



Traffic and Parking Board

October 27, 2025

City Hall – Alexandria, VA

Hybrid meeting will start at 7:00 PM



Notice

The October 27, 2025, meeting of the Traffic and Parking Board is being held in the City Council Chambers on the second floor of City Hall (301 King Street, Alexandria, Virginia, 22314) and electronically. Members of the Traffic and Parking Board and staff are participating either in-person or from a remote location through video conference call on Zoom. The meeting can be accessed by the public in-person or via Zoom.



Welcome

Public Hearing:

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

Three Ways to Speak:

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



Agenda: October 27, 2025

Welcome & Introductions

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

Consent Items:

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

Woodland Terrace

Public Hearing Items:

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

Information Items:

11. Staff Updates
 - Board Member Lavonda Bonnard Final Meeting
12. Commissioner Updates



1. Deferrals and Withdrawals



2. Approval of the Minutes

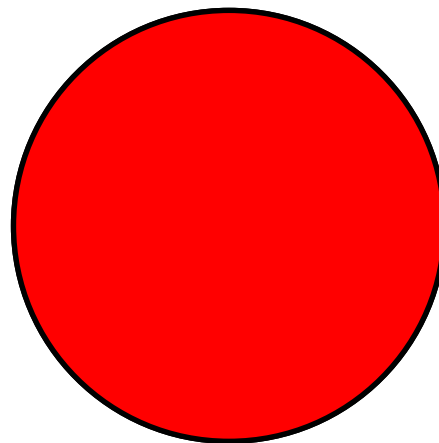


3. Public Discussion Period



3-Minute Timer

Announcement will sound automatically when time is up

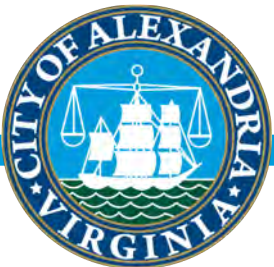


4. Written Updates & Public Hearing Follow-Up



5. Residential Pay by Phone – 900 Block of Cameron Street and 200 Block of North Alfred Street

Presenter: Max Devilliers



Location



Petition

September 15, 2025

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

Dear Sir or Madam,

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

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

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

We appreciate your consideration.

Best regards,



Kathy Valentine
200 N. Alfred Street
Alexandria, VA



Review

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



Outreach

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



Recommendation

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

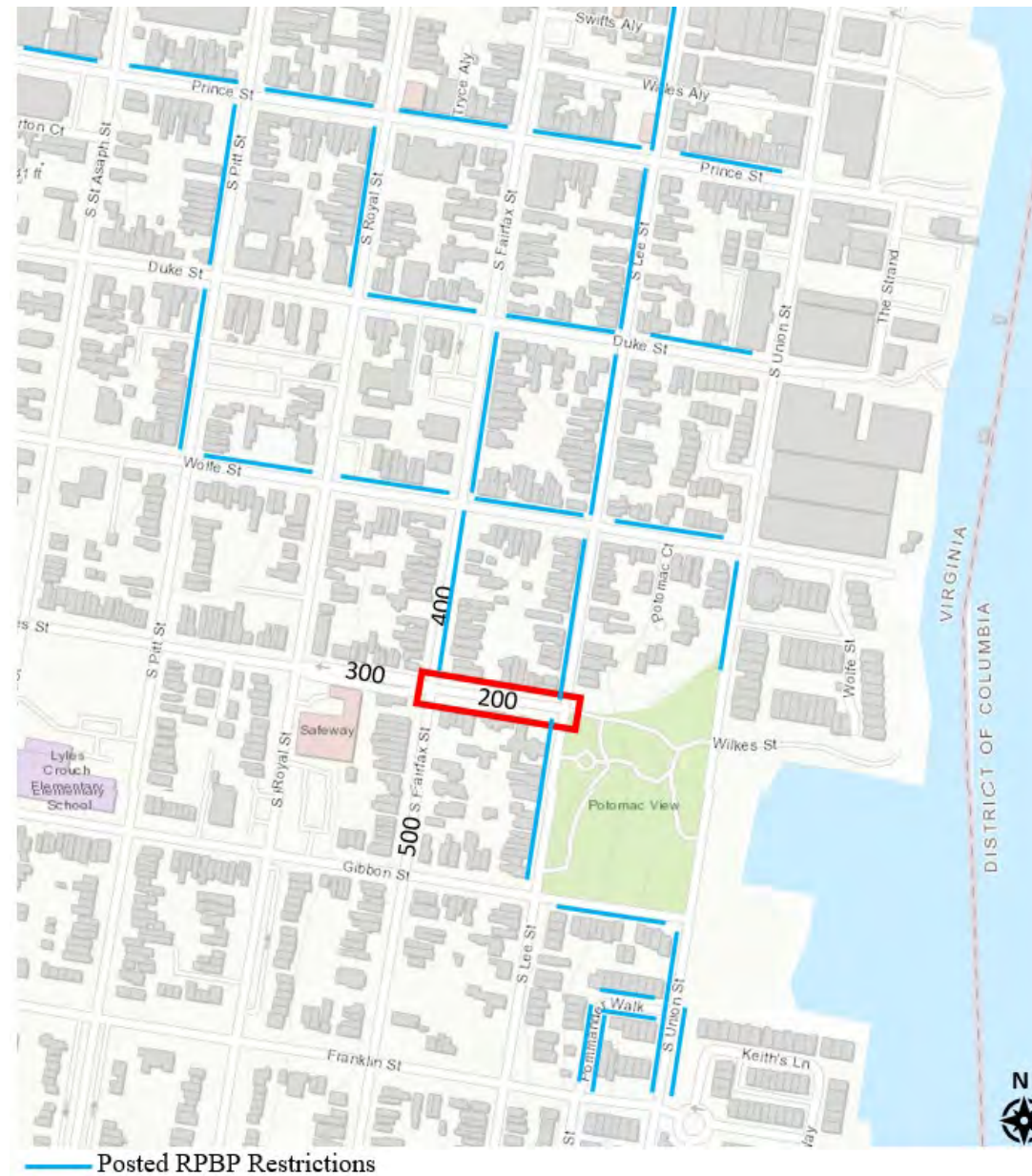


6. Residential Pay by Phone –200 Block of Wilkes Street

Presenter: Max Devilliers



Location



Review

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



Outreach

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



Recommendation

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

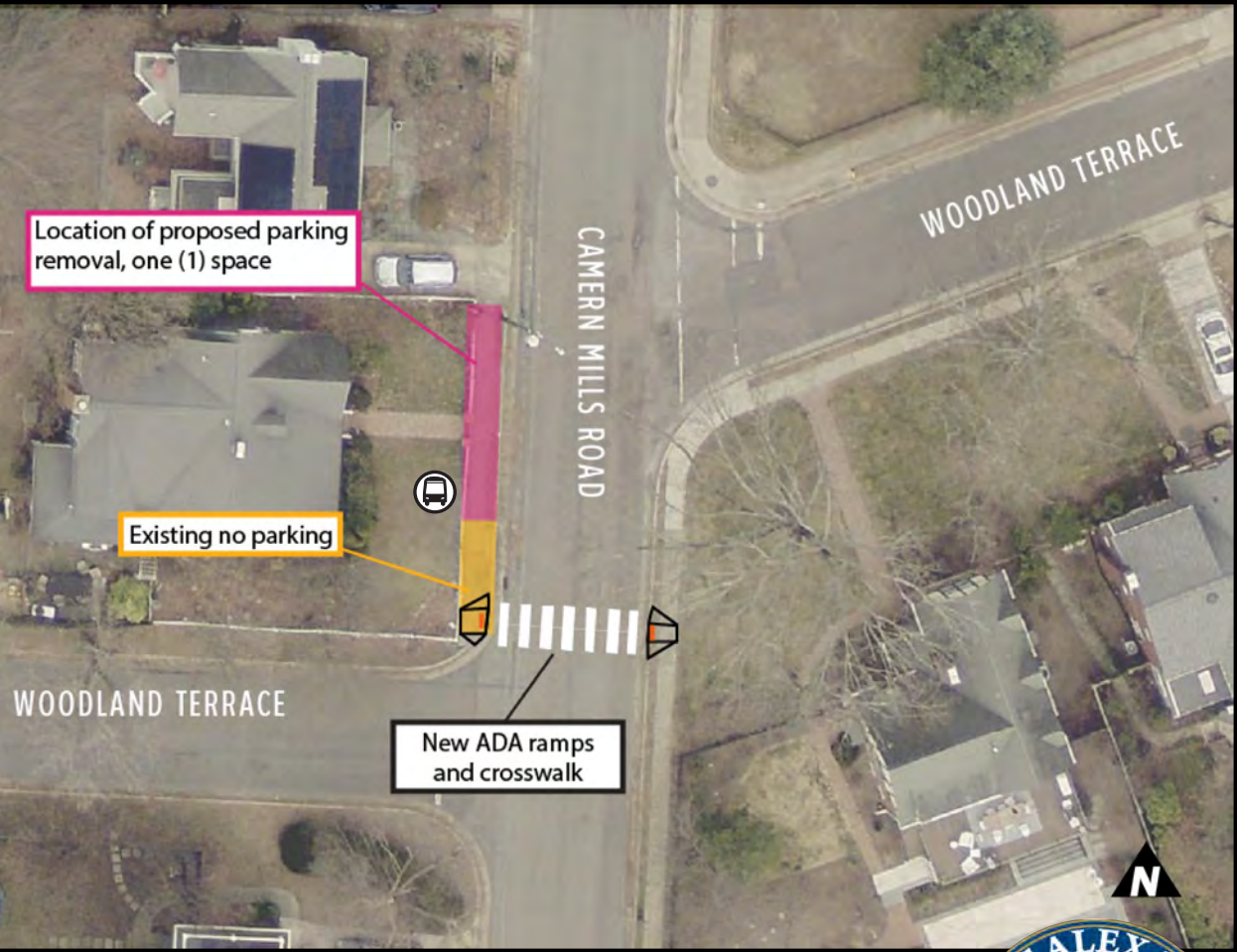


7. Parking Removal – Crossing Improvements on Cameron Mills Road at Woodland Terrace

Presenter: Bryan Hayes



Location

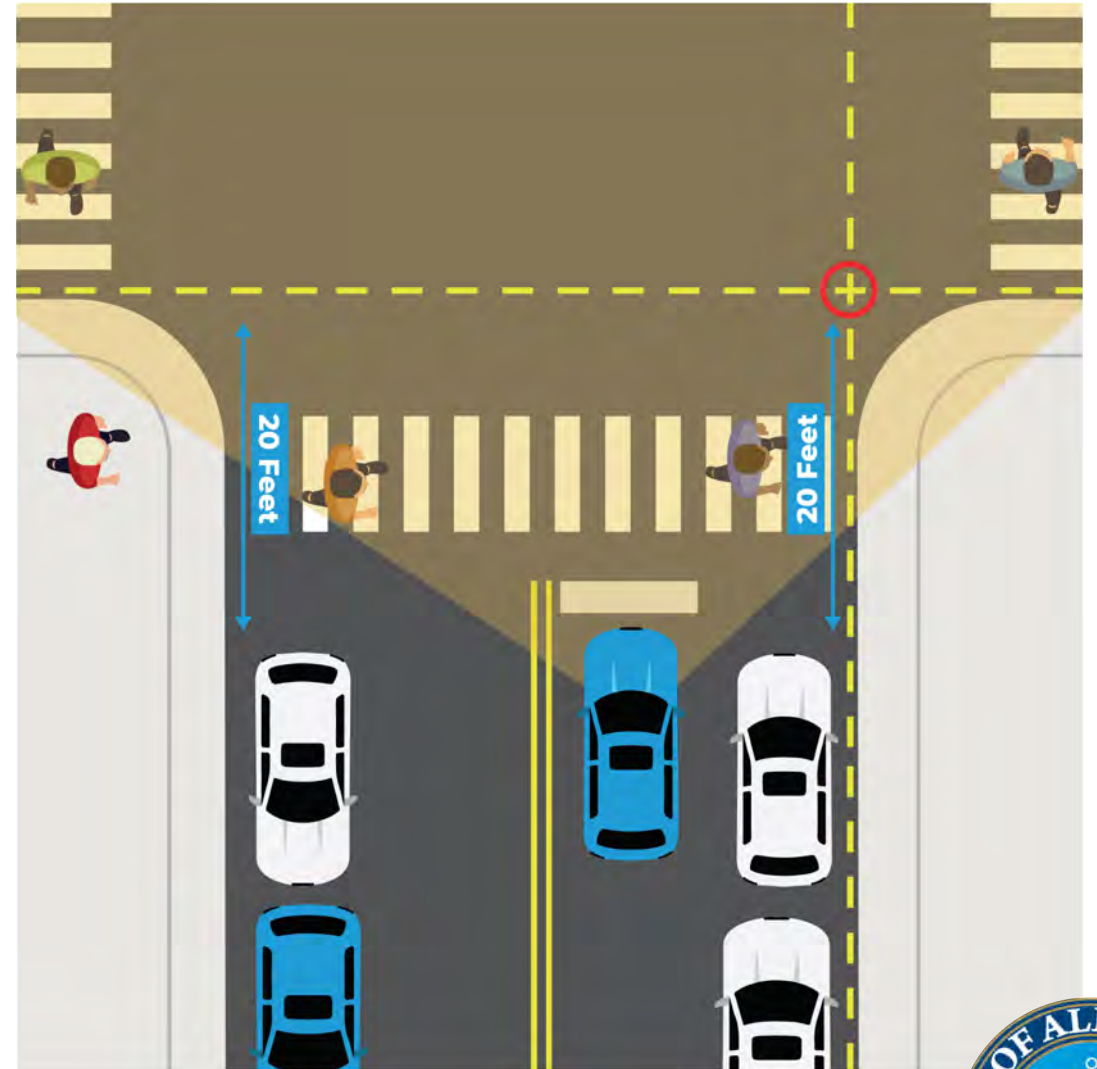
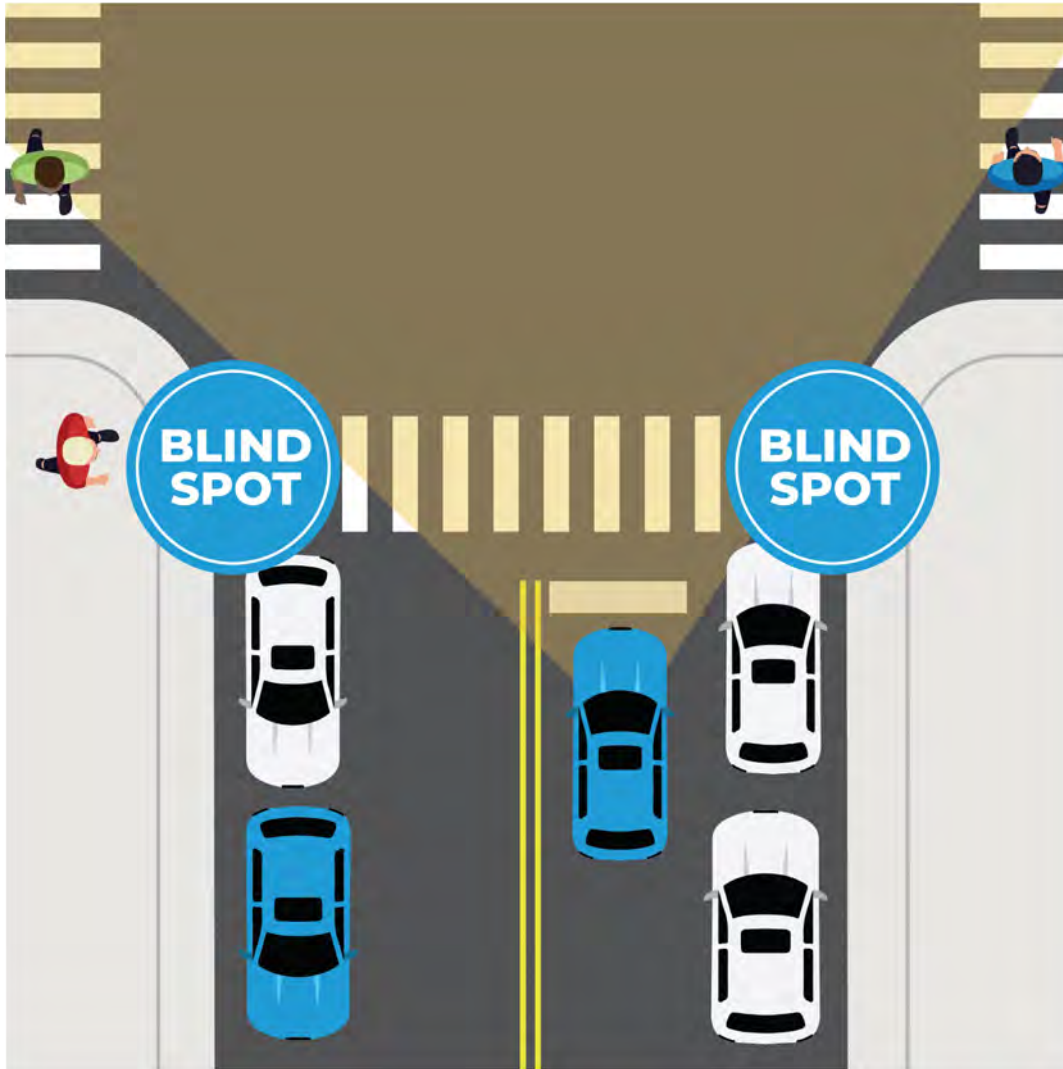


Location of proposed parking removal, one (1) space

Bus stop

Existing no parking





Recommendation

That the Board recommends the Director of T&ES remove one (1) parking space Cameron Mills Road at Woodland Terrace.



8. Curb Cut Appeal – 1612 Princess Street

Presenter: Andre Williams



Background

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

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

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

Applicant Email Address: pgm1212@aol.com

Property Address: 1612 Princess Street

Curb Cut Street Name: Princess Street

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

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

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

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

Property Owner Name: Paul Miller

Street Name and No.: 1612 Princess Street

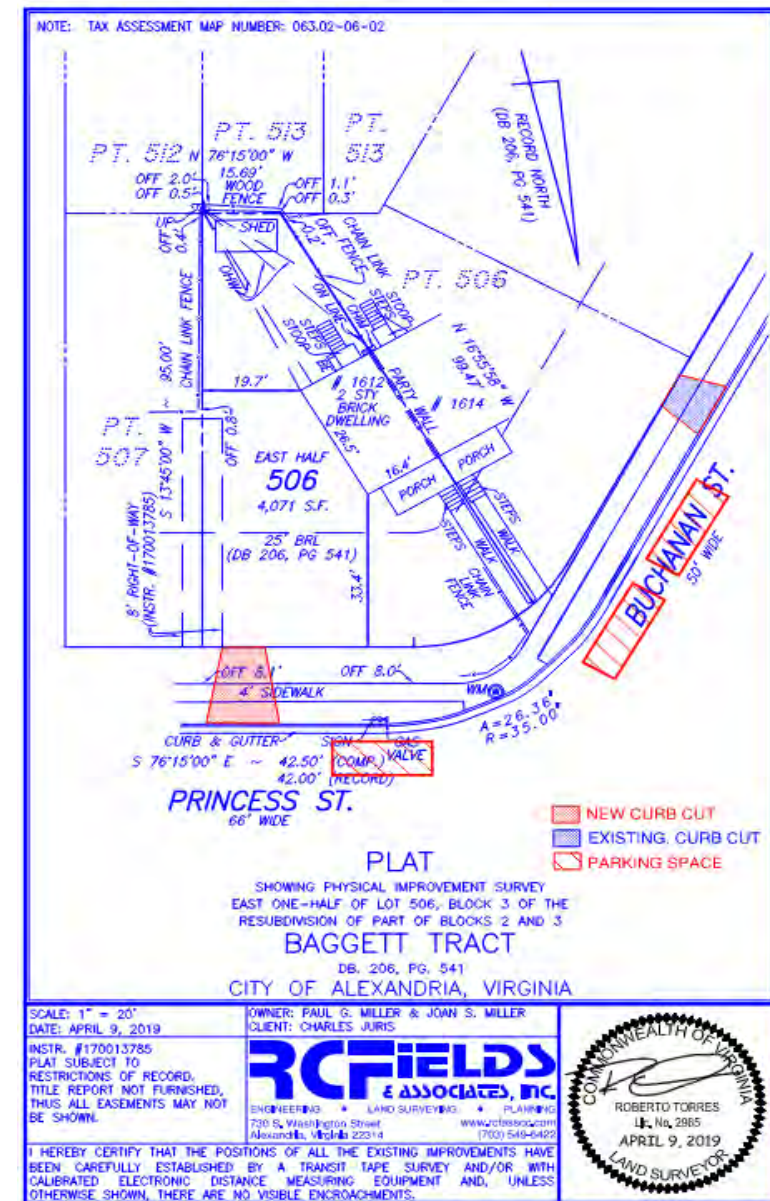
City: Alexandria State: VA Zip Code: 22314

Home Phone: _____ Work Phone: _____ Cell Phone: 703-469-9774

Mailing Address (if different from above): _____

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

Property Owner Signature: Paul Miller Date: 30 May 2024

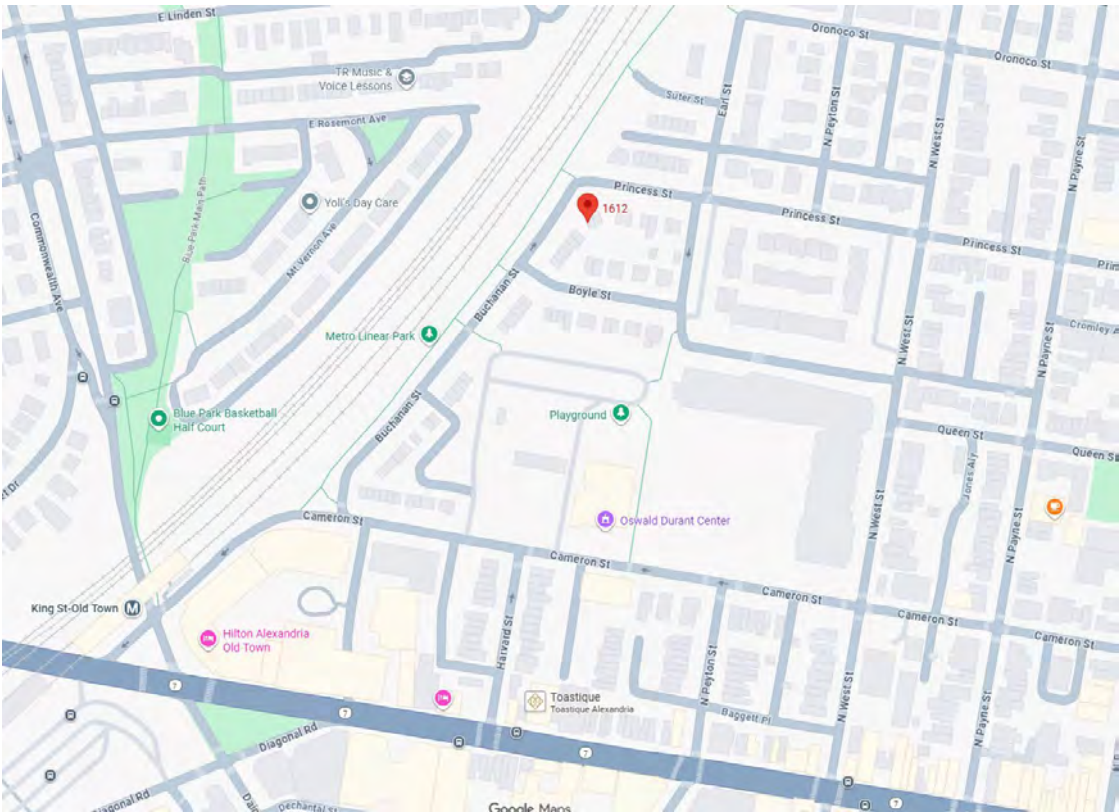


Background

- Section 5-2-14(c) outlines the criteria for evaluating a curb cut application
- The location and operation of the curb cut will not interfere unreasonably with vehicular and pedestrian traffic, the demand and necessity for parking spaces, and means of ingress and egress from adjacent properties.
 - The public's health, welfare, and safety will not be impaired.



Location



Background

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



Background

Docket #5
BAR2024-00329
Parker-Gray District
September 30, 2024

Docket #5
BAR2024-00329
Parker-Gray District
September 30, 2024

ISSUE: Certificate of Appropriateness for alterations

APPLICANT: Paul Miller

LOCATION: Parker-Gray District
1612 Princess Street

ZONE: RB/Residential Townhouse Zone

BOARD ACTION, SEPTEMBER 30, 2024: On a motion by Ms. del Nino, seconded by Mr. Lyons, the Board of Architectural Review voted to approve BAR #2024-00324 as submitted. The motion carried on a vote of 5-0.

REASON: The Board agreed with staff recommendations.

STAFF RECOMMENDATION

Staff recommends approval of the Certificate of Appropriateness, as submitted.

GENERAL NOTES TO THE APPLICANT

1. **APPEAL OF DECISION:** In accordance with the Zoning Ordinance, if the Board of Architectural Review denies or approves an application in whole or in part, the applicant or opponent may appeal the Board's decision to City Council on or before 14 days after the decision of the Board.
2. **COMPLIANCE WITH BAR POLICIES:** All materials must comply with the BAR's adopted policies unless otherwise specifically approved.
3. **BUILDING PERMITS:** Most projects approved by the Board of Architectural Review require the issuance of one or more construction permits by Department of Code Administration (including signs). The applicant is responsible for obtaining all necessary construction permits after receiving Board of Architectural Review approval. Contact Code Administration, Permit Center, 4850 Mark Center Drive, Suite 2015, 703-746-4200 for further information.
4. **ISSUANCE OF CERTIFICATES OF APPROPRIATENESS AND PERMITS TO DEMOLISH:** Applicants must obtain a copy of the Certificate of Appropriateness or Permit to Demolish PRIOR to applying for a building permit. Contact BAR Staff, Room 2100, City Hall, 703-746-3833, or preservation@alexandriava.gov for further information.
5. **EXPIRATION OF APPROVALS NOTE:** In accordance with Sections 10-106(B), 10-206(B) and 10-307 of the Zoning Ordinance, any Board of Architectural Review approval will expire 12 months from the date of issuance if the work is not commenced and diligently and substantially pursued by the end of that 12-month period.
6. **HISTORIC PROPERTY TAX CREDITS:** Applicants performing extensive, certified rehabilitations of historic properties may separately be eligible for state and/or federal tax credits. Consult with the Virginia Department of Historic Resources (VDHR) prior to initiating any work to determine whether the proposed project may qualify for such credits.



Appeal



Paul G. Miller
1612 Princess Street
Alexandria VA 22314

August 25, 2025

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

In reference to CRB2024-00021 Letter of Denial

Dear Mr. Moon,

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

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

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

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

Sincerely,

Paul G. Miller

Copy for:

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



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

Curb Cut Street Name: 1612 Princess Street

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

PROPERTY OWNERS ACKNOWLEDGEMENT

Objection: Yes ☒ No ☐

Property Owner Name: Elliott + Maria Watts Address: 1610 Princess Street
937-209-0768 EWATT509@gmail.com

Mailing Address (if different from adjacent property where curb cut is requested):
Unit 3130 Box 100, DPO AA 34034

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

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

Objection: Yes ☐ No ☐

Property Owner Name: _____ Address: _____

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

Property Owner Signature: _____ Date: _____

If objecting, give reason: _____

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

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

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

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

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

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

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



Recommendation

That the Board uphold the denial of the curb cut application



9. Lane Removal and Speed Limit Reduction on Edsall Road and Yoakum Parkway

Presenter: Alex Carroll, AICP
Complete Streets Program Manager



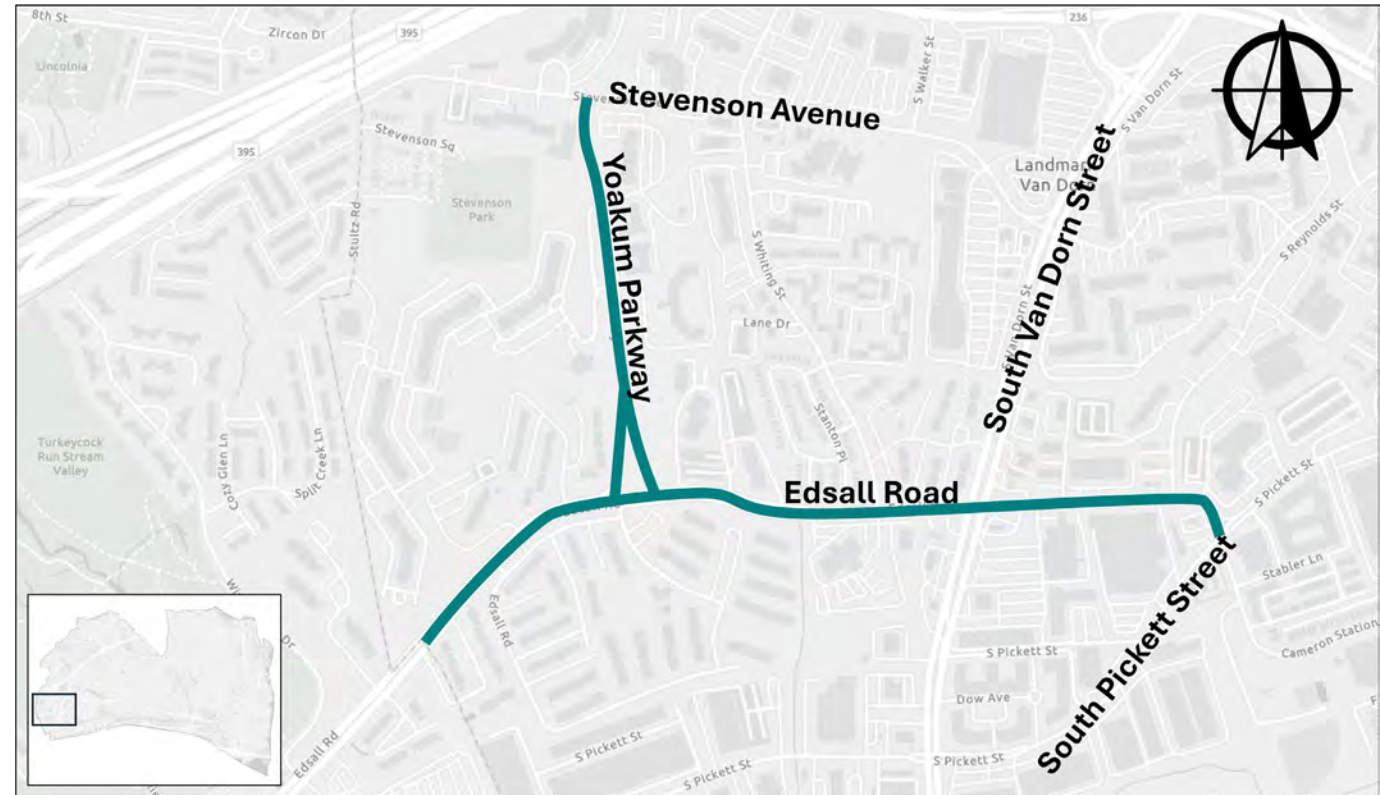
Project Location

Edsall Road

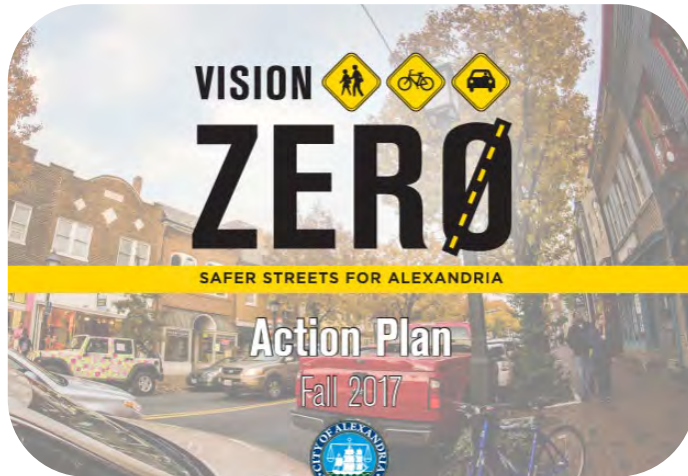
- Minor Arterial/Major Collector
- Access to high-density residential, low-density commercial and retail, parks, Tucker Elementary, I-395, etc.

Yoakum Parkway

- Local Street
- High-density residential apartment communities



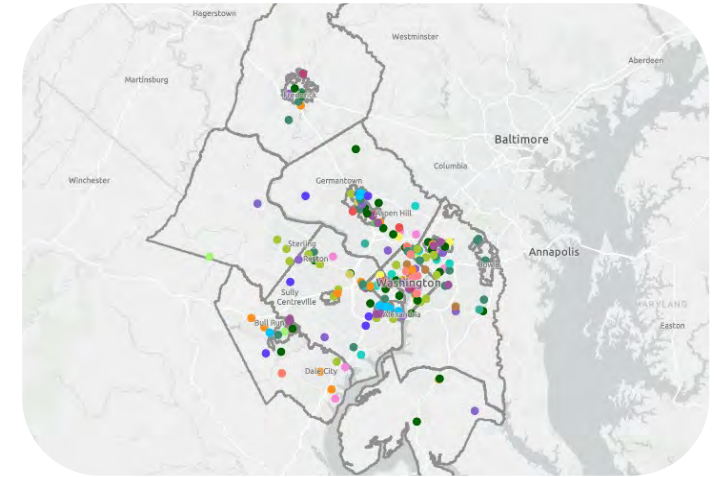
Background



Vision Zero Action Plan



Alexandria Mobility Plan



Transportation-Land Use Connections Grant



Context

Legend

City Boundary

Bus Stops

Existing Bicycle Network

Trail

Bike Lane

Climbing Lane

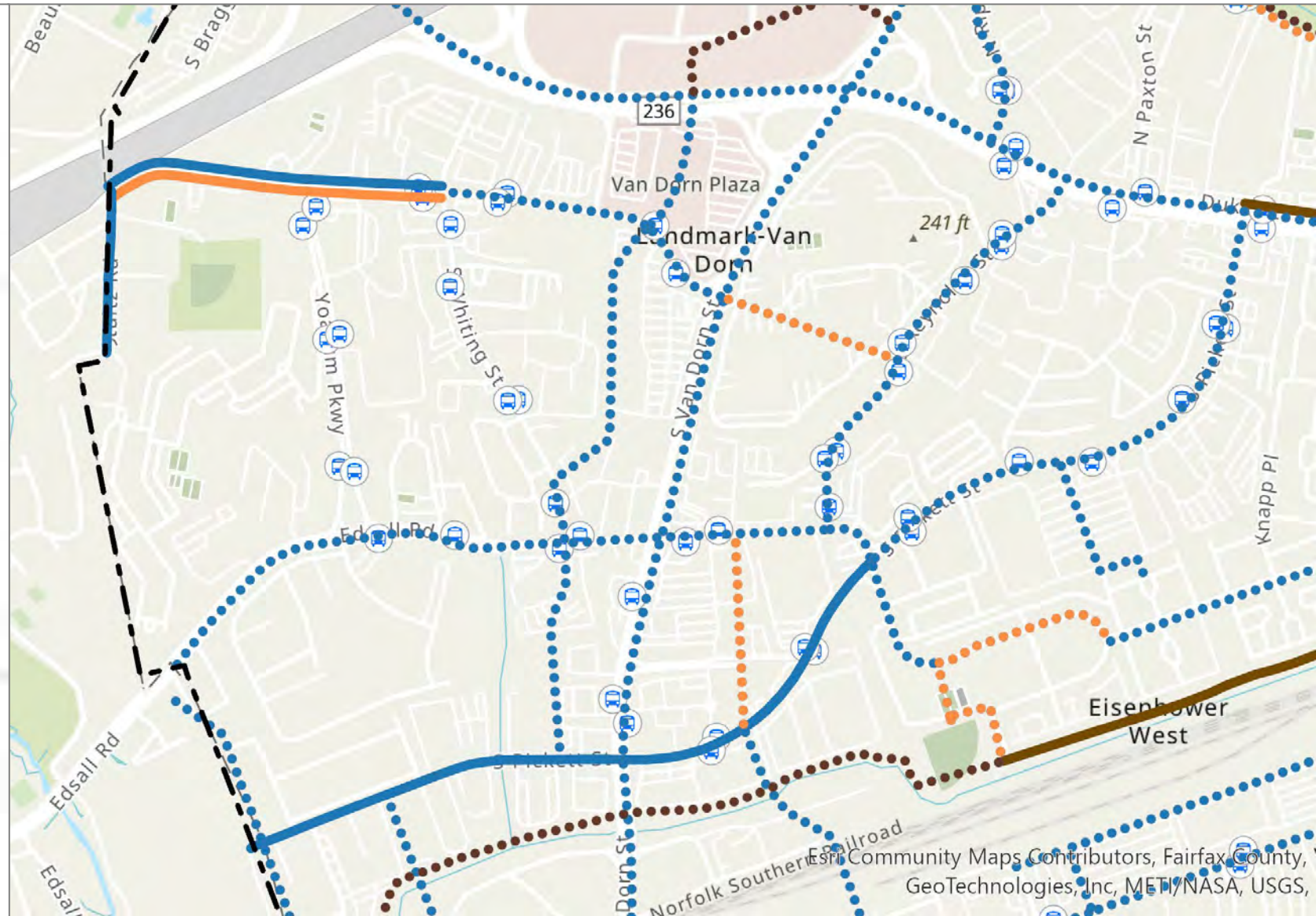
Shared Lane Markings

Planned Bicycle Network

Trail

Bike Lane

Shared Lane

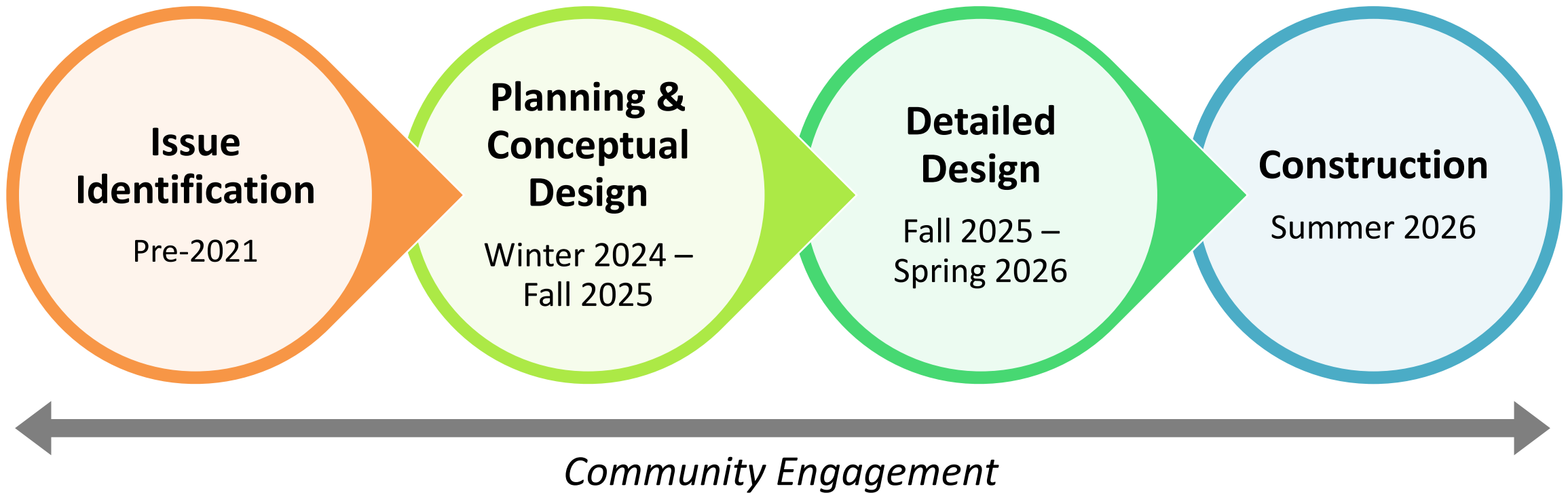


Project Goal

It is easy, safe, and comfortable to travel on Edsall Road and Yoakum Parkway for people of all ages, abilities, and modes of travel.



Project Timeline



Edsall Road Existing Conditions

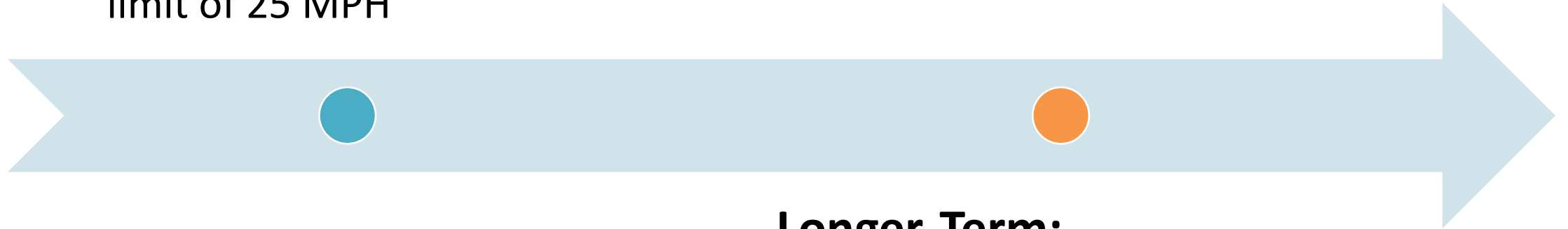
- 100+ crashes in 5 years
 - 3 severe injury
 - 34 non-severe injury
 - 42 angle crashes
 - 12 pedestrian crashes
 - 4 bicycle crashes
- Speed limit 25 and 35 MPH
- 31-39 MPH prevailing speed
- Speed rated among top community concerns
- High-conflict area



Edsall Road Proposal

Near-Term:

- Implement consistent speed limit of 25 MPH



Longer-Term:

- Continue to evaluate corridor improvements



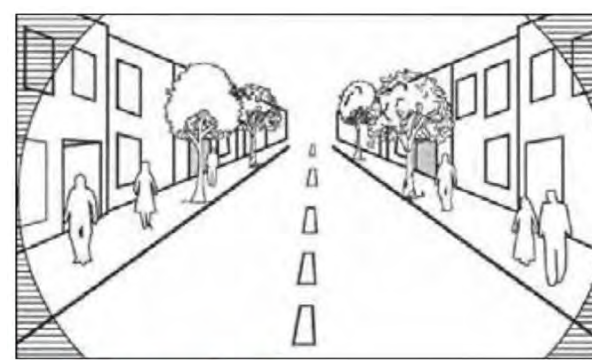
Speed Management is Critical

“

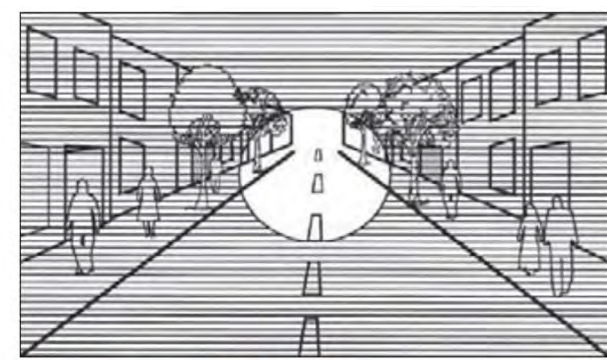
...Any effort toward achieving zero fatalities and serious injuries must be centered on keeping speeds at levels that account for human injury tolerance.

- Federal Highway Administration

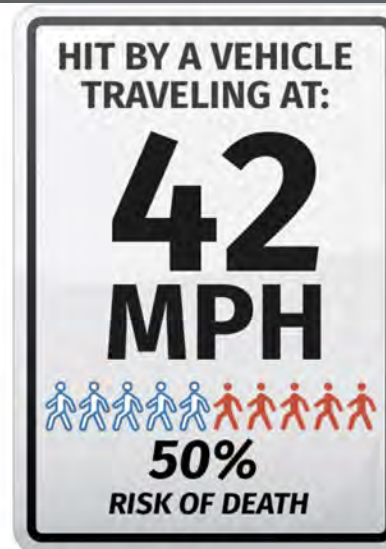
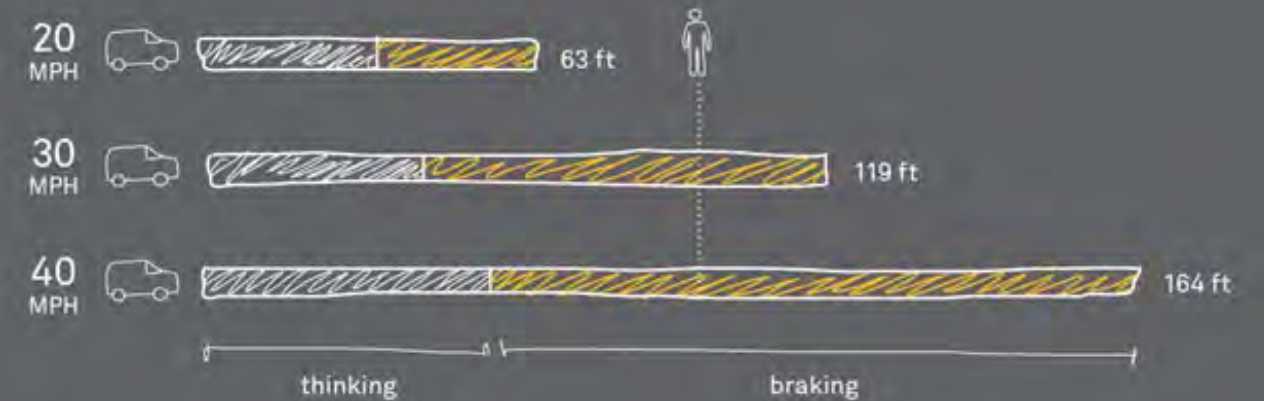
”



Field of vision at 15 MPH



Field of vision at 30 to 40 MPH



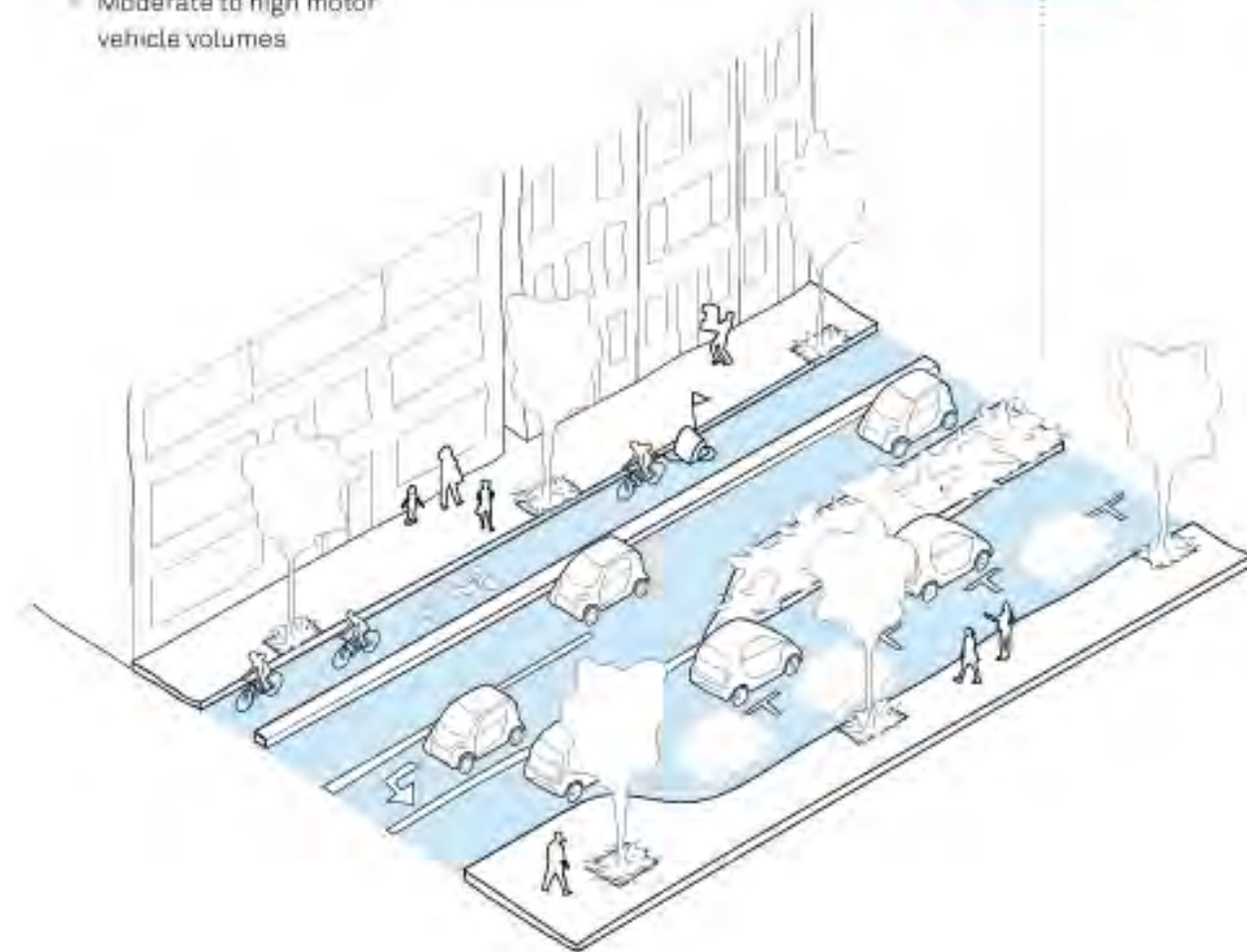
Speed Limit

Major streets are often characterized by:

- Signalized intersections
- Few, if any, all-way stop intersections
- At least two formal (marked) motor vehicle traffic lanes, and usually more
- Frequent transit stops
- Moderate to high motor vehicle volumes
- Multi-lane downtown one-way and downtown two-way streets, as well as many neighborhood main streets, multi-way boulevards, and transit boulevards as described in the NACTO *Urban Street Design Guide*

Recommended category speed limit for **Major Streets**:

**25
MPH**

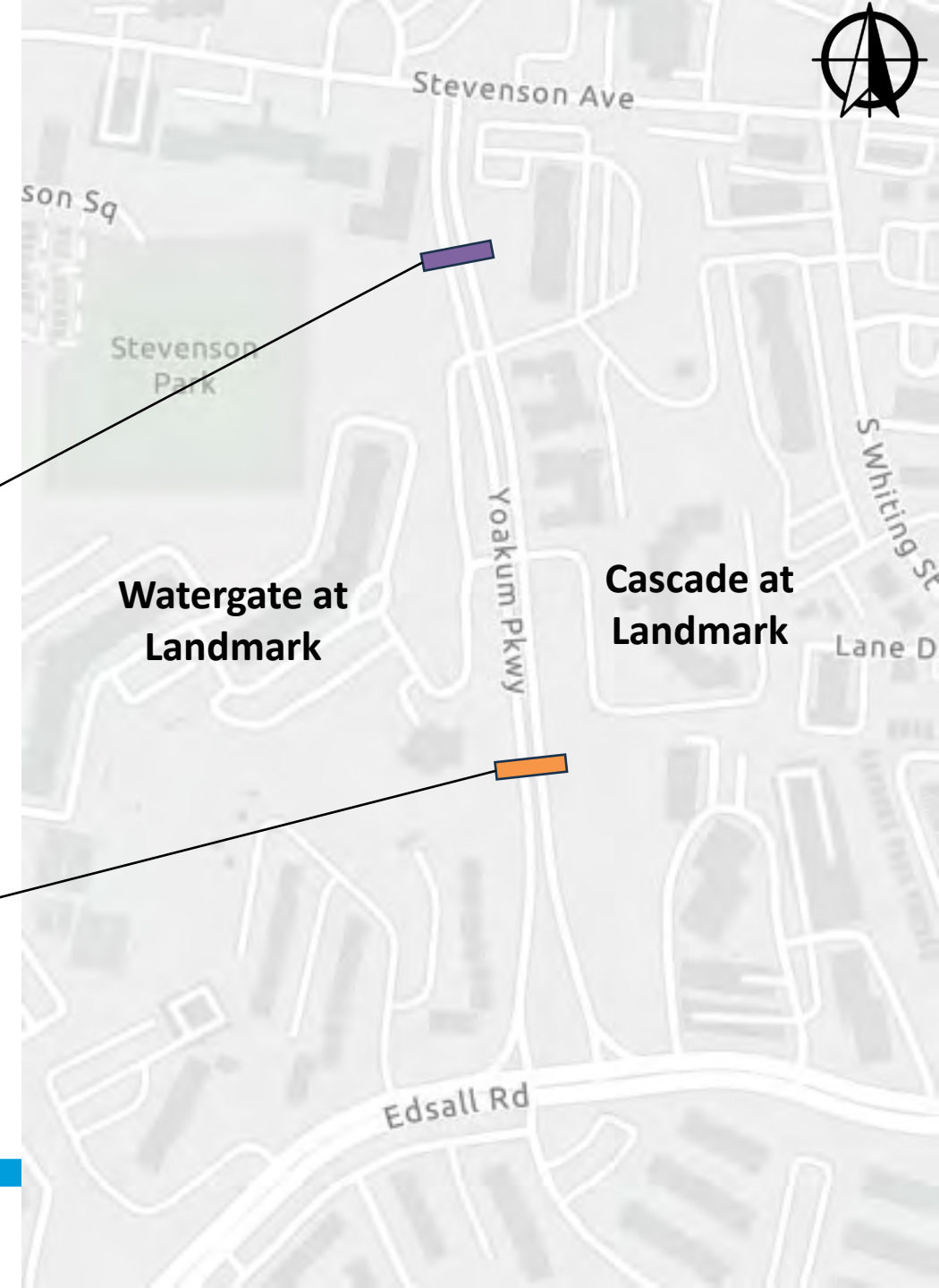


Yoakum Parkway Existing Conditions

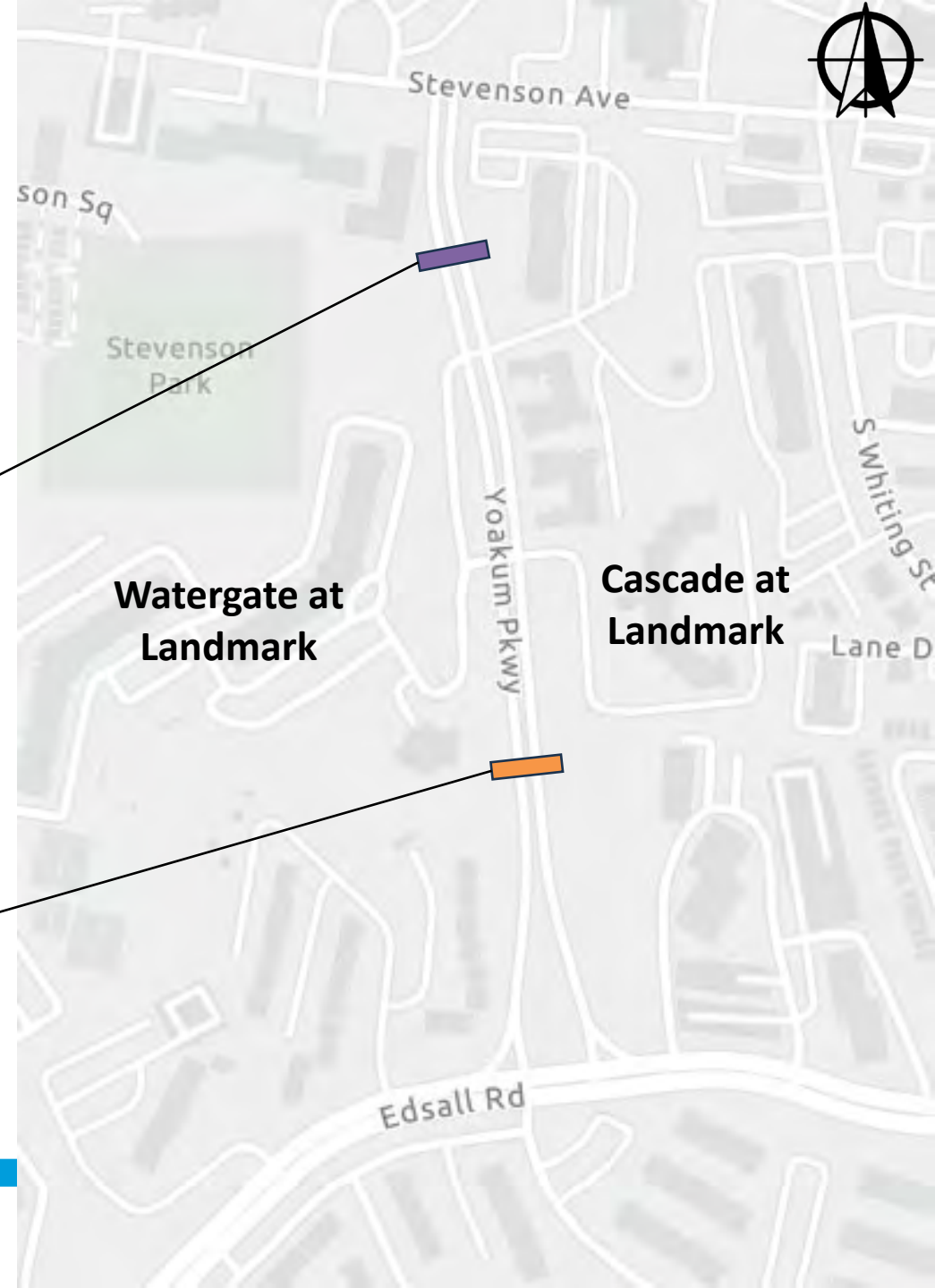
- ~7,000 vehicles per day
- 35 MPH posted speed limit
- 34-39 MPH prevailing speeds
- 2 bus routes providing access to Metro & Pentagon
- Weekday parking restrictions
- 8 crashes from 2020-24



Yoakum Parkway Existing Conditions



Yoakum Parkway Conceptual Design

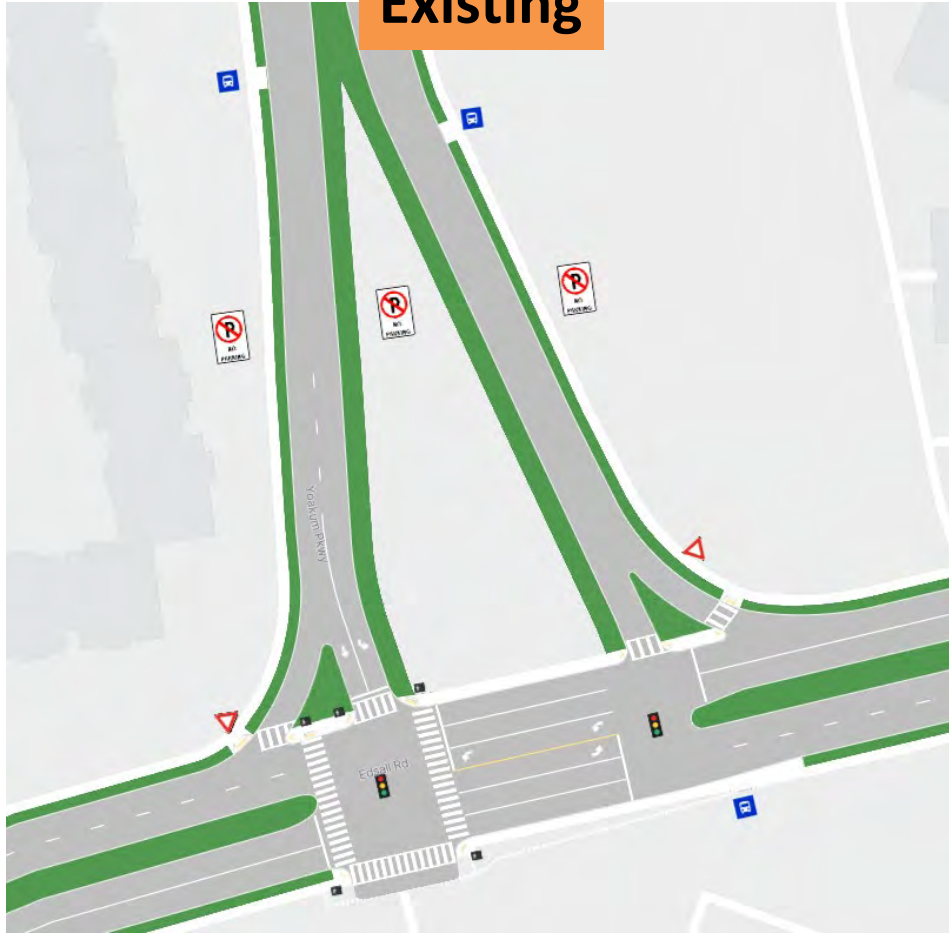


Watergate at
Landmark

Cascade at
Landmark

Conceptual Design at Edsall

Existing



Proposed



Conceptual Design at Crosswalk



Conceptual Design at Stevenson



Community Engagement



eNews



Project Signs



Social Media



Emails to
Stakeholders



Online Feedback
Form x2



Community
Meeting x2



Primary Community Concerns



58%

People drive too fast



40%

There are no dedicated bike lanes



39%

It's difficult to cross the street



Feedback on Project Objectives



85%

said **safe pedestrian crossings** are important or very important



83%

said **reducing crashes** are important or very important



74%

said **encouraging safe travel speeds** are important or very important



Community Comments



25 MPH speed limit

- 66/72% positive or neutral (Edsall/Yoakum)



New pedestrian crossings on Yoakum

- 86% positive or neutral



Crossing improvements on Yoakum

- 79% positive or neutral



Bike lanes on Yoakum

- 51% positive or neutral



Recommendations

That the Board recommend the Director of T&ES make the following changes to Yoakum Parkway:

- Replace 7 a.m. - 6 p.m. parking restrictions with 3-hour parking from 8 a.m.-5 p.m.
- Add up to 2 on-street parking spaces between Watergate/Cascade at Landmark and Edsall Road
- Combine the northbound left and right turn lanes at Stevenson Avenue
- Remove the southbound left turn lane at Cascade at Landmark
- Close the channelized right turn lane on the east side of the intersection of

That the Board recommend the City Manager Reduce the posted speed limit on Edsall Road and Yoakum Parkway from 35 MPH to 25 MPH.

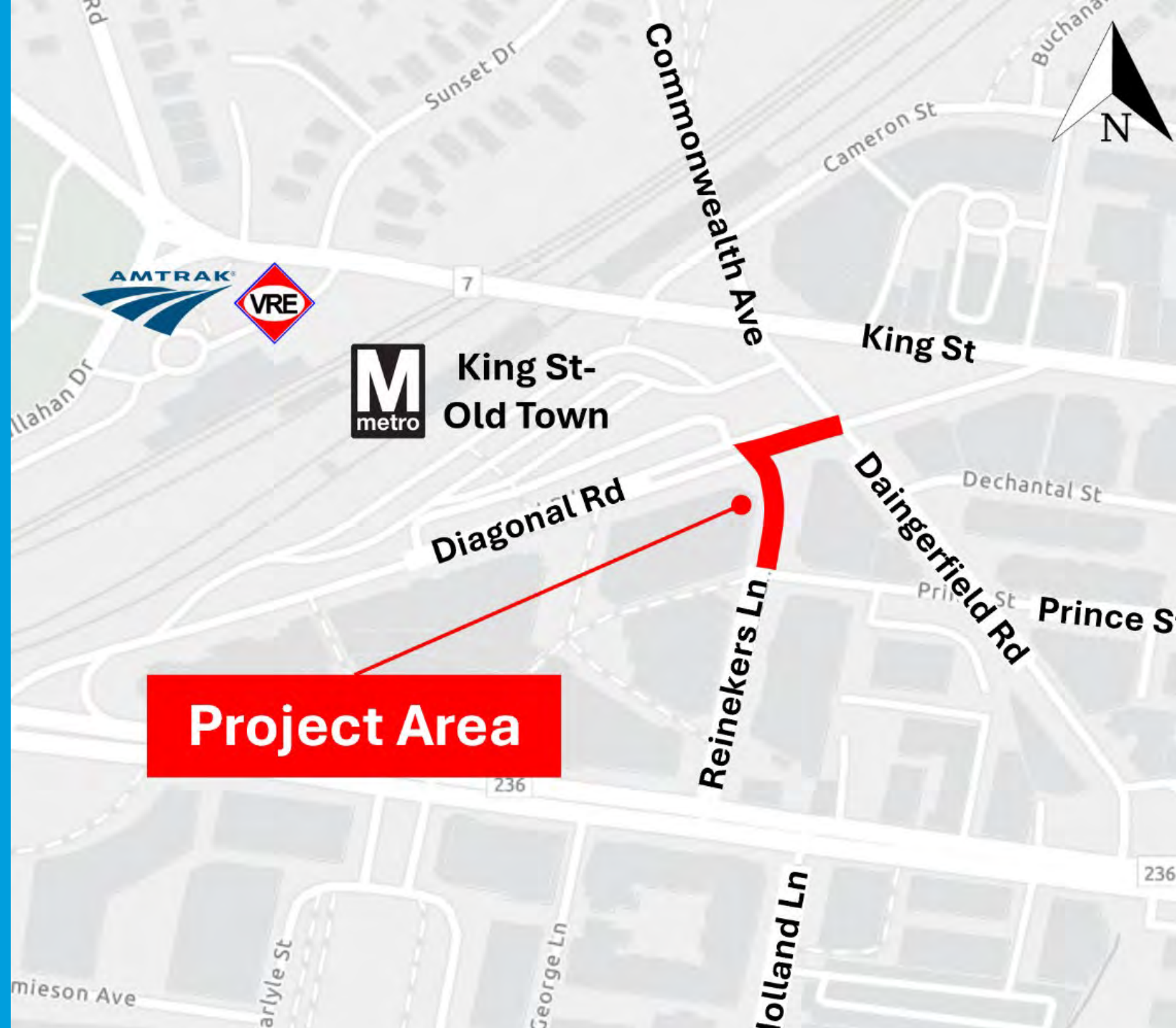


10. Pavement Marking and Lane Configuration Changes on Diagonal Road and Reinekers Lane

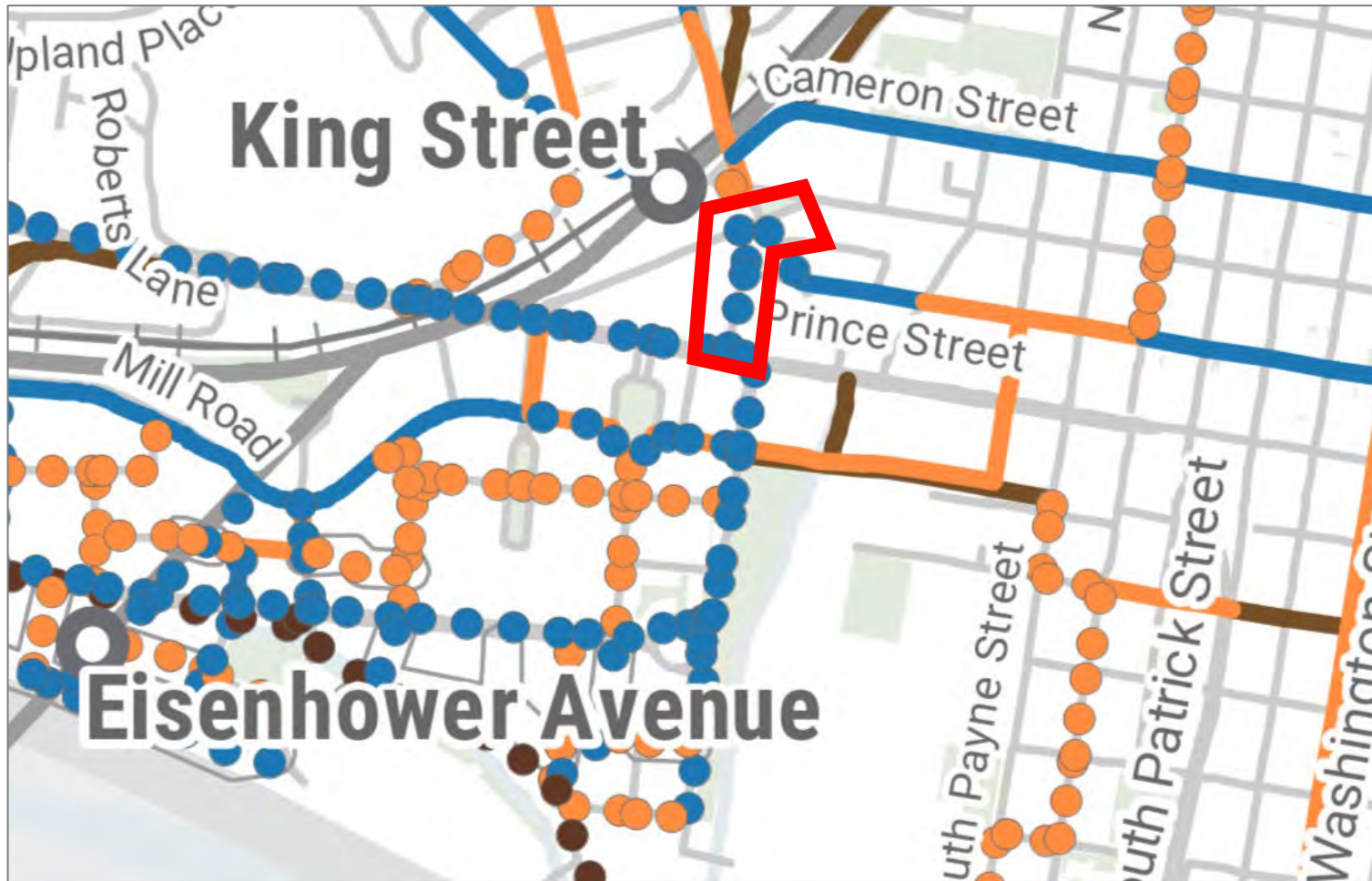
Presenter: Alex Carroll, AICP
Complete Streets Program Manager



Project Location



Background



Existing Bicycle Network

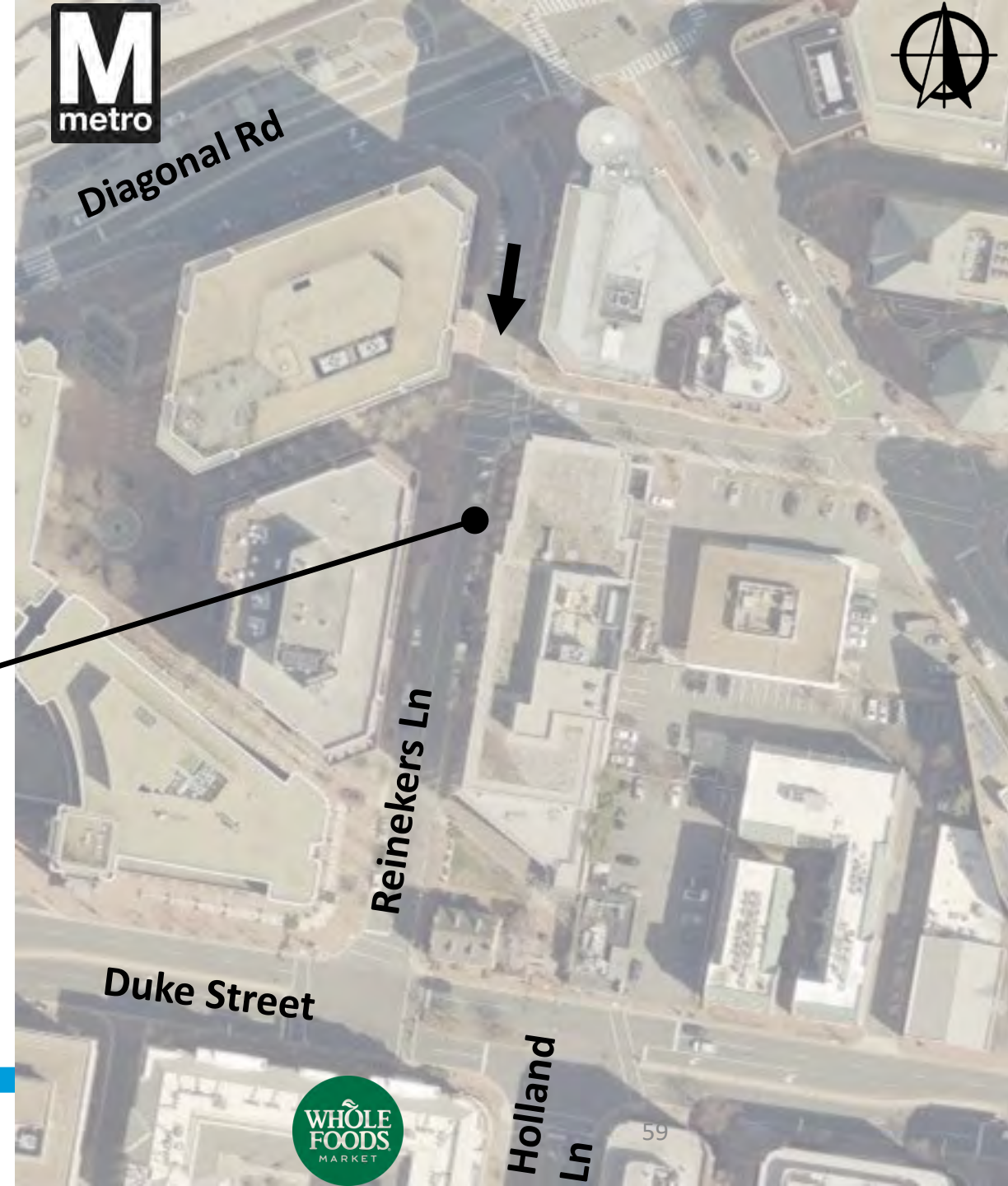
- Trail
- Bike Lane
- Climbing Lane
- Shared Lane Markings

Planned Bicycle Network

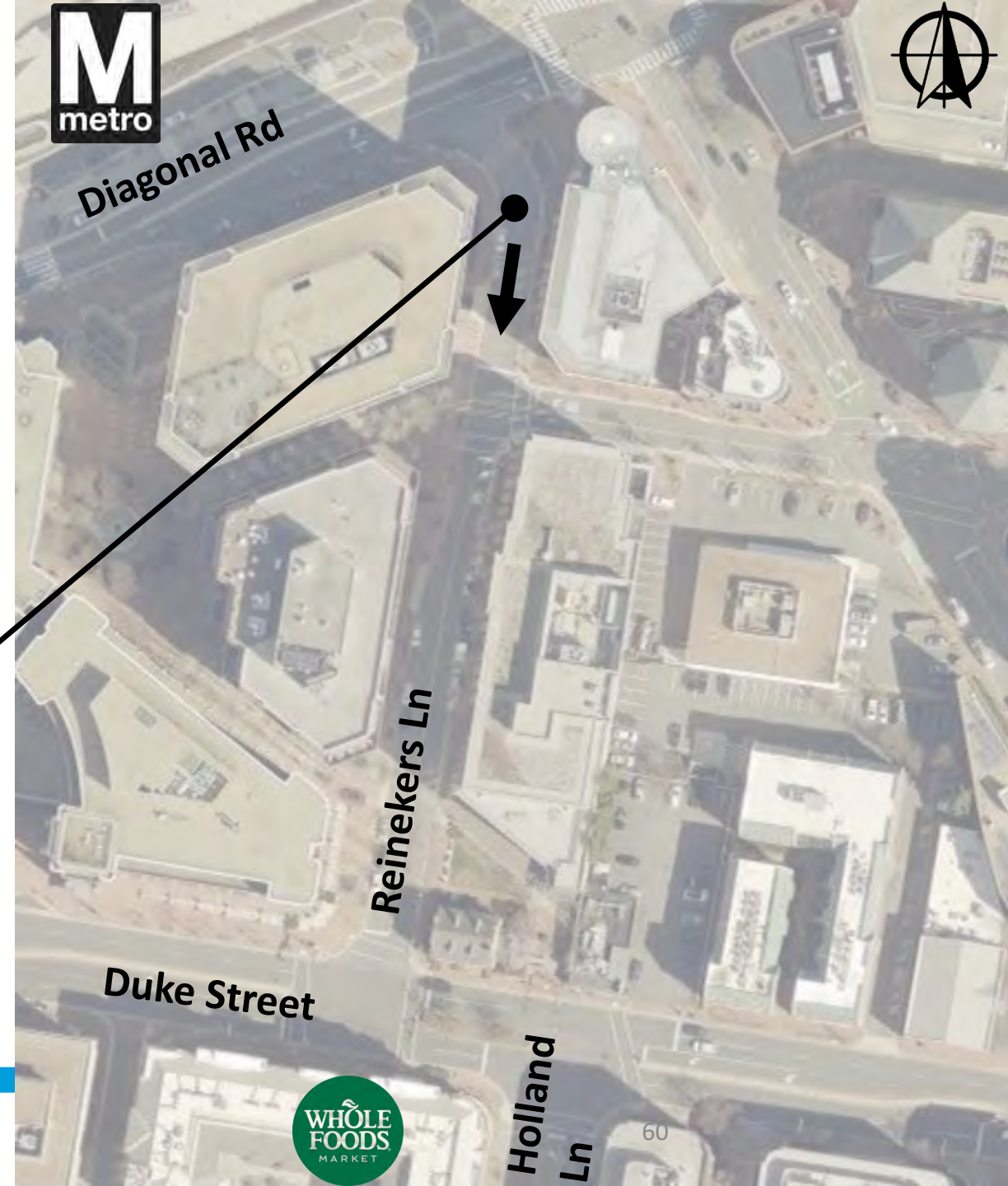
- Trail
- Bike Lane
- Shared Lane



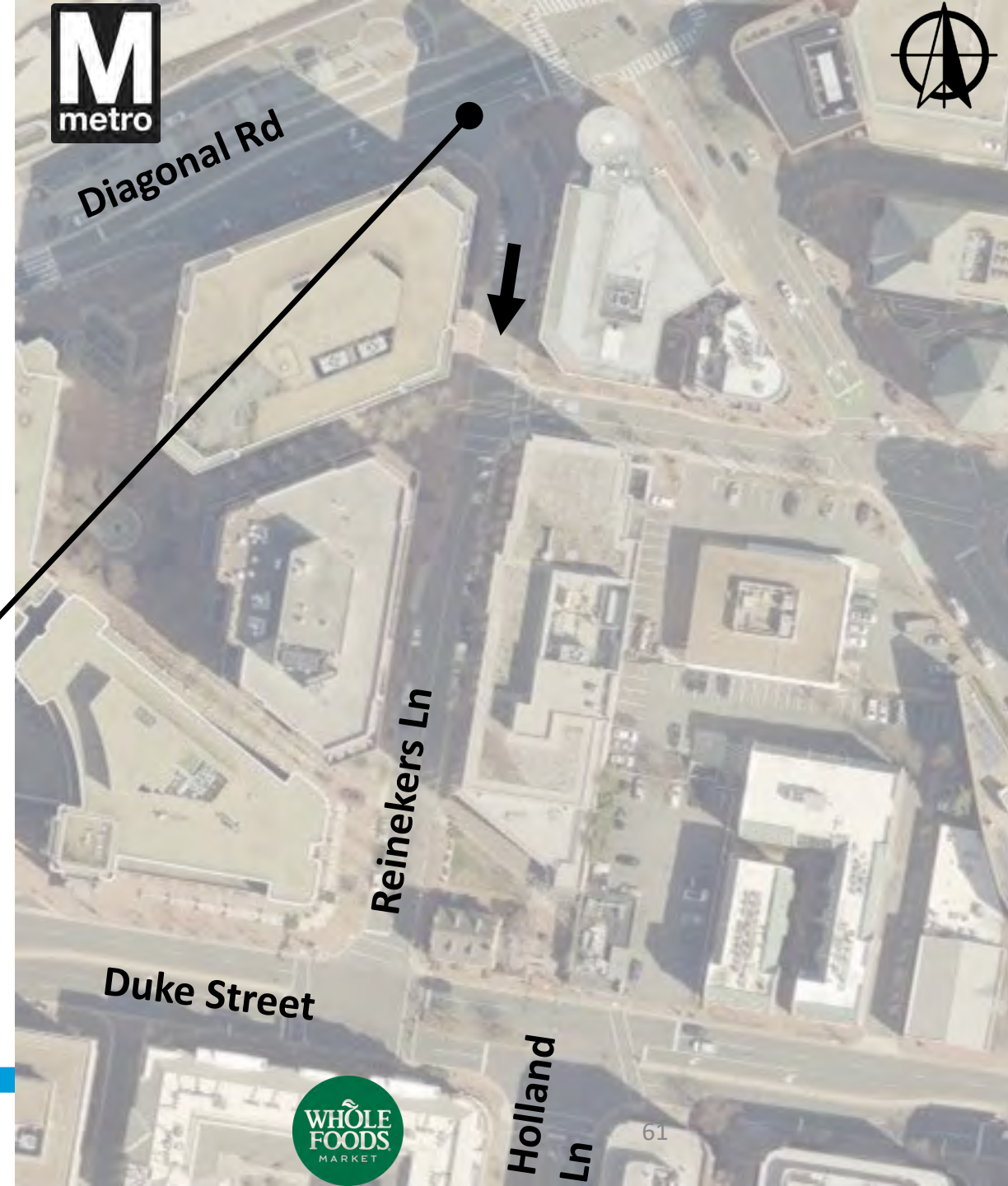
Existing Conditions



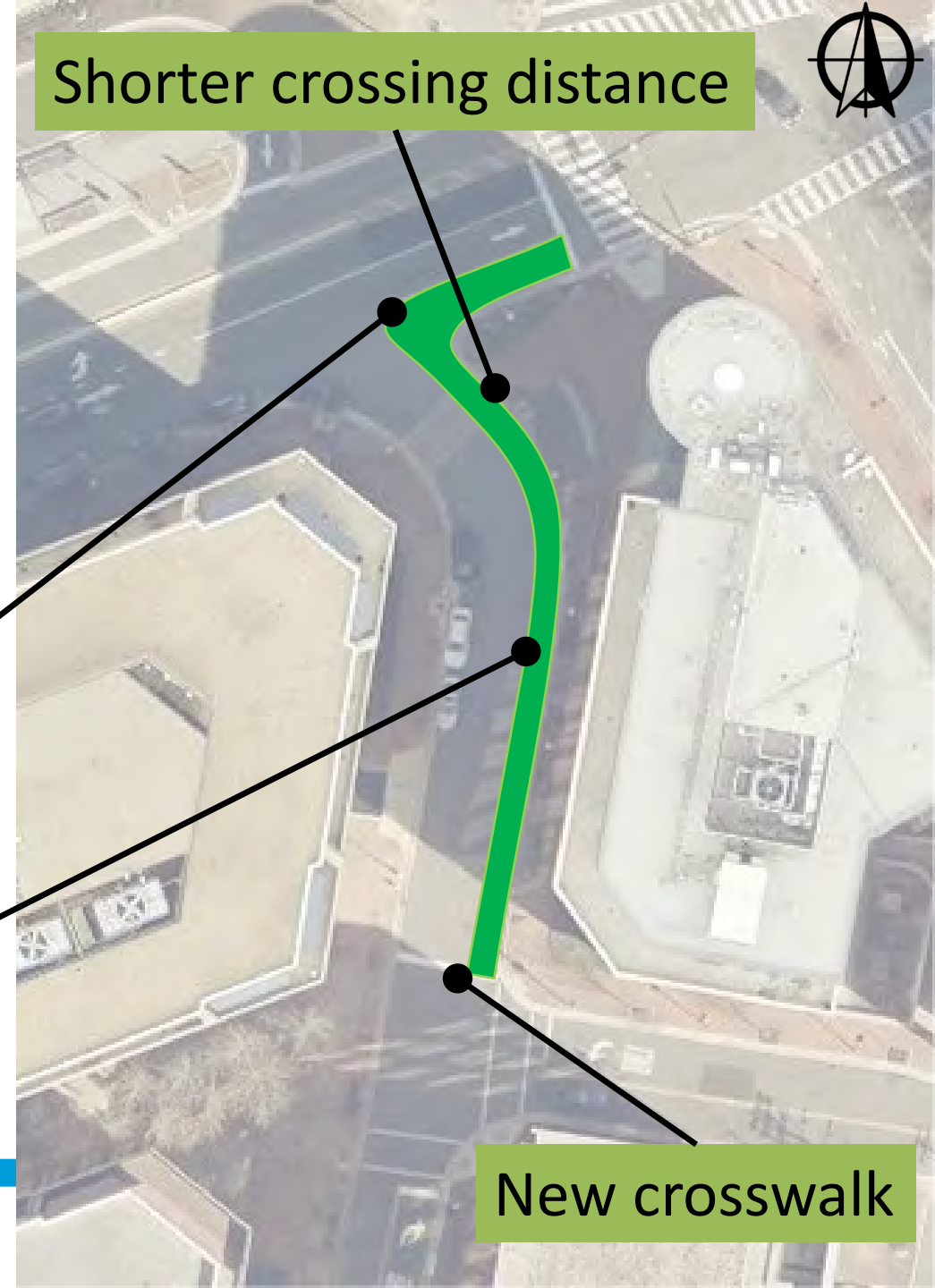
Existing Conditions



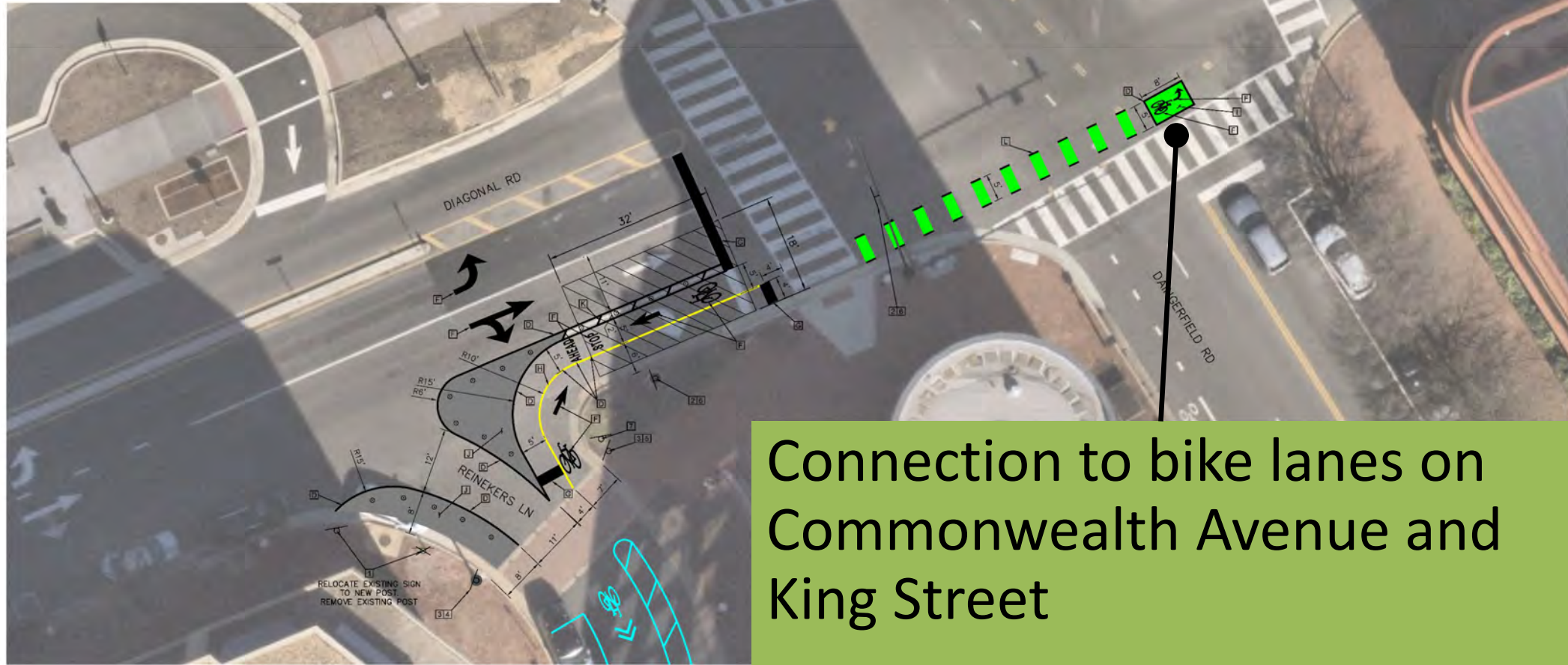
Existing Conditions



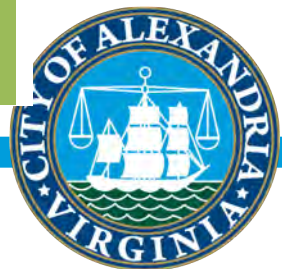
Proposal: Crosswalk & Bike Lane Improvements



Proposal



Connection to bike lanes on
Commonwealth Avenue and
King Street



Community Outreach

Staff presented the project to the Old Town Civic Association. No opposition was heard.



Recommendation

That the Board recommend the Director of T&ES modify roadway markings and lane configurations on Diagonal Road and Reinekers Lane to allow for a new bike lane connection between Duke Street and King Street Metro.



11. Staff Updates



12. Commissioner Updates



Next Meeting: December 8, 2025

