

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, MAY 19, 2025 7:00 P.M.
IN-PERSON AND VIRTUAL**

The May 19, 2025 meeting of the Traffic and Parking Board is being held electronically. The meeting can be accessed by the public via Zoom through:

Register in advance for this webinar:

https://zoom.us/webinar/register/WN_rrgZjBVDQs6GDAWYEeXwfw

Or an H.323/SIP room system:

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

Meeting ID: 995 3000 5506

Passcode: 915805

SIP: 995 3000 5506@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 24 hours before the meeting or make public comments through the conference call on the day of the hearing.

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

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MONDAY, MAY 19, 2025 7:00 P.M.
IN-PERSON AND VIRTUAL**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the April 28, 2025, Traffic and Parking Board meeting minutes.
3. **PUBLIC DISCUSSION PERIOD**
[This period is restricted to items not listed on the docket]
4. **WRITTEN STAFF UPDATES & PUBLIC HEARING FOLLOW-UP**
 - A. Eisenhower/Landmark/Van Dorn Project Updates
 - B. King Street Access and Safety Improvements Study at ACHS
 - C. July WMATA Shutdown
 - D. Taxi Compliance Update
 - E. Braddock Trail Access and Corridor Improvements Project
 - F. 200 Block of King Street Pedestrianization Update
 - G. King and Beauregard Project
 - H. Increase to Weekend Max Parking Rate at City Garages

CONSENT ITEMS

5. Stop Sign Addition – Intersection of Kentucky Avenue and Old Dominion Boulevard

PUBLIC HEARING ITEMS

6. Corridor Improvements – Mill Road
7. Parking Meter Changes – Increase to Parking Meter Rates
8. Corridor Improvements – Metro Road

INFORMATION ITEMS

9. **STAFF UPDATES**
 - King & Commonwealth Streetscape Improvements Project Update
10. **COMMISSIONER UPDATES**

Next Meeting: Monday, June 23, 2025

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, APRIL 28, 2025, 7 P.M.
VIRTUAL MEETING**

MINUTES

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

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT: T&ES – Katie North, Division Chief; Max Devilliers, Urban Planner III; Alex Carroll, Principal Planner; Silas Sullivan, Urban Planner II.

1. Election of Officers: Mr. Kane made a motion, seconded by Ms. Phelps, to elect Ms. Tucker as Board Chair. The motion carried unanimously.

Ms. Ebbers made a motion, seconded by Ms. Mihalik, to elect Mr. Kane as Board Vice Chair. The motion carried unanimously.

2. Announcement of deferrals and withdrawals: Ms. North announced the withdrawal docket item #8 due to additional conversations needed with the applicant.
3. Approval of the March 24, 2025, Traffic and Parking Board meeting minutes:

BOARD ACTION: Ms. Ebbers made a motion, seconded by Ms. Bonnard, to approve the minutes of the March 24, 2025, Traffic and Parking Board meeting. The motion carried unanimously.

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

- Updates on Major Projects
- Dockless Mobility Program Update
- Seminary West Safety Improvements
- VDOT I-495 Southside Express Lanes Study

5. **PUBLIC DISCUSSION PERIOD:** Zach DesJardins noted he submitted a list of several requests to Transportation Planning regarding the intersection of King Street, Callahan Drive, and Russell Road, including the need for bike facilities, a shorter left-turn lane, leading pedestrian intervals (LPIs), and automated walk signals without the need of a beg button. Chair Tucker asked if staff is evaluating any changes needed, to which Ms. Carroll responded that they are and LPIs will be added at all crossings, the pedestrian signal will be addressed for automation, flexposts will be installed to discourage speeding turns, and that the King Street/Commonwealth Avenue project will attempt to accommodate bike facilities in the area in the future if feasible.

David Wessel raised concerns with poor riding and parking behavior associated with e-bike and e-scooters in the area and he wants enforcement of both. Chair Tucker asked if the City requires e-bike and e-scooter riders to wear a helmet, to which Ms. North responded that the City does not because it is not a state requirement.

Tara Cain requested four-way stops at all intersections on Mount Vernon Avenue. Ms. Carroll noted that intersections must meet certain criteria to be eligible for four-way stops.

CONSENT ITEMS

6. **ISSUE:** All-Way Stop – Intersection of N. Fayette Street/N. Fayette Street

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Ebbers, to recommend Director of T&ES install an all-way stop at the intersection of North Fayette Street and North Fayette Street. The motion carried unanimously.

7. **ISSUE:** No Turn on Red Restrictions – Intersection of Fern Street and North Quaker Lane

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Phelps, to recommend the Director of T&ES install no turn on red restrictions for Fern Street turning onto North Quaker Lane. The motion carried unanimously.

8. **ISSUE:** Parking Restrictions Modification – 800 block of North Fairfax Street and 200 block of Montgomery Street

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Ebbers, to recommend the Director of T&ES restrict parking to 2 hours from 8 a.m. to 5 p.m., Monday through Friday, District 9 permitholders exempt, for the approximately eight on-street parking spaces along the east side of North Fairfax Street immediately south of Montgomery Street, and to 2 hours from 9 a.m. to 5 p.m., Monday through Saturday, District 9 permitholders exempt, for the approximately nine on-street parking spaces along the south side of the 200 block of Montgomery Street. The motion carried unanimously.

INFORMATION ITEMS

9. **STAFF UPDATES:** Ms. North provided the Board with an update regarding the newest Board member, Dane Lauritzen. Ms. North also updated the Board that the Director of T&ES, Adriana Castaneda, is no longer with the City, but the City Manager has hired an interim director, Michael Moon, who recently retired from the County of Arlington. Ms. North also noted that the food truck policy update is on hold until the fall.
10. **COMMISSIONER UPDATES:** Mr. Kane provided the Board with the following updates:

- Transportation Commission is considering changing its membership to capture membership from other Boards such as the Commission on Aging, the Commission on Persons with Disabilities, and DASH.
- Transportation Commission received a presentation and update on the DOT paratransit program.
- Transportation Commission received an update on Capital Bikeshare including nine new stations added to the network this year and the replacement of older stations.

Chair Tucker noted that she would not be in attendance at the May Board meeting, so Mr. Kane would act as chair for the May meeting.

ADJOURNMENT

Ms. Ebbers moved to adjourn the meeting, seconded by Ms. Bonnard. The motion carried unanimously. The meeting adjourned at 7:50 p.m.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: May 19, 2025

DOCKET ITEM: 4

ISSUE: Written Staff Updates & Public Hearing Follow-up

A. Eisenhower/Landmark/ Van Dorn Project Updates

T&ES plan to release a community newsletter focused on transportation projects to give the community a clear, consolidated source of information about what's happening in the Eisenhower, Landmark, and Van Dorn area. Rather than asking residents to follow multiple updates across various projects, this newsletter brings everything together—key milestones, timelines, and engagement opportunities—in one easy place. The goal is to keep the public informed without overwhelming them.

B. King Street Access and Safety Improvements Study at ACHS

The King Street Access and Safety Improvements Study at Alexandria City High School (ACHS) is investigating mobility, access, and safety improvements on King Street near ACHS, building upon safety recommendations identified in the 2023 Safe Routes to School Walk Audit. The goal of the project is to identify improvements that improve the day-to-day operations and safety of all roadway users and can be implemented within a short time period.

Staff are working with the design team to complete data gathering on existing conditions to guide the development of concepts to be shared with the community. A community kick-off meeting to introduce the project and solicit feedback on the concepts is envisioned in June, allowing for a period of public feedback before identifying a preferred concept for the study area. More details are available on the [project website](#).

C. July WMATA Shutdown

From July 5 to July 26, 2025, significant construction will affect Metro's Blue and Yellow Lines. During this period, the Franconia-Springfield and Van Dorn Street stations will be closed. Blue Line service will terminate at Ronald Reagan Washington National Airport, requiring passengers to switch to the Yellow Line for travel to Potomac Yard, Braddock Road, and King St-Old Town. To support passengers during this closure, Metro will provide free ADA-accessible shuttle buses operating every 8–10 minutes. Local shuttles will serve Franconia-Springfield, Van Dorn Street, Eisenhower Avenue, and King St-Old Town, while an express shuttle will run directly between Franconia-Springfield and the Pentagon. The shuttle buses will operate from 5 a.m. to midnight Monday through Thursday, until 1 a.m. on Fridays and Saturdays, and from 7 a.m. to midnight on Sundays.

Additionally, on the weekends of July 12–13 and July 19–20, single-tracking will occur on the Yellow Line between Huntington and Braddock Road, with trains running every 18 minutes. Construction activities include renewing the train control room, rail infrastructure improvements, roof replacement at the platform service building, lighting repairs, and updates to station signage and facilities. Regular service will resume at all affected stations on Sunday, July 27, 2025. More information can be found at: <https://wmata.com/initiatives/plans/summer-2025-major-construction/index.cfm>

D. Taxi Compliance Update

In February, staff issued compliance letters to three of the four approved taxi companies notifying them of specific regulations in the City Code they were not meeting. The taxi companies are required to provide an update on how they will bring their businesses into compliance by May 30, 2025. If compliance is not met, the City may enact penalties, which could involve a hearing before the Board.

In April, staff met with the companies that had received a letter to discuss their concerns with the regulations. At that meeting, they noted many of the regulations are not feasible to comply with given the state of the industry. The companies are discussing amongst themselves which specific regulations are no longer relevant and may be requesting a change to the City Code to modify or eliminate some requirements. Staff will provide more details in June as details are available.

E. Braddock Trail Access and Corridor Improvements Project

The Braddock Road Trail Access and Corridor Improvements Project seeks to create a more connected, comfortable, and safe corridor for walking, biking, transit, and driving while improving access to the Braddock Road Metrorail Station, Potomac Yard Trail, and Metro Linear Trail. Data was collected and analyzed in early 2025. Public engagement on existing conditions was conducted in March 2023. Design alternatives are being developed and will be shared with the public during a second round of outreach later this spring. More details including a summary of public comments are available on the [project webpage](#).

F. 200 Block of King Street Pedestrianization Update

This month, City staff will be releasing a feedback form about the second phase of the pedestrianization pilot on the 200 block of King Street to collect opinions from the public regarding their perspective of the temporary change during the warmer months and after City staff made small tweaks to the block given the first round of feedback. City staff will also be working with a contractor to collect vehicular and pedestrian traffic data on and around the block to assess traffic impacts from pedestrianizing the block. Staff will bring the request to permanently pedestrianize the block before the Board later this summer, followed by City Council, for consideration.

After hearing complaints from residents of Swifts Alley, staff met with and helped them mitigate through-traffic in the alley as well as other issues, which they believe to have resulted from the pedestrianization of the 200 block of King. This included arriving at an agreement on the placement of cones in the alley evenings and weekends, the installation of ‘Private Alley’ signs on either end, requesting additional public litter cans on either end, conducting vehicular traffic

counts in the alley, and providing the residents with instructions on how to “mark” the alley as private property in Google Maps, Apple Maps, and Waze. Staff have not heard complaints from residents since their in-person meeting.

G. King and Beauregard Project

T&ES staff will work with DPI staff to update the project webpage for the most up to date information. These updates will include features of the design, which includes crosswalk on all crossings, pedestrian refuge islands, updated curb ramps, improved sidewalks and traffic signal equipment. The webpage would also include updated timeline and schedule, as well as the 100% design plans once approval is granted by VDOT. The project webpage should be updated by the end of the month.

H. Increase to Weekend Max Parking Rate at City Garages

Starting July 1, the maximum parking rate for Saturday, Sunday, and holidays at Market Square, North Union Street, and Thompson’s Alley garages will increase from \$5/day to \$10/day. The hourly rate will continue to be \$2/hour. This matches the maximum rate during the week and better aligns the parking fees with demand for parking in these tourist areas. The parking rate at Courthouse Garage will remain at \$1/hour or a maximum of \$5/day to provide a cheaper alternative. This change to the parking rates will encourage parkers to use Courthouse garage on the weekends when it is underutilized and reduce demand at the other garages closer to the waterfront and City Hall. The City garages still remain the cheapest parking option for visitors of Old Town, with private garages charging between \$15-18/day. Resolution 3080, which was approved by City Council on June 18, 2022 authorizes the Director of T&ES to make changes to garage pricing and requires notice to the Board prior to implementing the changes.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: May 19, 2025

DOCKET ITEM: 5

ISSUE: Stop Sign Addition – Intersection of Kentucky Avenue and Old Dominion Boulevard

REQUESTED BY: Resident

LOCATION: Kentucky Avenue at Old Dominion Boulevard

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES install a stop sign on Kentucky Avenue at Old Dominion Boulevard.

BACKGROUND: Kentucky Avenue is a local street with solely residential uses that connects Russell Road with Old Dominion Boulevard. While the eastern terminus of Kentucky Avenue at Russell Road has a stop sign, the western terminus at Old Dominion Boulevard instead has a yield sign (Attachment 1). Earlier this spring, the City received a request via Alex311 to convert the existing yield sign to a stop sign on Kentucky Avenue to improve safety (Attachment 2).

DISCUSSION: Converting the existing yield sign to a stop sign at this location meets City policies and MUTCD guidance.

While there have not been any reported crashes at this intersection, improved intersection control is needed to indicate to drivers on Kentucky Avenue that people traveling on or along Old Dominion Boulevard in vehicles and on bikes have the right-of-way. Additionally, the presence of trees limit visibility for drivers on Kentucky Avenue entering Old Dominion Boulevard. Kentucky Avenue is classified as a local street, but Old Dominion Boulevard is classified as a Minor Collector.

OUTREACH: This issue was brought to the attention of staff by a concerned resident through an Alex311 request. Upon review of the issue and associated site conditions, staff recommend installing a stop sign here for the safety of people driving and biking. Staff have notified the North Ridge Citizens Association about this request and the public hearing.

ATTACHMENT 1: PROJECT LOCATION

Aerial View with Proposed Sign

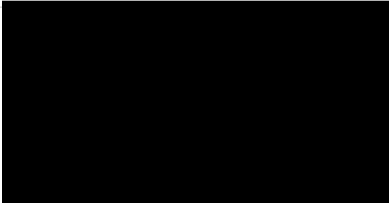


Kentucky Avenue at Old Dominion Boulevard



ATTACHMENT 2: ALEX311 REQUEST

Feed **Details**

Case Owner	Service Request Id
Planning TES	25-00007851
Subject	SR Ext ID
TES-Traffic Sign	
Priority	Status
Standard	Closed
Case Origin	Sub-Status
API	
Description	Service Request Source
The yield sign at Kentucky and Old Dominion does not stop drivers from dangerously turning in front of oncoming cars. Please change the yield to a stop sign.	Android
Service Department	
Transportation &	
Environmental Services	

City of Alexandria, Virginia

Traffic and Parking Board

DATE: May 19, 2025

DOCKET ITEM: 6

ISSUE: Corridor Improvements - Mill Road

LOCATION: Mill Road between Stovall Street and Cabin Creek Road and Mill Road between Jamieson Avenue and 2401 Mill Road

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES:

1. Remove one general purpose travel lane in each direction on Mill Road between Stovall Street and Cabin Creek Road,
2. Remove one general purpose travel lane in each direction on Mill Road between Jamieson Avenue and 2401 Mill Road,
3. Remove one of two northbound left turn lanes from Stovall Street at Mill Road, and
4. Remove one of two northbound left turn lanes from Mill Road onto Mill Road at Jamieson Avenue.

BACKGROUND: Mill Road serves as a critical connection between the Eisenhower East neighborhood and Telegraph Road/I-495. It provides access to residential areas, businesses, and regional connections to Duke Street and I-395 via Telegraph Road (Attachment 1). The western corridor is anchored by the Cameron Court Apartments and Virginia DMV Customer Service Center, with greenspace and railroad tracks lining the north side between Telegraph Road and Stovall Street. A large lot at 2425 Mill Road, slated for high-density mixed-use development, occupies the south side. The eastern segment transitions into a more densely developed area, featuring Wegmans, a WMATA office building at 2401 Mill Road, and a parking garage. The current corridor design presents several challenges for people using it, including:

- Driver confusion and safety concerns at the Telegraph Road ramp intersection.
- Disconnected bicycle facilities force cyclists to switch between paths, roads, and sidewalks.
- Difficult pedestrian crossings
- Excess road capacity promotes higher speeds.

Stovall Street, a major collector connecting I-495 and Eisenhower Avenue to Mill Road, intersects this corridor. This five-lane street is only two blocks long, but it maintains three lanes at intersection approaches narrowing to two receiving lanes. It has mixed-use development to its east and a surface parking and planned development to its west, which is currently going through the development approval process.

Mill Road between Stovall Street and Eisenhower Avenue primarily serves access to I-495 via Telegraph Road during peak hours. The Telegraph Road on/off ramp directs vehicles to the Mill Road and Pershing Avenue intersection.

- Only 15% of drives come to a complete stop while 85% roll stop at Mill Road and Pershing Avenue.
- 93% of southbound drivers are using Mill Road to access Telegraph Road via Pershing Avenue during the morning and evening peak periods.
- During the morning and evening peak hours, 83% and 87% of northbound drivers, respectively, turn from Mill Road onto Pershing Avenue to reach Telegraph Road.
- From Stovall Street to Pershing Avenue the average daily traffic volume is 9,309. The average speed on that segment is 25 MPH eastbound and 27 MPH westbound. The 85th percentile speed is 29 MPH eastbound and 32 MPH westbound.
- From Pershing Avenue to Eisenhower Avenue, the average daily traffic volume is 4,017. The average speed, in both directions, on that segment is 22 MPH and the 85th percentile speed is 26,

Mill Road is scheduled to be repaved in FY 2026, so the City aimed to address these issues while implementing recommendations from the Alexandria Mobility Plan (2022) and Eisenhower East Small Area Plan (2020). Over the years staff have received multiple Alex311 requests about the gap in the bicycle network and safety concerns about Mill Road. The project has also been in Complete Streets Five Year Work Plan since 2024.

DISCUSSION: Staff proposes implementing the following improvements to reallocate space on the Mill Road corridor to address safety concerns and improve multimodal connectivity (Attachment 2):

- Removing one general purpose travel lane in each direction on Mill Road between Stovall Street and Cabin Creek Road.
- Removing one general purpose travel lane in each direction on Mill Road between Jamieson Avenue and 2401 Mill Road.
- Reducing turn lanes at two intersections:
 - Removing one northbound left turn lane from Stovall Street at Mill Road.
 - Removing one northbound left turn lane from Mill Road onto Mill Road at Jamieson Avenue.
- Installing a new bi-directional protected bicycle lane along Mill Road.
- Creating a continuous bicycle connection from Jamieson Avenue bike lanes to the Eisenhower Avenue Trail.
- Using protected or separated bike facilities from Jamieson Avenue to Cabin Creek Road.
- Adding shared lane markings (sharrows) on the short segment from Cabin Creek Road to Eisenhower Avenue.

These improvements align with the City's Complete Streets Policy and recommendations from the Alexandria Mobility Plan (2022) and Eisenhower East Small Area Plan (2020). Implementation is planned to coincide with scheduled repaving work in FY 2026.

Expected Benefits

The changes include several safety and operation benefits, including:

- Simplifying complex intersections, such as the Mill Road and Pershing Avenue intersection, by reducing simultaneous vehicle movements.
- Creating dedicated space for people biking, separate from people walking and driving.
- Better managing vehicle movements while maintaining capacity for current and future traffic volumes.
- Improving navigation for drivers accessing I-495 via Telegraph Road

From a safety perspective, lane reductions and protected bicycle lanes will reduce conflicts between drivers, cyclists, and pedestrians. The design creates clearer sight lines and more predictable movements by simplifying complex intersections, particularly at the Telegraph Road ramp. The appropriately sized travel lanes will encourage suitable vehicle speeds, while the protected separation between cyclists and vehicles provides peace of mind for vulnerable road users.

Connectivity improvements focus on creating a continuous 1.2-mile protected bicycle connection that fills a critical gap in Alexandria's bicycle network. This link will connect the existing Jamieson Avenue bike lanes to the Eisenhower Avenue Trail, providing direct access between residential areas and the Eisenhower East commercial district, with additional connections to Eisenhower Metro Station.

The user experience will improve for all modes. Drivers will benefit from more intuitive wayfinding and consistent road configurations, reducing confusion at key intersections. People biking will no longer need to alternate between street, sidewalk, and multi-use paths. People walking will experience shorter crossing distances and improved visibility at intersections. These improvements position Mill Road to serve the area's changing needs. The design supports projected population growth in Eisenhower East and aligns with the City's Complete Streets Policy and Vision Zero goals, while maintaining sufficient vehicle capacity for current demands.

Traffic Analysis

The traffic impacts are anticipated to be minimal due to excess roadway capacity. Existing and future traffic volumes were considered. Changing the roadway design will result in minimal changes for drivers, while it will improve project goals of enhancing mobility, connectivity, and access for all transportation modes.

The proposed bicycle facilities on Mill Road and the removal of one northbound left turn lane at Stovall Street will not significantly impact northbound turning traffic at Mill Road and Stovall Street. The intersection will operate effectively during peak periods (on average days) under the maximum volume-to-capacity ratio of 0.85, and operational breakdowns will not be frequent.

The same applies to removing northbound turning traffic at the Mill Road/Jamieson Avenue intersection. The intersection will still operate effectively with a slight increase in queue and delay. However, with adjustments to the signal timing and improved coordination with nearby signals, the queue increase will not impact other operations and will result in minimal travel time change.

Future Efforts

There are two upcoming projects that align with and support the proposed roadway changes.

1. The tunnel under Telegraph Road that connects from Mill Road to Witter Field and Duke Street is being closed.
2. The property between Telegraph Road, Stovall Street, Mill Road, and Pershing Avenue is currently being redeveloped.

The proposed changes support future development plans for roadway, sidewalk, streetscape, and bicycle facility design adjacent to the development. Together, these improvements support the only connection to Telegraph Road once the tunnel is closed. This will be the main connection for people walking and biking between Eisenhower East and the Witter Field/Duke Street corridor.

OUTREACH:

Mill Road from Cabin Creek Road to Stovall Street and Stovall Street

In April 2023, the City gathered input from residents and regular Mill Road users (Attachment 3). The City distributed an online feedback form to community and advocacy groups, stakeholders, and businesses along Mill Road. The form was open for over a month (April 4 to May 2) and 179 people submitted feedback. Community members were asked to evaluate two concepts:

1. Replacing one travel lane between Stovall Street and Cabin Creek Road with a protected bi-directional bike lane
2. Removing the second left-turn lane from Stovall Street onto Mill Road

Respondents rated the impact of each concept by travel mode (driving, biking, walking/sidewalk) and overall corridor effect.

Table 1: Public Feedback by Concept and Travel Mode

Concept	Travel Mode	Positive Impact	No Impact
1. Protected Bike Lane (Lane Reallocation)	People who drive	56%	20%
	People who bike	93%	4%
	People who walk or use the sidewalk	76%	23%
	Overall corridor	77%	6%
2. Remove Second Left-Turn Lane (Stovall to Mill)	People who drive	48%	26%
	People who bike	70%	26%
	People who walk or use the sidewalk	60%	36%
	Overall corridor	52%	22%

Key Takeaways

- The **protected bike lane concept** received broad support across all modes, particularly from people who bike (93%) and walk (76%).

- The **left-turn lane removal** had a more mixed response, with greater support from people who bike and walk than from drivers.
- Across both concepts, pedestrian and cyclist benefits were consistently higher than those for drivers, suggesting strong community interest in enhanced multimodal safety and access.

Mill Road from 2401 Mill Road to Jamieson Avenue

Based on feedback advocating for the City to close the gap between the Jamieson Avenue bike lanes and the Mill Road multi-use path, staff collected additional data, analyzed impacts, and recommend lane reductions and new bike lanes on the eastern end of Mill Road. Due to compressed timelines, staff did not conduct an open comment period for the proposed lane reductions on Mill Road from Jamieson Avenue to 2401 Mill Road. Instead, staff conducted focused outreach with the Carlyle Council and the Alexandria Bicycle and Pedestrian Advocacy Committee (BPAC) and contacted businesses along the corridor from the first round of outreach.

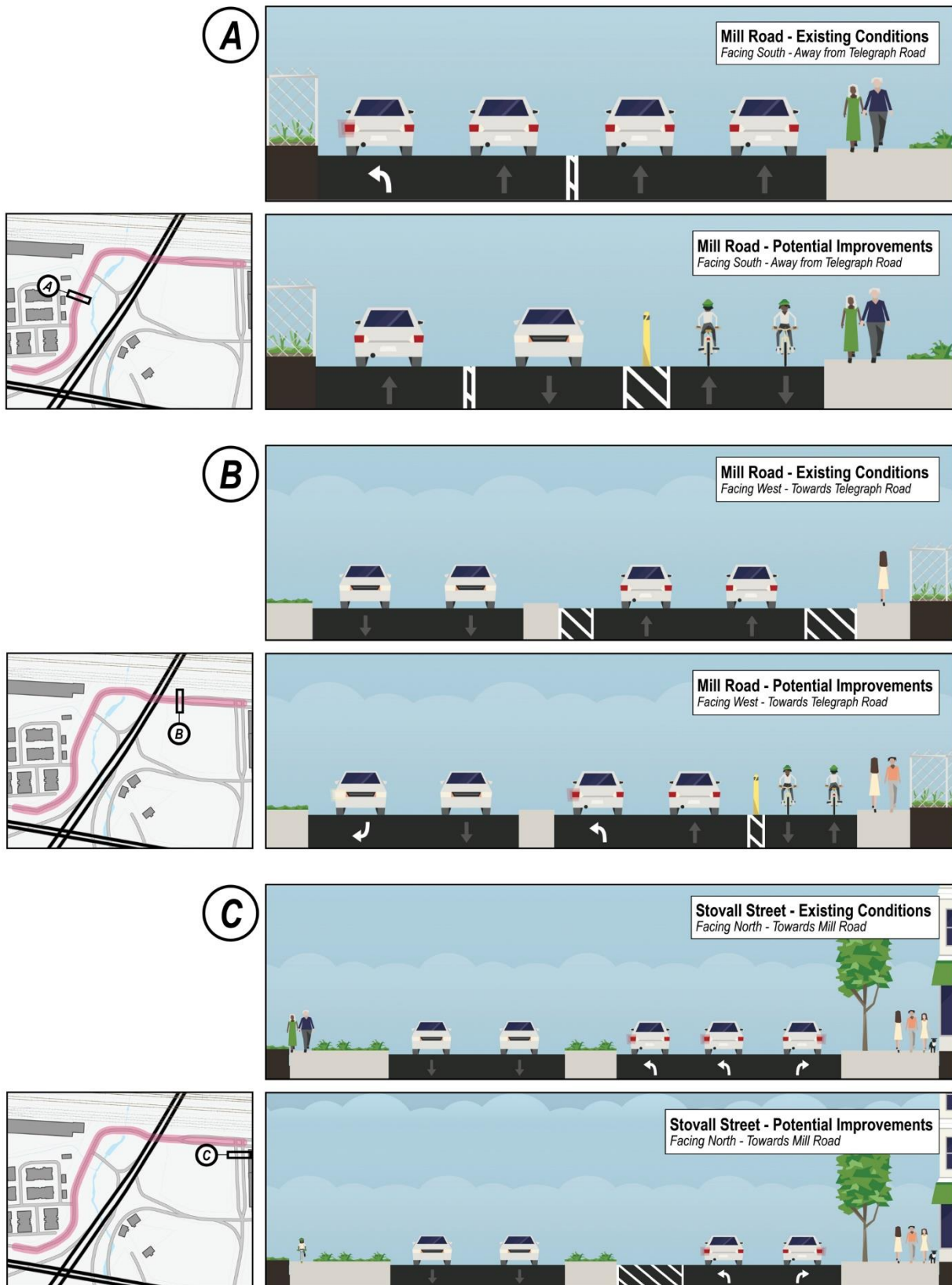
ATTACHMENT 1: LOCATION & INTERSECTIONS

MILL ROAD

CORRIDOR IMPROVEMENT PROJECT



ATTACHMENT 2: PROPOSED IMPROVEMENTS





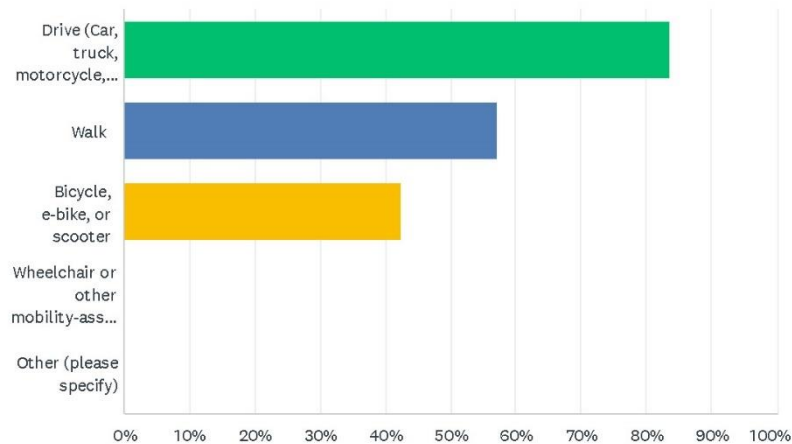
Visit project webpage for full draft concept: alexandriava.gov/go/6615

Attachment 3: Summary of Community Feedback on Mill Road from Cabin Creek Road to Stovall Street

Mill Road Corridor Improvements Project

Q1 Which modes of transportation do you use in the project area? Select all that apply.

Answered: 177 Skipped: 2

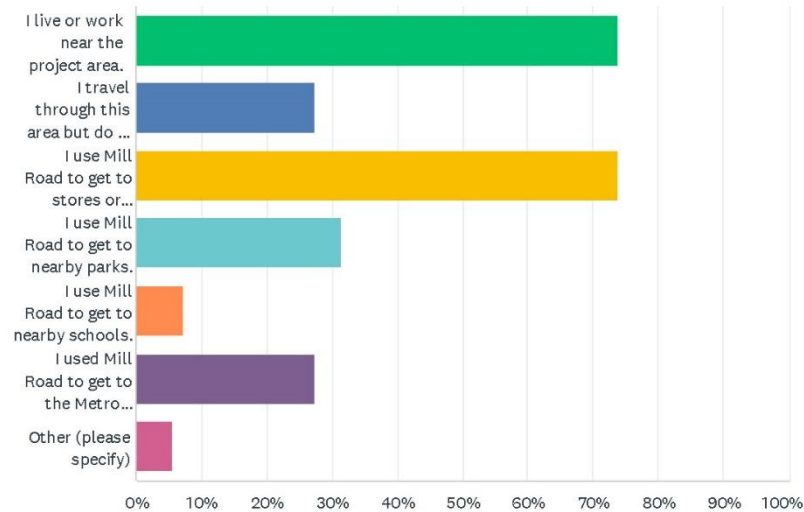


ANSWER CHOICES	RESPONSES	
Drive (Car, truck, motorcycle, SUV, or passenger)	83.62%	148
Walk	57.06%	101
Bicycle, e-bike, or scooter	42.37%	75
Wheelchair or other mobility-assist device	0.00%	0
Other (please specify)	0.00%	0
Total Respondents: 177		

Mill Road Corridor Improvements Project

Q2 Why do you typically travel through the study area? Select all that apply.

Answered: 179 Skipped: 0

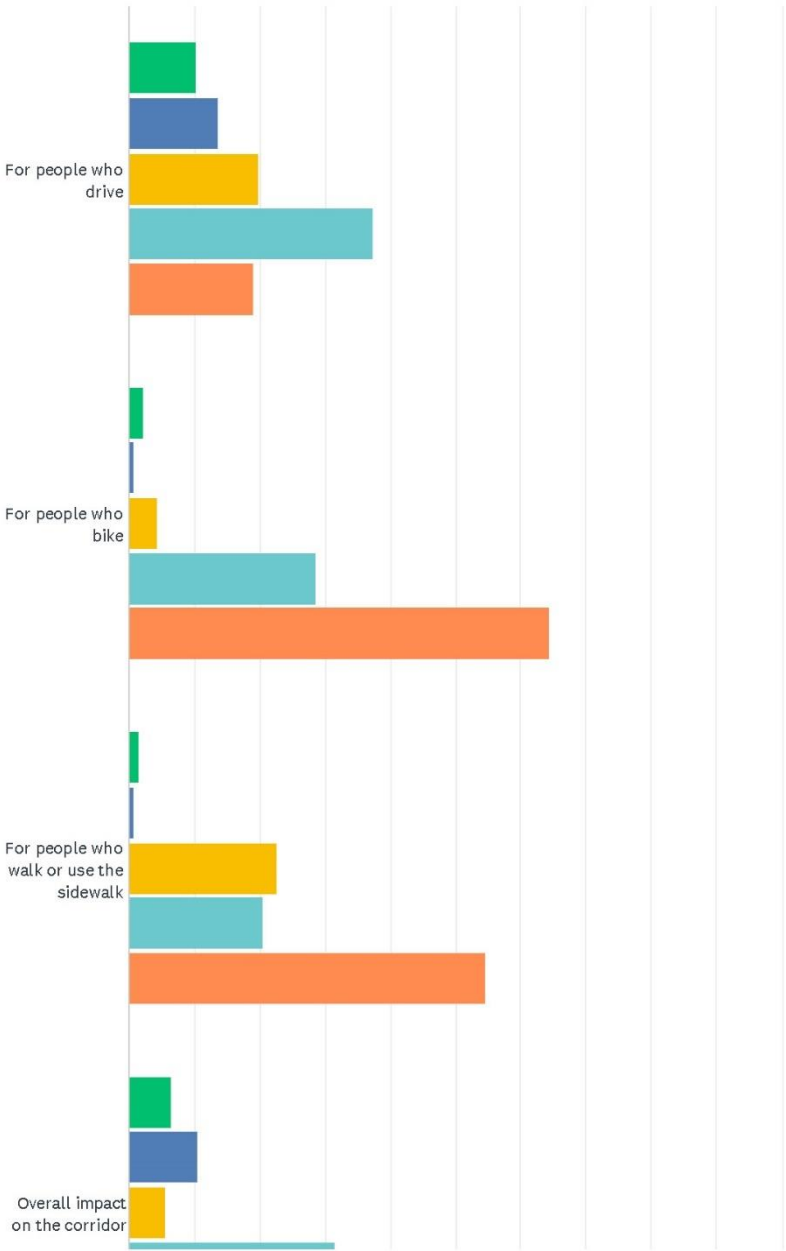


ANSWER CHOICES	RESPONSES	
I live or work near the project area.	73.74%	132
I travel through this area but do not stop (for example, to get to Telegraph Road or the Beltway) but do not stop.	27.37%	49
I use Mill Road to get to stores or restaurants.	73.74%	132
I use Mill Road to get to nearby parks.	31.28%	56
I use Mill Road to get to nearby schools.	7.26%	13
I used Mill Road to get to the Metro Station.	27.37%	49
Other (please specify)	5.59%	10
Total Respondents: 179		

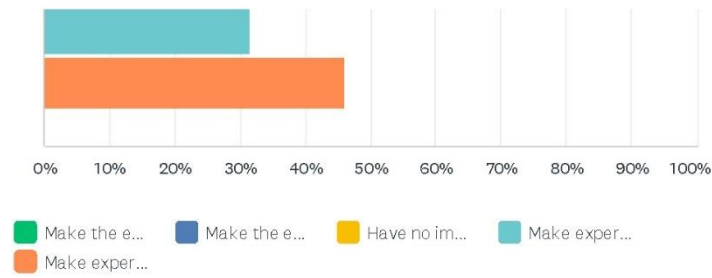
Mill Road Corridor Improvements Project

Q3 Please rate how you expect this potential roadway configuration would impact travel on Mill Road for the following users:

Answered: 148 Skipped: 31



Mill Road Corridor Improvements Project

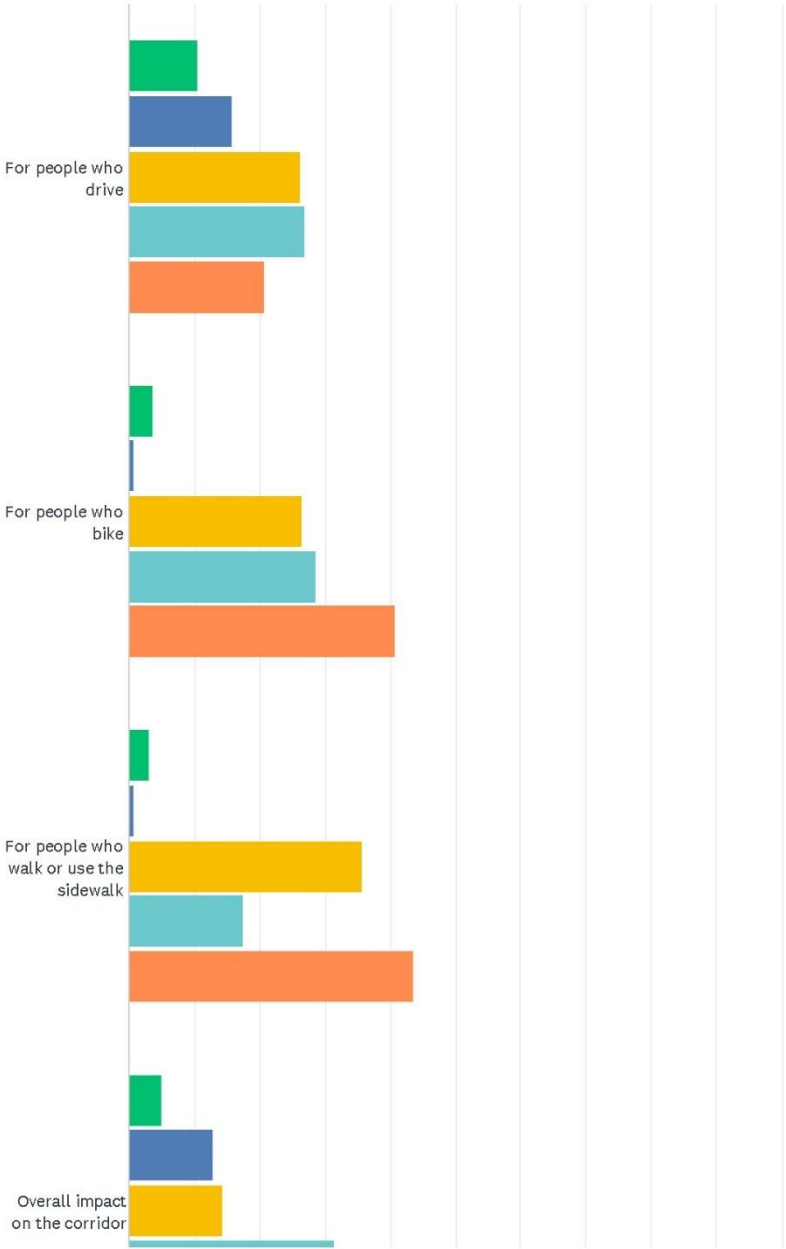


	MAKE THE EXPERIENCE SIGNIFICANTLY WORSE	MAKE THE EXPERIENCE WORSE	HAVE NO IMPACT	MAKE EXPERIENCE BETTER	MAKE EXPERIENCE SIGNIFICANTLY BETTER	TOTAL	WEIGHTED AVERAGE
For people who drive	10.20% 15	13.61% 20	19.73% 29	37.41% 55	19.05% 28	147	3.41
For people who bike	2.10% 3	0.70% 1	4.20% 6	28.67% 41	64.34% 92	143	4.52
For people who walk or use the sidewalk	1.42% 2	0.71% 1	22.70% 32	20.57% 29	54.61% 77	141	4.26
Overall impact on the corridor	6.29% 9	10.49% 15	5.59% 8	31.47% 45	46.15% 66	143	4.01

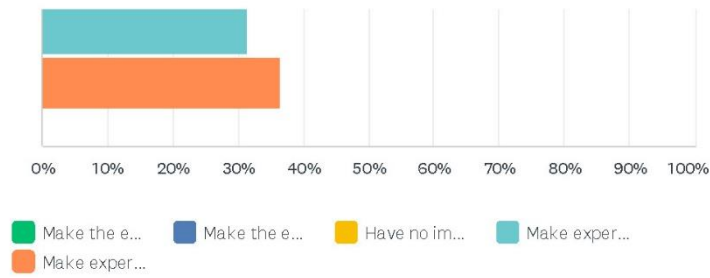
Mill Road Corridor Improvements Project

Q4 Please rate how you expect the potential roadway configuration would impact travel on Stovall Street for the following users:

Answered: 145 Skipped: 34



Mill Road Corridor Improvements Project



	MAKE THE EXPERIENCE SIGNIFICANTLY WORSE	MAKE THE EXPERIENCE WORSE	HAVE NO IMPACT	MAKE EXPERIENCE BETTER	MAKE EXPERIENCE SIGNIFICANTLY BETTER	TOTAL	WEIGHTED AVERAGE
For people who drive	10.34% 15	15.86% 23	26.21% 38	26.90% 39	20.69% 30	145	3.32
For people who bike	3.57% 5	0.71% 1	26.43% 37	28.57% 40	40.71% 57	140	4.02
For people who walk or use the sidewalk	2.90% 4	0.72% 1	35.51% 49	17.39% 24	43.48% 60	138	3.98
Overall impact on the corridor	5.00% 7	12.86% 18	14.29% 20	31.43% 44	36.43% 51	140	3.81

City of Alexandria, Virginia

Traffic and Parking Board

DATE: May 19, 2025

DOCKET ITEM: 7

ISSUE: Parking Meter Changes – Increase to Parking Meter Rates

LOCATION: Meter blocks throughout the city

STAFF RECOMMENDATION: That the Board recommend the City Council approve the resolution to increase the parking meter rates from \$1.75 to \$2.00 per hour.

BACKGROUND: City Code Section 5-8-93 authorizes the City Council to establish meter rates by resolution. The current meter rate of \$1.75 per hour has been in place since 2010, when it was increased from \$1.00 per hour. Most metered blocks are in Old Town along King Street and one to two blocks north and south. Blocks east of Alfred Street have two-hour meter restrictions, 8 a.m. to 9 p.m., Monday through Saturday. Blocks west of Alfred Street have three-hour meter restrictions, 8 a.m. to 9 p.m., Monday through Saturday. Many of the streets in Carlyle and Eisenhower East are also metered, with two-hour restrictions, 8 a.m. to 9 p.m., Monday through Saturday. In 2015, the commercial blocks in Potomac Yard closest to the Metro Station were approved for three-hour meter restrictions, 8 a.m. to 6 p.m. Monday through Saturday. View Attachment 1 to see the parking meter locations.

In 2019, the Council approved a resolution authorizing an all-day meter rate of \$1.00 per hour up to a maximum of \$5 per day, which could be approved for specific blocks upon the recommendation of the Traffic and Parking Board. Currently there are six streets with the all-day meter rate, including Jaimeson Avenue east of Holland Lane, and the streets south of Eisenhower Avenue immediately west of Holland Lane. This proposal would not impact those blocks. The four City garages and two lots in Old Town are within metered blocks and charge \$2.00 per hour.

DISCUSSION: Pricing is a key tool in managing parking and has become more important as demand for the curb increases from uses other than parking, including parklets, pick up and drop off zones, and accessible bus stops. The current meter rate of \$1.75 has been in place for over 15 years and no longer represents the value of the space for parking. Staff recommends updating the rate to better manage this asset and encourage better utilization of the City's off-street parking facilities.

The \$0.25 increase is comparable to rates the surrounding jurisdiction charge for parking, as summarized in the table below.

City	Meter Rate (per hour)
Arlington, VA	\$0.75 to \$4.25 (Arlington is currently doing a performance parking pilot that includes a range of meter rates)
Washington, DC	\$2.30 \$3-\$8 in Performance Parking Areas (U Street, Penn Quarter, Chinatown)
Bethesda, MD	\$2.00-\$2.25
Silver Spring, MD	\$2.00
National Harbor, MD	\$3.00

In reviewing the proposed increase, staff considered garage occupancies to ensure there is sufficient capacity for additional parkers who may not want to pay a higher rate on the street. The Courthouse Square Garage offers a reduced weekend rate of \$1 per hour and typically has additional capacity on the weekend for people who want a cheaper parking option.

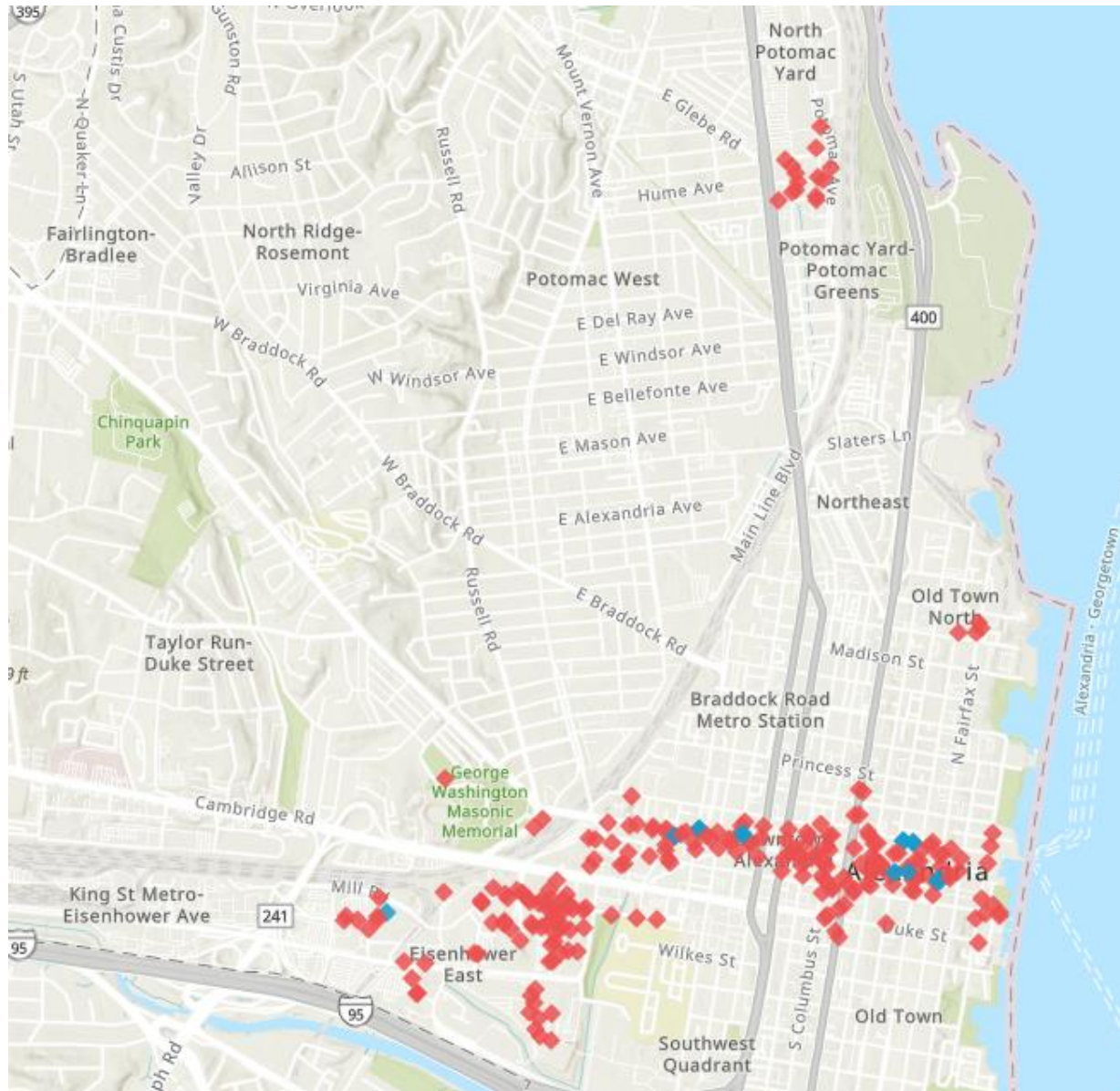
Staff also considered spillover impacts to nearby residential blocks. All blocks adjacent to metered blocks are eligible to request residential pay by phone restrictions and many blocks east of Washington Street already have these restrictions. These restrictions remove the incentive of free parking on a residential street by charging non-residents to park. The residential pay by phone fees were intended to be aligned with the meter rates. With this proposal, staff recommends the residential pay by phone rates also increase to \$2.00/hour, unless they were already approved for a higher rate.

The Council will review the proposed resolution to increase the meter rate at their legislative meeting on June 10, 2025. If approved, the increased meter rate would take effect July 1, 2025.

OUTREACH: Staff notified the following groups about this proposed change and the public hearing before the Board:

- Chamber of Commerce
- Old Town Business representative
- Old Town Civic Association
- Carlyle Community Council
- Upper King Street Civic Association
- West Old Town Civic Association
- North Old Town Independent Citizens Association
- Old Town North Community Partnership
- Eisenhower Partnership
- Potomac Yard Civic Association

ATTACHMENT 1: PARKING METER MAP



Meter Type

- ◆ Multi Space
- ◆ Single Space

City of Alexandria, Virginia

Traffic and Parking Board

DATE: May 19, 2025

DOCKET ITEM: 8

ISSUE: Corridor Improvements – Metro Road

LOCATION: Metro Road (between South Van Dorn Street and Eisenhower Avenue)

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES:

1. Eliminate one northbound travel lane of Metro Road from north of Pearson Lane to Eisenhower Avenue (800 feet) and one southbound travel lane from the South Van Dorn Street ramp to Pearson Lane (350 feet), and
2. Install a southbound left-turn lane into the North WMATA Parking Lot.

BACKGROUND: Metro Road is a four- to five-lane connector linking South Van Dorn Street to Eisenhower Avenue, serving the Summers Grove residential community as well as the Van Dorn Metrorail Station’s Kiss & Ride and Park & Ride lots (Attachment 1). The roadway currently has a posted speed limit of 25 MPH and carries approximately 3,000 vehicles per day, about 20% of which are buses or other heavy vehicles. There are no true cross-streets along Metro Road (other than access points for Pearson Lane and Summers Grove Road), and residents have raised concerns about speeding, noise, and safety along the curved alignment of the road. Field observations and data collection in 2024 and 2025 confirmed several issues: vehicle speeds frequently exceed the posted limit, sight distances at the Van Dorn ramp/Pearson Lane are inadequate due to the curve and vegetation, and pedestrians lack comfortable crossing opportunities (e.g. long crossings with no refuge areas). In addition, isolated wrong-way movements have been reported near the South Van Dorn Street ramp and instances of red-light running occur at the Summers Grove Road signal during off-peak times.

The purpose of the Metro Road Improvements Project is to take advantage of a scheduled repaving opportunity in 2025 to implement safety and multimodal upgrades addressing community concerns. The study area covers Metro Road from South Van Dorn Street to Eisenhower Avenue. The City conducted traffic counts in June 2024 and January 2025 and found similar volumes, indicating stable baseline conditions. Metro Road currently operates well below capacity, but future changes in the area are expected to increase traffic. Notably, the Eisenhower Avenue Transportation Study (Traffic and Parking Board and City Council approved in 2024) anticipates that daily traffic on Metro Road could more than double (from ~3,000 to ~7,000 vehicles per day) as certain left-turn movements are re-routed and nearby developments (e.g. at the Vulcan site) come online. Even at peak volumes, however, Metro Road’s projected traffic counts fall well below the threshold identified by the City (with guidance from FHA) on Average

Daily Traffic levels when identifying great candidates for road resizing. This analysis shows that for roads below 10,000 Average Daily Vehicles capacity will not be affected by resizing.

Metro Road is also part of the planned West End Transitway corridor, meaning bus service will expand in the future. The project's goals, therefore, are to improve safety and access along Metro Road while proactively managing speeds and preserving sufficient capacity for forecasted growth. These goals and conditions were used to develop design concepts for implementation with the repaving.

DISCUSSION: Three roadway reconfiguration options were developed and shared with the community. One option (Spot Improvements) maintained all travel lanes as they are today but included spot improvements for safety. The other two options showed the same lane configuration but differed in the placement of buffer space. Option 1 had a larger buffer on the west side of the street and Option 2 showed a smaller buffer on both sides of the street. The intent of both options was to repurpose excess pavement width to calm traffic and improve pedestrian safety, without impeding current operations. Both options would retain existing left-turn lanes and maintain two travel lanes for southbound/eastbound traffic (south of Pearson), which constitutes 80% of the current traffic volume on Metro Road, and reduce the two northbound/westbound lanes to one lane. Traffic analysis showed that either option would have minimal impact on vehicle delays, with an average increase of only ~10 seconds in peak hour travel time and no significant queues or backups projected on Metro Road. Additionally, both options would include a suite of "spot improvements" to include retiming traffic signals for efficient operations, new speed reduction flashing signs, and flexposts and other barriers to reducing wrong way driving and illegal turning movements. After evaluation of public and agency input, Option 1 emerged as the preferred alternative, and staff have refined this option with several revisions to incorporate community input.

Option 1 Proposal: In addition to the description above, the buffer will be implemented with pavement markings (as opposed to new curb or permanent medians), effectively creating a striped shoulder/separation that increases the distance between moving traffic and the adjacent homes. The buffer provides a traffic-calming and noise reduction function by narrowing the roadway to discourage speeding. This design can also be reconfigured in the future as needed (for example, converted into a turn lane or bus lane) if traffic volumes grow or operational changes are required. At Pearson Lane, a painted curb extension is planned to improve sight lines for drivers turning onto Metro Road. At the Summer's Grove/Metro Road intersection, a new high-visibility crosswalk with a pedestrian refuge will be added to improve safety for crossing pedestrians and slowing down turning cars. All existing signalized crosswalks will be upgraded with high-visibility striping and ADA curb ramps under this plan. An exhibit illustrating Option 1 is included with this docket (Attachment 2). In response to community concerns about traffic congestion from a lane reduction, the painted buffer on the west side preserves the existing roadway width to utilize that space for an additional lane in the future if needed.

Additionally, traffic data shows that for the morning and evening peak periods (7-8 a.m. and 4:30-5:30 p.m.), Metro Road currently operates well below its capacity. Only about 70 total vehicles travel on Metro Road during the morning peak hour and roughly 105 during the evening peak hour. These peak traffic levels were virtually identical in June 2024 and January 2025,

demonstrating stable demand over that period. Even with approximately one-fifth of the traffic composed of heavy vehicles (buses and trucks), a single travel lane in each direction can accommodate the flow without additional delay. While future changes in the area are expected to increase traffic volumes, the detailed traffic analysis showed that future conditions would have minimal impact on vehicle delays, with an average increase of only ~10 seconds in peak hour travel time, and no significant queues or backups projected on Metro Road.

Furthermore, the heavy truck traffic (e.g. fuel trucks accessing the Norfolk Southern transloading facility) was considered throughout the design process. The lane configuration and turning radii in Option 1 can accommodate large vehicles without issue, and the improved sight distance at the Van Dorn ramp will aid truck entry.

Option 1 also includes space for two small pedestrian islands in the crosswalk at Summer's Grove Road which would enhance safety for people walking and crossing. Based on community input, staff maintained the buffer and one center refuge island to shorten the crossing distance. Signal timing adjustments will also be made to accommodate any new pedestrian features without unduly delaying side-street traffic.

Additionally, WMATA's feedback has been incorporated: Option 1 will include pavement markings at the Metro Road bus stop by Summers Grove Road so that buses can safely pull over without blocking the travel lane. Importantly, WMATA has confirmed that bus turning movements are not impacted by either option, and the agency supports the speed-reducing measures.

OUTREACH: The Metro Road project included extensive outreach to residents, stakeholders, and partner agencies. Engagement began in August 2023 as part of the Eisenhower Avenue Transportation Study. Metro Road specific outreach began in October 2024.

Summers Grove Community Engagement: Staff met with the Summers Grove Homeowners Association and residents multiple times during project development. An initial on-site walkthrough and discussion was held in November 2024 to confirm resident concerns and discuss preliminary ideas. A second community meeting was conducted on March 25, 2025 specifically with Summers Grove residents to present the draft options and gather feedback. Residents at that meeting expressed appreciation for the City's focus on safety (many supported the proposed crosswalk improvements, flex-posts on curves, and speed feedback signs) but voiced concerns about removing travel lanes and potential future cut-through traffic. Several attendees emphasized the importance of maintaining capacity for heavy vehicles (citing large fuel trucks from a nearby facility and Metro shuttles) and suggested that lane reductions could be problematic if traffic grows or in the event of emergencies. In response, staff documented these concerns and used them to refine Option 1.

Online Feedback Form – In parallel with the meetings, an online feedback form was developed (approximately late March through early April 2025) to collect broader community input. 57 responses were received. Survey participants identified issues such as speeding, difficult pedestrian crossings, and heavy vehicle traffic as top concerns. Respondents generally prioritized “safer crossings”, “lower speeds”, and a “buffer between sidewalks and travel lanes” among the

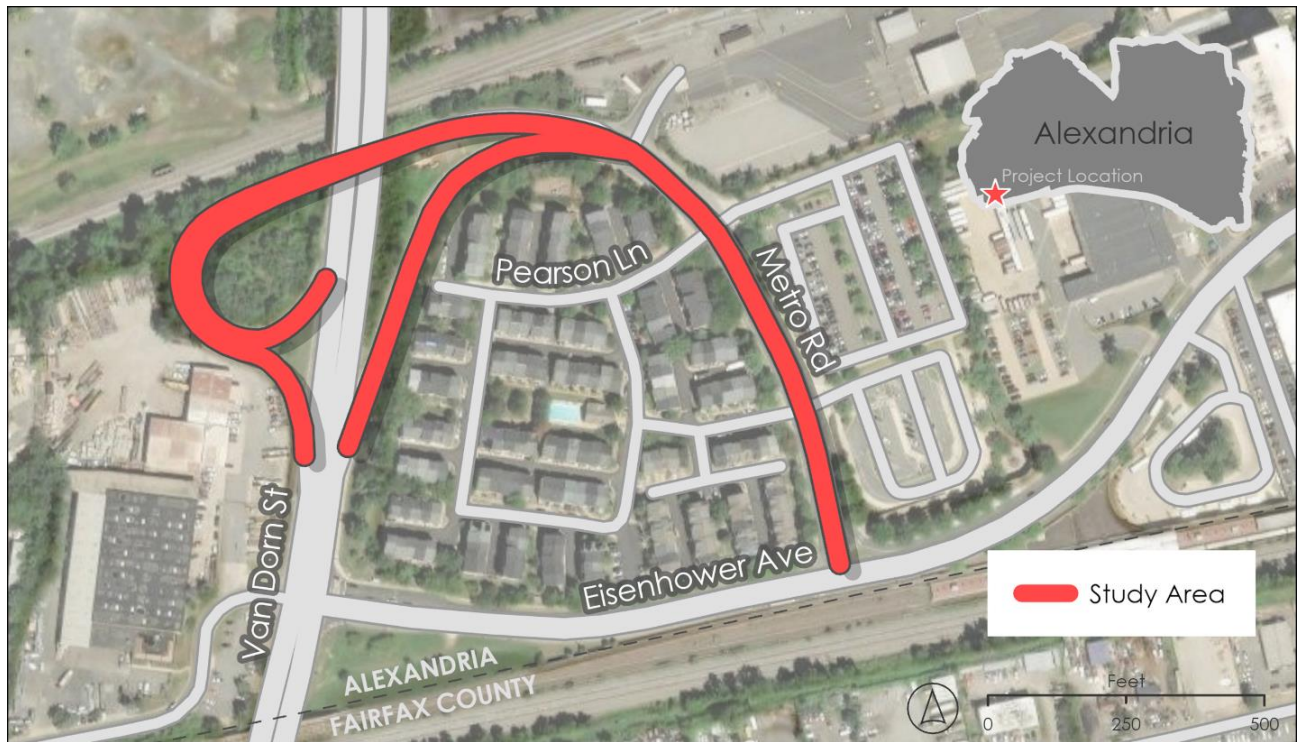
potential improvements (over options like additional parking) – reinforcing the project’s emphasis on safety and traffic calming.

Agency Coordination: City staff coordinated with DASH and WMATA early in the concept development to ensure any changes would be compatible with transit operations. Both agencies provided input on road design and operations indicated support for Option 1, as it would allow buses to service stops without blocking traffic and would not create any turning movement issues.

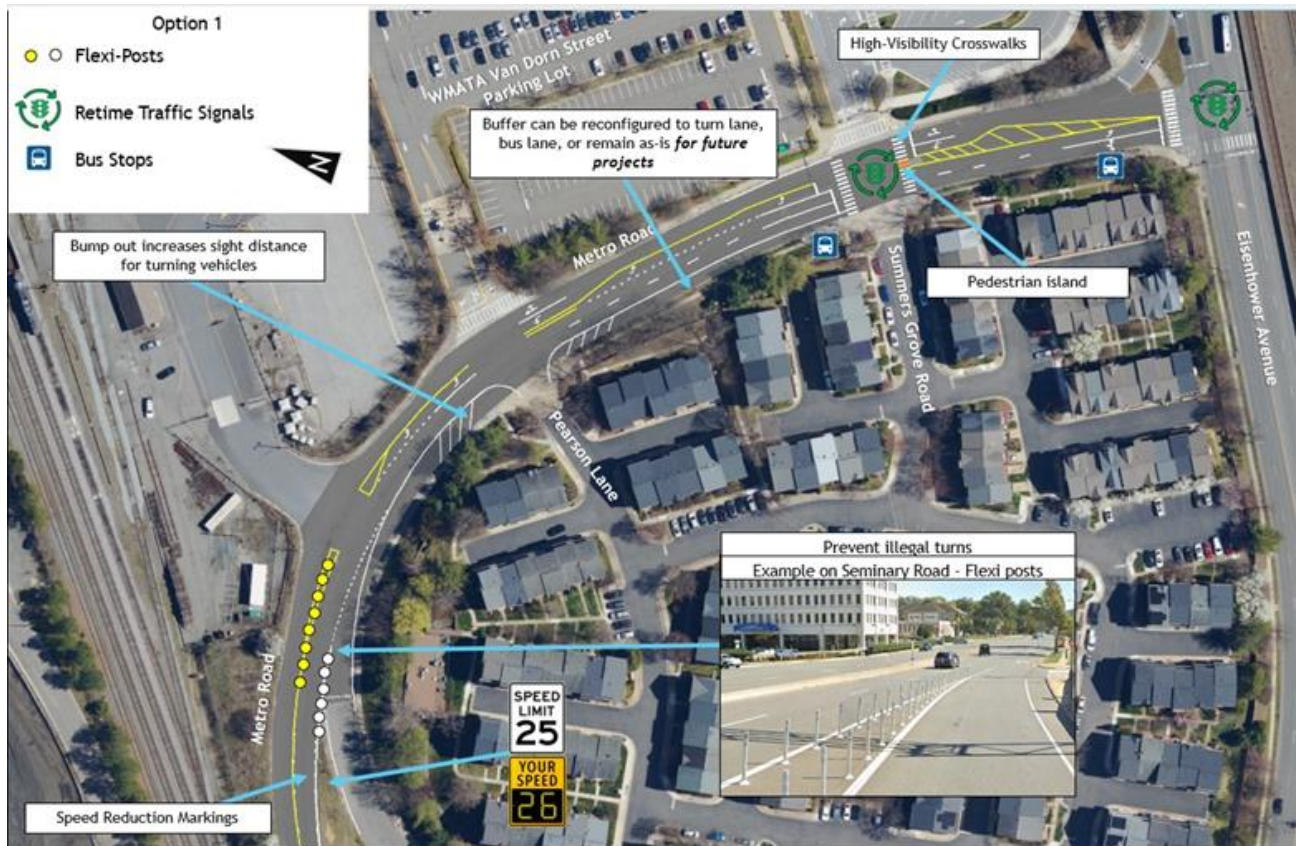
Eisenhower West/Landmark Van Dorn (EWLVD) Advisory Group (which includes area businesses and residents): Staff met with EWLVD membership to discuss the Metro Road plans in the context of other West End development. The Advisory Group’s comments highlighted the need to maintain efficient access to the Van Dorn Metro Station and nearby facilities. Staff assured stakeholders that the recommended Option 1 would keep traffic moving (with two lanes at critical points and all turn lanes intact) and would be monitored closely after implementation.

An engagement summary can be viewed in Attachment 3.

ATTACHMENT 1: PROJECT LOCATION



ATTACHMENT 2: RECOMMENDED PREFERRED DESIGN ALTERNATIVE



ATTACHMENT 3: ENGAGEMENT LOG**Project Name:** Metro Road Safety Improvements

Date	Outreach To	Type of Group
4/22/2024	Summers Grove HOA	Neighborhood Association
5/9/2024	EWLVD Advisory Group	Advocacy Committee
6/11/2024	Summers Grove HOA	Neighborhood Association
10/9/2024	Summer's Grove Civic Assoc.	HOA/Condo Association
10/9/2024	EWLVD Advisory Group	Community Association
10/9/2024	Eisenhower Partnership	Community Association
10/22/2024	Summer's Grove Civic Assoc.	HOA/Condo Association
11/7/2024	Eisenhower Partnership	Community Association
11/12/2024	Summer's Grove Civic Assoc.	HOA/Condo Association
2/27/2025	Summer's Grove Civic Assoc. EWLVD Advisory Group Eisenhower Partnership	Multiple community and business groups
3/25/2025	Summer's Grove Civic Assoc.	Neighborhood Association
3/27/2025	EWLVD Advisory Group	Neighborhood Association
4/3/2025	Eisenhower Partnership	Business Association
5/13/2025	Citywide	All Community