-Person Meeting	Silas Sullivan met in-person with Meredith Taylor to hear her concerns and discuss the project.

COMMENTS RECEIVED ON CONCEPTUAL DESIGNS

Author name	Content
Megan Willis	Stop sign needed
Megan Willis	Stop sign needed.
Kim Tracy	Speedbumps?
Megan Willis	Stop sign needed.
Megan Willis	Stop sign needed.
Meredith Taylor	This feature is unnecessary and will not reduce accidents between Old Dominion and Tennessee.
Meredith Taylor	Why is this parking not being removed?
Meredith Taylor	Additional parking should be removed here to improve visibility from Tennessee.
Meredith Taylor	This feature is unnecessary. Why is there not just day lighting the intersection.
Meredith Taylor	This map does not show where people can currently park on Tennessee, which is ALL the way to the cross walk. residents asked for additional day-lighting (20 feet back from current mark), not the excessive measures proposed on Concept 1 or 2.
Larry L	There should be no parking on Nth Overlook along side the church and up to the stop sign at Overlook and Old Dominion. This is dangerous as it is currently. Cars must face incoming traffic from Old Dominion because of it.
Bruce Snapp	Turning the Tennessee / N. Overlook intersection into a "T" is an effective solution, provided that drivers observe the yellow line.
Bruce Snapp	The north side hatch marks will likely be ignored. Tennessee has a large volume of cut-through traffic trying to avoid the light at W. Glebe and Valley. Many cars turn from Old Dominion at speed and may ignore the hatch marks.
Bruce Snapp	Many vehicles going eastbound on Tennessee and North Overlook to turn left onto Old Dominion "cheat" by crowding past the center of the lane such that they are more than half way to the northside curb. This narrows the space for vehicles turning from Old Dominion onto Tennessee or North Overlook. It would help to have a painted line dividing the lanes in half just before the cross walk.
Lauren Weber	Prefer concept two, love the added crosswalks which are very needed for safety. Hope if spots are taken away here that enforcement is improved on surrounding streets as would hate to see more parking in front of homes despite signage.
Lauren Weber	Prefer concept two, love the added crosswalks which are very needed for safety. Hope if spots are taken away here that enforcement is improved on surrounding streets as would hate to see more parking in front of homes despite signage.
Tim Staley	This no parking zone does not do anything to address safety, but it does negatively impact parking and snow removal logistics. I live at 503 Tennessee and this would eliminate all street parking in front of my house. Parking is already difficult, and I will have to drive even further away from my house to find parking. This also appears to create an awkward angle for snow plows, and it will result in snow piles directly in front of a major sewer drain. This issue resulted in significant ice and water accumulation during the last major snowstorm, leading to car tires being partially submerged in ice.
Tim Staley	This pedestrian crossing is an excellent idea. A crossing signal that pedestrians could press and alert drivers would be very helpful here. An added median down on Concept 2 and elimination of some street parking, however would not do anything to resolve issues.
Tim Staley	These sidewalks are a good idea. Parking here tends to be used by people outside of the neighborhood, and there is excessive littering. It is a less visible/monitored segment of the neighborhood, but converting it to a pedestrian path instead of out-of-sight parking seems like an opportunity to make the area safer.
Tim Staley	This is another "dead zone" where elimination of parking spots would make sense. Cars/vans that park here tends to litter more since there are no houses facing the street. Parking on this side of the street could be removed and speed bumps added. Speed bumps would slow down vehicles that are driving to fast on a steep decline, and elimination is parking would give drivers at the Tennessee/Overlook stop sign better visibility without having to reengineer the intersection.
Tim Staley	People who drive excessively fast on Tennessee avenue are driving fast down the entire street, not just in front of the stop sign. Speed bumps on Tennessee between Halcyon and Overlook would help suppress speeding along the entire street. This would be a more effective, cheaper solution than reengineering the Tennessee/Overlook intersection.
Mary Walker	There are constantly cars parked too close to the intersection making visibility difficult for pedestrians and drivers. I appreciate how both of the concepts address this. Our three children walk this route to school and we are very appreciative this safety concern is finally being addressed! I think the median in concept 2 is a better choice as it gives crossing bikers and walkers a bit of a landing pad and also would help slow down people who speed down Old Dominion.
Michael Martini	This is a strong improvement for pedestrian safety on a block that is extremely dangerous to walk alongside traffic between two dangerous intersections. Well done to the T&ES staff for this design.

Michael Martini	Thesen improvements will greatly increase line of sight for cars, bikes, and pedestrians as the intersectio is currently dangerous with cars rolling thorough with no regard.
Michael Martini	This is an extraordinarily dangerous block for pedestrians as there is no sidewalk and they must walk out alongisde traffic for the entire block between two busy intersections.
Amy Grappone	Not only are pedestrian crossings needed here, but there should be flashing lights that require drivers to stop when a pedestrian is in the crosswalk. I personally have had too many close calls with cars flying down Old Dominion. Are speed bumps also under consideration for Old Dominion? They are sorely needed. We used to live at 3308 Old Dominion Blvd. and moved within the neighborhood to a quieter street in 2023 because we felt Old Dominion was too dangerous for our son who was two at the time. Since moving, a speeding car rammed into our old house while speeding down Old Dominion.
Caroline Walsh	Both options are great- very much looking forward to a full sidewalk here!
AF	Please build this sidewalk! I live on West Glebe and walk through here frequently and hate having to compete with cars to get up the block to where the sidewalk starts
Diana Meredith	We definitely need a sidewalk here. The other improvements to crosswalks, etc. will also be very helpful. I think Concept 1 gets the job done.
Ninette Reis	I fully support thr improvements. As a walker I find that intersection a challenge as there are so many intersecting streets.
Elizabeth	Why ramp here? No sidewalk on this side
Marianne Niles	This plan is so needed and welcomed by all who live in this lovely neighborhood! It will be wonderful to have a sidewalk instead of walking in the street with my dog!
William Buschur	I like the median design here
William Buschur	Slip lanes like this encourage drivers to merge into Glebe like it's a highway. Can we remove this feature entirely?
William Buschur	Can the angle at N Overlook and Old Dominion be narrowed further? This design would allow a speeding driver to cut the left onto Old Dominion from N Overlook and endanger people coming south down Old Dominion, particularly if they're using the bike lane.
Ransom Smith	Can the city re-located multimodal/bike/scooter lanes to the curbside of the parking lanes to provide better buffering, protection, and improved road dieting?
Ransom Smith	Appreciate the painted island and painted zebra crossings--much better thank you.
Ransom Smith	Much better/safer daylighting--thank you, please continue to support daylighting improvements.
Ransom Smith	deliberately with a speed appropriate for this street/area/school/church zone.
Daphne	is a very dark corner and does not feel safe at night time. Please consider adding more visibility and lighting.
A	Can a speed bump be considered near/at this intersection? Its somewhat of a blind intersection that leaves pedestrians vulnerable, and drivers tend to speed down N Overlook and Tennessee.
Verenda Camire	I attend Beverley Hills Methodist and usually walk there from Del Ray. I need a sidewalk here. I am 72 and, while active, do not enjoy sharing the road with cyclists and scooter maniacs, of which we have plenty. But there are no options coming from the south that do not put me out on the road, except this potential option.
Natalie Co	Consider removing parking here on N Overlook as it is challenging to see cars coming from Tennessee
Verenda Camire	These spaces are essential to the Sunday services for Beverley Hills COMMUNITY United Methodist Church, which also is home to an Anglican Church. The four spaces at the corner of N. Overlook are available only on Sundays, but during worship they are heavily used by churchgoers. Beverley Hills does not have a church parking lot, aside from a four-space handicapped lot. We already struggle to serve the community and congregants while limited to street parking. Both concepts would remove 14 parking spots that are, essentially, exactly where our congregants end up parking on Sundays. Loss of these spaces would damage our ability to worship and serve the community. There are no alternatives for the church to obtain or create parking elsewhere. As much as I would love to have a sidewalk there -- I often walk to church -- the current bike lanes offer a usable alternative to a sidewalk. No sidewalk is far preferable to losing significant parking that is essential to the neighborhood's namesake church.
Natalie Co	Add note to stop sign that other direction does not stop (have had many situations where the driver coming down Tennessee pulls out in front of me as assumed I had a stop sign)
Marian Wiggins	The stop sign should be relocated so that the traffic on overlook gets the stop sign and must yield to Tennessee or both overlook and Tennessee should have to stop. Otherwise I am in favor of this concept. We need the sidewalk.
Marian Wiggins	The stop sign should be relocated so that the traffic on overlook gets the stop sign and must yield to Tennessee or both overlook and Tennessee should have to stop. I prefer concept 1.
Marian Wiggins	An island is unnecessary and will add to maintenance costs.

David L. Thompson	I strongly oppose the removal of parking spaces near Beverley Hills Community United Methodist Church. The 88-year-old church campus was the first build for the Beverley Hills neighborhood. It was built as a community church during a time when neighbors walk to church throughout the week. Times have changed and the importance of parking spaces is critical to the survival of the the church, its missions, and the many community activities that take place throughout the week. The proposals in both Concept 1 and Concept call for the elimination of 14 parking spaces in an area of too-little parking. I can honestly and sincerely say that implementation of the concepts as drafted would gravely undermine the ability of Beverley Hills Community UMC to not only serve the broader community but continue operations Many other safety solutions can and should be considered before eliminating the extremely scarce resource of available parking. These include speed humps, narrow corridors, and more. I urge staff to reject the urge to take the easy path of eliminating parking and go back to the drawing board to achieve true safety at this intersection.
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Bill Pugh	I regularly bike and jog through here and support the daylighting improvements for better visibility at the intersections and the new ped connection from Tennessee to W Glebe Rd
Bruce Snapp	Removing 4 parking spaces on the north side of Tennessee is not necessary to open up the sight lines between TN and Old Dominion. You need to remove at least one or maybe two, but more will exacerbate the parking congestion that plagues this part of Bewwereley Hills.
Bruce Snapp	Sightlines between Old Dominion and North Overlook are frequently blocked by vehicles -- especailly large panel rtrucks and vans -- parked on N. Overlook next to the church. It would improve safety to remove at least one parking space at the OD / NO cornwer next to the church.
Bruce Snapp	Given the new position of the stop sign, you would probably not need to remove as many as 4 parkingg spaces on Tennessee. One or two would open the view for cars on TN and OD.
Julie Arnold	In both concepts the removal of 4 parking spaces may be restrictive for residents on the side of Tennessee that converges with North Overlook. Can the removal of 2 parking spaces achieve the same goal? Thank you.
Teresa Proctor	Love this green median. I think it will slow down traffic on OD and make it easier to walk on Tennessee across OD. Our family walks this often and it is scary.
Teresa Proctor	Recommend adding a cross walk across Tennessee on the east side of OD.
Teresa Proctor	As someone who has both parked in this location and crossed this area on foot, I can attest that the removal of these spots has multiple benefits for improving visibility of the intersection and safety of pedestrians trying to cross OD and Tennessee.

Teresa Proctor	As pedestrian who has observed fast, unsafe turns in this area, recommend increased signage to alert RIGHT turn drivers traveling south on OD from WG of crosswalk/pedestrians crossing Tennessee in crosswalk.
Rachel New	Please don't remove the parking spaces near the church. We don't have enough parking as it is, now.
Lorenz Noe	What does the green strip signify? The Tennessee Ave road designation on the East side does not take into consideration that in practice, there is street parking on both sides of the road, with two-way traffic on the remaining 8-9ft space. I would be in favor of a sidewalk on one side of Tennessee Ave East as well, particularly as otherwise the ADA ramp for the crossing connects nowhere.
Lorenz Noe	Very much in favor of this design with the pedestrian refuge island
Lorenz Noe	Would it be possible to add a Rectangular Rapid Flashing Beacon (RRFB) to the crossing as well? This would help crossings especially in the dark.
Lorenz Noe	How will the 2ft interim sidewalk not just be used for parking? Will there be physical structures that mark off this space?
Lorenz Noe	For greater pedestrian safety, I would ask that this slip lane be converted into a stop sign as well. Crossing on foot from the pedestrian refuge island over onto the (incomplete) sidewalk on ODB's East side is very uncomfortable as cars turning fast into the slip lane often cannot see around the parked cars on ODB's east side.
Lorenz Noe	Where will the ADA ramp lead to? There is no sidewalk on this side on ODB or on Tennessee Ave. I would be in favor of sidewalks on both ODB east and Tennessee Ave East on the southern side.
Russell Bailey	I live right up the hill from this intersection and use it hundreds of times a year. We need three things: 1. A fix to make the crossing from Tennessee to Old Dominion a bit safer. The proposed fix here - the curve and the stop bar - do that. Good. 2. A sidewalk between Tennessee and Glebe. A permanent sidewalk. 3. Parking spaces. We are way short on parking spots near that intersection. A permanent sidewalk should allow the eight parking places along the bottom of Old Dominion that are proposed to be eliminated to be retained. Eliminating the first two parking spots on Tennessee would be an important safety upgrade, but the next two should be retained.
Russell Bailey	No. This approach eliminates far too many parking spots. The real world safety gains of this project can be realized by removing four parking spaces. See comments to Concept 1.
Randy	This looks safer. Ped refuge island also serves like a chicane slowing traffic.
Randy	How about a tree lined median with big trees throughout? Turning radii look huge
Randy	Remove that slip lane
Savannah Maslyn	A sidewalk on Old Dominion Blvd is extremely needed for both safety and sanitary concerns. I am a resident that lives on W. Glebe and regularly uses that road to walk back into Beverly Hills to walk my dog, etc. There have been numerous occasions where we, or other pedestrians, have almost been struck by vehicles turning right onto that road, or by teenagers driving recklessly on electric scooters. It is an ongoing issue, and cars parked on that corner are also regularly struck and damaged. In addition, due to the cars that park there, that road is littered with trash and broken glass, daily. My dog has cut his paw walking on this street due to beer bottles that were dumped in the middle of the night and crushed. We, and other neighbors, are regularly out picking up the trash. A sidewalk on this road would increase safety tenfold. It is only a matter of time before someone is struck and seriously injured, or worse. It is a tragedy waiting to happen, and I strongly, strongly urge the city and or county to consider adding a sidewalk to better connect these neighborhoods. Children traverse this street to get to St. Ritas, and I hold my breath for them nearly every time. Please prioritize safety and cleanliness by moving forward with a sidewalk here instead of street parking.
jane seward	removal of no more than 1 parking space on both sides of old Dominion and Tennessee ok. To remove more parking spaces on Old Dominion blvd. would cause more spillover by non residents in front of houses. I defer to immediate homeowners' opinions at the intersection of Tenn and N. Overlook regarding parking and safety solution. There needs to be a stop sign at Old Dominion going south and Kentucky to slow down traffic in front of preschool. or a speed bump across Old Dominion both directions where Old Dominion curves to slow down traffic before it gets to intersection with Tenn. Also, speed limit on all of Old dominion needs to be reduced to 20 or 15mph to add to safety in front of school and intersection of Tenn and Old Dominion.

Jennifer Kilmer	I am a member of the Beverley Hills Community UMC. I applaude the city's efforts to Installl ADA compliant ramps across the city streets. The removal of the currently available parking for the church is a problem for our members many of whom are elderly. We also share our space with another congregation. Other than a small paring area for hanicaped parking, both congregations rely on street parking. When the city posted the new parking restriction that made a huge difference in our group to find parking near to the church. Now we will be back to parking blocks away from the church. As to the "interim sidewalk", when would that be replaced by permanent walk and would the parking return? Also, wouldn't a stop sign at N Overlook Dr. which is joining Tennessee suffice to control the flow of traffiic. Why sacrifice four parking spaces on Tennessee?
Diane Martinez	Out of state cars and large constructor vans have returned to parking along Tennessee Avenue overnight again. Over 3 days this week there have been 4 different Maryland plated cars in front of or across the street from our home. If the city is not monitoring the parking in this restricted zone and people are not being ticketed, word will spread and they will park there. One driver with Virginia plates mentioned that there is no way to identify if a car is registered in Alexandria. If traffic police come by, is there a way to know if they are registered in the city?
Jackie Coleburn	Please do not limit the parking on Old Dominion on the blocks around The BH United Methodist Church. Parking is already limited for church-goers and your plan will make it worse. I believe the church leadership has spoken up against the plan. Church attendance is a quality of life issue for many of our citizens and we should make it easier, not more difficult for people to enjoy public worship. The church is a good neighbor in Beverley Hills and hosts many community events. Please help the neighborhood by making it easier, not more difficult, to attend events at the church.

Missy Estabrook	Russell is not wide enough for median islands! My goodness how many times must this city's homes, schools, churches and business be forced to deal with these "fixes" where problems do not exist? Don't we have enough other priorities in the city to spend millions of dollars on?
Concerned	The plan's purpose appears arbitrary and capricious and alternatives should be considered given that traffic conditions on Russell Road are at a complete standstill (no exaggeration) in the afternoon across all the streets impacted by this proposal. The traffic is backed up from north of the school all the way to the King Street intersection. Speed contol is not an issue as traffic crawls across all of those blocks. Moreover, the pedestrians who have been involved in accidents occued blocks further north on Russell than at multi-street intersections like High Street. There have been no pedestrian accident along the impacted cross street, which calls into queation one of the fundamental rationales for this misguided proposal.
Concerned	Given the current traffic conditions on Russell Road in the afternoon, which is standstill traffic for close to two hours, neither concept is reasonable and may exacerbate the longstanding traffic problem. But, between the two proposals, Concept One is the better of the two. Concept 2 is unnecessay and more clear make traffic--which grinds to a halt in the afternoons--even worse.
Mary-Jane Roth	I support this option 2. Daylighting the intersections and making the crosswalk more visible to drivers and cyclists is good but pedestrian refuge islands help slow traffic as well and provide a greater feeling of safety for pedestrians..
Elizabeth	Removal of Parking is a terrible due to the Braddock road bike lane already removing more parking in this same area. This potentially could cause additional issues than the already congested area.
Jarred	Love the added crosswalks on W Chapman St!!!
Jarred	highly support traffic calming and daylighting here
Jarred	highly support traffic calming and daylighting here
Jarred	does this view imply the existing speed table will be removed? The speed tables are very important on Russel Road
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Barbara Hopkins	I am in favor of concept 2. I live on West Masonic View Avenue, and it is very difficult to safely pull it out onto Russell Rd because you can't see to the left (cars park very close to the corner). I find that pulling out from Myrtle Street is usually easier. The main problem I see on Russell Road is speeding. I sympathize with teachers who have no parking lot - I would like to retain sufficient parking for them.

Comments Received Via Email

ATTACHMENT 9: Community Letters

From: [Kevin O'Brien](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Old Dominion Boulevard Safety Improvements
Date: Monday, June 8, 2026 12:31:28 PM

You don't often get email from kevin.obrien@waba.org. [Learn why this is important](#)

Dear Mr. Sullivan,

On behalf of the Washington Area Bicyclist Association (WABA), I am also writing to echo comments by the Alexandria Bicycle & Pedestrian Advisory Committee (BPAC) and express strong support for Option 2 of the City's proposed Old Dominion Boulevard Improvements.

Once again, Option 2 provides a safer crossing with the median refuge island. Additionally, please consider raising the crosswalk and making the northbound bike lane protected with either parking bays or bollards.

We do appreciate the City taking seriously its duty to provide safe access with projects like this and look forward to continuing to support however we can.

--

Kevin O'Brien | Virginia Organizer
Washington Area Bicyclist Association
2599 Ontario Rd NW, Washington, DC 20009
202-964-5419
kevin.obrien@waba.org

WABA's advocacy work is possible thanks to the financial support of our members. [Join](#) or [donate](#) today!

DISCLAIMER: This message was sent from outside the City of Alexandria email system. DO NOT CLICK any links or download attachments unless the contents are from a trusted source.

From: [Ken Notis](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Old Dominion Safety Improvements
Date: Monday, June 1, 2026 6:42:11 AM

You don't often get email from civ2kn@gmail.com. [Learn why this is important](#)

I previously wrote on my own behalf in support of Concept 2.

I am now writing to support the same concept (2) on behalf of the Alexandria Bicycle and Pedestrian Advisory Committee.

Thank you,
Ken Notis

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source.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 28, 2026

DOCKET ITEM: 13

ISSUE: Parking and Loading Zone Additions - Russell Road Safe Routes to School Project

REQUESTED BY: Transportation Planning Division, T&ES

LOCATION: Russell Road, between West Oak Street and West Chapman Street;
Johnston Place, between West Masonic View Avenue and Rucker Place

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES approve the following parking modifications:

- Addition of five on-street parking spaces on the 600 block of Russell Road,
- Addition of two loading zone spaces on the 600 block of Russell Road, with the following restrictions: Monday – Friday, 7 a.m. – 3 p.m., and
- Addition of six on-street parking spaces on the 700 block of Johnston Place.

BACKGROUND: The Russell Road Safe Routes to School Project was considered by the Traffic and Parking Board in July 2026. While staff recommended Concept 1, the Board ultimately made a recommendation to the Director of T&ES to implement Concept 2 and staff return to the Board with proposals to provide additional on-street parking for ACPS teachers. The Director considered the Board's recommendation, public input, feedback from Naomi Brooks Elementary School staff, and the project's objectives, and ultimately proposed a solution that will significantly improve pedestrian safety while balancing neighborhood concerns and satisfy the Board's request that staff look for additional parking for the school. The Director's letter to the Board can be seen in attachment 3.

The project corridor spans streets near Naomi Brooks Elementary School, including Russell Road, from West Myrtle Street to West Maple Street, and Johnston Place, from West Masonic View Avenue to Rucker Place (see Attachment 1). Russell Road is a major collector that serves residential uses and provides access to Naomi Brooks Elementary School, and Rucker Place is a local street.

DISCUSSION: Proposed improvements include painted curb extensions, median crossing islands, high-visibility crosswalk markings, improved ADA curb ramps, and a new pedestrian crossing.

Parking modifications are sought at the following locations in the project area to enhance access to Naomi Brooks Elementary School for the school community. The proposed parking modifications are listed below and can be seen in attachment 2.

- Addition of five on-street parking spaces on the 600 block of Russell Road,
- Addition of two loading zone spaces on the 600 block of Russell Road, with the following restrictions: Monday – Friday from 7 a.m. – 3 p.m., and
- Addition of six on-street parking spaces on the 700 block of Johnston Place.

The Director’s decision was appealed to City Council and will be considered this fall. The parking modifications included in this docket were not part of the original project discussion; they are being brought to the Board in response to its July direction to develop proposals that would provide additional parking for teachers.

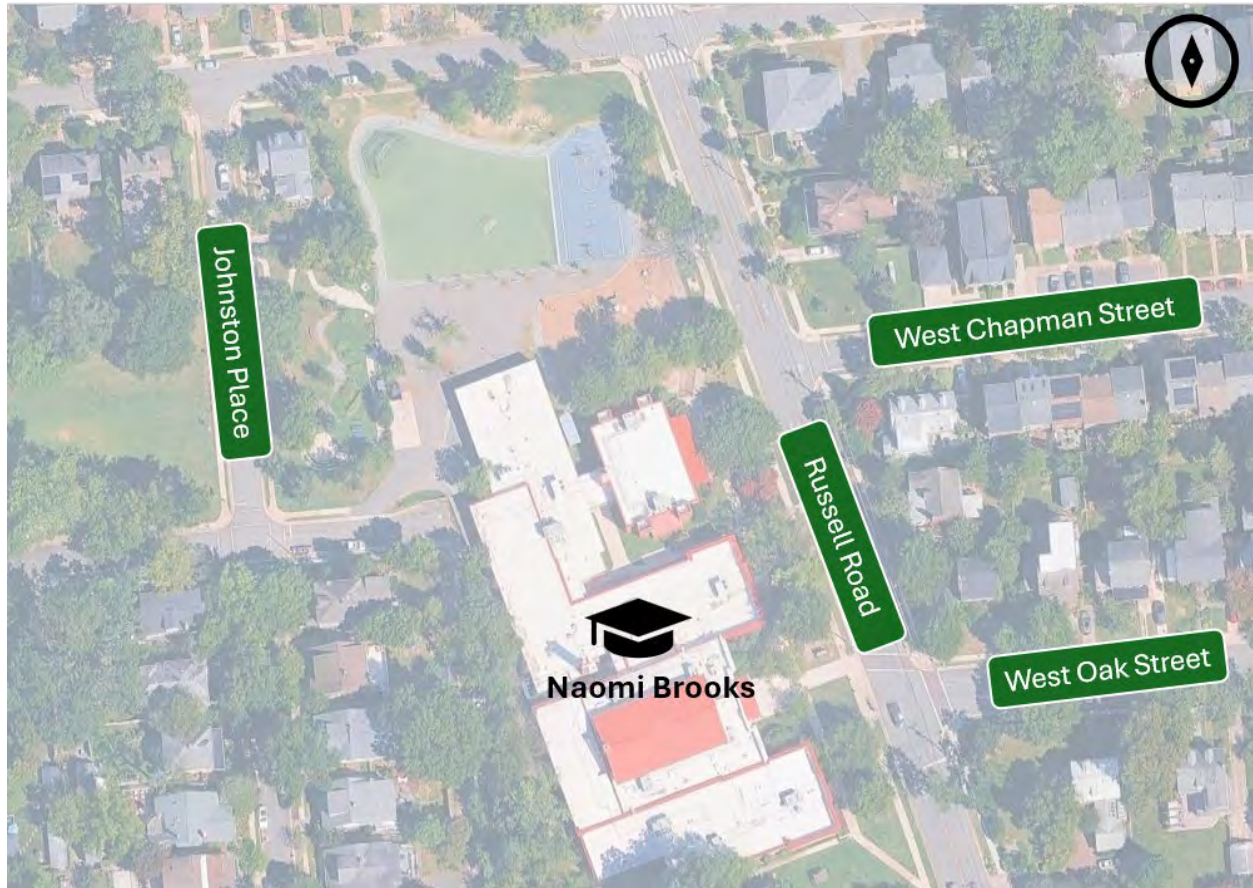
OUTREACH: Notice signs were posted in the project area ahead of the Traffic and Parking Board meeting.

Staff held meetings with the following stakeholders:

- Naomi Brooks Elementary School on August 4, and
- Rosemont Civic Association’s Planning, Environment, Land-use and Transportation Committee (PELT) on September 22.

Naomi Brooks Elementary School submitted a letter of support. Community letters can be seen in Attachment 4.

ATTACHMENT 1: PROJECT LOCATION



ATTACHMENT 2: PROPOSED PARKING MODIFICATIONS







ATTACHMENT 3: TES DIRECTOR LETTER TO TRAFFIC AND PARKING BOARD



DEPARTMENT OF
**TRANSPORTATION &
ENVIRONMENTAL SERVICES**

2900 Business Center Dr.
703.746.4025

August 7, 2026

Dear Chair Ebbers, Vice Chair Mihalik, and members of the Traffic and Parking Board,

I appreciate the thoughtful deliberation of the Traffic and Parking Board (Board) and recognize the Board's recommendation on the Russell Road Safe Routes to School Project at the July 27, 2026, meeting was based on a shared commitment to improving safety for all roadway users. I also acknowledge the significant public support expressed for Concept 2 and agree that median refuge islands can provide meaningful safety benefits, particularly when strategically located to serve areas with the greatest pedestrian activity.

After careful consideration of the Board's recommendation, public input, and the project's objectives, I have determined that pursuing a new alternative, "Alternative C," will significantly improve pedestrian safety while balancing neighborhood concerns, and satisfy the Board's request that staff look for additional parking to support Naomi Brooks Elementary School.

Alternative C will install painted curb extensions at the intersections of Russell Road with West Myrtle Street, West Chapman Street, West Oak Street, and West Maple Street to improve pedestrian visibility and reduce crossing distances. In addition, the project will install median refuge islands at the intersections of Russell Road with West Masonic View Avenue and West Walnut Street. By locating the refuge islands at the intersections closest to Naomi Brooks Elementary School, Alternative C concentrates these enhanced crossing treatments where pedestrian activity is greatest and where they can provide the greatest safety benefit for students and families walking to and from school.

Throughout the public engagement process, staff consistently heard concerns regarding the importance of preserving on-street parking for Naomi Brooks Elementary School faculty and staff as well as nearby residents. In developing Alternative C, Transportation and Environmental Services (T&ES) worked closely with the Fire Department and Naomi Brooks Elementary School leadership to identify modifications that both support school operations and maintain emergency access. As a result, the project includes on-street parking modifications listed below. The additions will be brought to the Board in September for consideration. The removal locations were considered by the Board during the July 27 meeting and will not be brought forth a second time.

- Removal of five on-street parking spaces on the 400 block of Russell Road
- Removal of five on-street parking spaces on the 500 block of Russell Road
- Removal of one on-street parking space on the 700 block of Russell Road
- Removal two on-street parking spaces on the 800 block of Russell Road
- **Addition** of five unrestricted on-street parking spaces on the 600 block of Russell Road
- **Addition** of two loading/unloading spaces on the 600 block of Russell Road, as requested by the school for parents and visitors needing short-term access
- **Addition** of six on-street parking spaces on Johnston Place

These modifications reduce overall parking impacts, improve parking availability immediately adjacent to the school, and maintain the project's pedestrian safety objectives. T&ES has also received written support for Alternative C from the Principal of Naomi Brooks Elementary School, reflecting the school's confidence that the proposal appropriately balances student safety with the operational needs of the campus.

I also recognize that the long-term success of safety projects depends not only on achieving engineering and safety objectives, but also on maintaining community support and stakeholder confidence. Alternative C advances the City's Safe Routes to School and Complete Streets goals by delivering targeted pedestrian safety improvements where they are needed most, preserving and enhancing parking opportunities for school staff and nearby residents where feasible, and reflecting the collaborative efforts of City staff, the Fire Department, school leadership, and the community. I believe this approach provides a balanced and practical solution that improves safety for students and other pedestrians while responding to the operational needs of the surrounding neighborhood.

The updated concepts can be reviewed in Attachment 1 and will be posted on the project website.

Sincerely,



Leah Riley
Director

cc: Jim Parajon, City Manager
Emily A. Baker, Deputy City Manager
Hillary Orr, Deputy Director, T&ES
Alex Carroll, Complete Streets Program Manager, T&ES
Silas Sullivan, Complete Streets Coordinator, T&ES

Attachment 1 – Concept Comparison

Option Comparison					
	Existing	Option 1	Revised Option 1 (Staff Rec)	Option 2 (TPS Rec)	Alternative C
Intersection Improvements with Curb Extensions	0/6	6/6	6/6	3/6	4/6
Intersection Improvements with Median Islands	0/6	0/6	0/6	3/6	2/6
SRTS Walk Audit Recommendations Implemented	N/A	5	5	5	5
Parking Removed	N/A	-4 spaces (-2 restricted, -2 unrestricted)	-4 spaces (-2 restricted, -2 unrestricted)	-20 spaces (-11 restricted, -9 unrestricted)	-13 spaces (-5 restricted, -8 unrestricted)
Parking Added	N/A	0 spaces	+2 spaces (unrestricted)	0 spaces	+13 spaces (11 unrestricted, 2 loading)
Total Net Parking Change (%)	N/A	-4 spaces (-3.3%)	-2 spaces (-1.7%)	-20 spaces (-17.8%)	-2 spaces (-1.7%) (converted to loading)
Total Parking Spaces from Summers Dr. to W Cedar St. + Johnston Pl. (10 blocks)	122 spaces	118 spaces	120 spaces	102 spaces	128 spaces
Total Unrestricted Parking Spaces	58 spaces	56 spaces	58 spaces	49 spaces	61 spaces



ATTACHMENT 4: COMMUNITY LETTERS

From: [Suzanne Hess](#)
To: [Hillary Ort](#)
Cc: [Silas Sullivan](#); [Alexandria Carroll](#)
Subject: Re: Naomi Brooks Safe Routes to School
Date: Wednesday, August 5, 2026 1:37:54 PM
Attachments: [image001.png](#)

Hello,

Thank you for your email and for taking the time to meet with me yesterday. I truly appreciate the collaborative approach you and your team have taken throughout this process and your willingness to listen to and incorporate the concerns I shared.

I am very pleased to hear that the Fire Department supports the addition of parking on Johnston Place. The compromise you've outlined, including the additional teacher parking spaces and the two loading/unloading spaces on Russell Road, better balances the needs of our staff, visitors, and families while continuing to support the goals of the Safe Routes to School project.

Based on the updated proposal, I am supportive of moving forward with this compromise. Thank you for your responsiveness, your collaboration, and your commitment to finding a solution that addresses the needs of the Brooks community. I appreciate all of the work that has gone into developing this proposal and look forward to seeing the positive impact it will have for our school.

Sincerely,

Suzanne M. Hess
Principal
Naomi L. Brooks Elementary School
600 Russell Road
Alexandria, VA 22301
703-706-4440
<https://nlb.acps.k12.va.us/>

