



Traffic and Parking Board

February 23, 2026

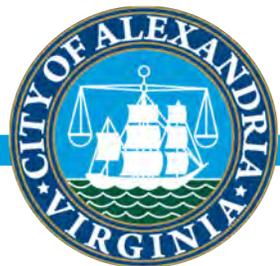
City Hall – Alexandria, VA

Hybrid meeting will start at 7:00 PM



Notice

The February 23, 2026, meeting of the Traffic and Parking Board is being held in the new City Council Chambers, room 1305 at the Del Pepper Community Resource Center, 4850 Marc Cetner Drive and electronically. Members of the Traffic and Parking Board and staff are participating either in-person or from a remote location through video conference call on Zoom. The meeting can be accessed by the public in-person or via Zoom.



Welcome

Public Hearing:

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

Three Ways to Speak:

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



Agenda: February 23, 2026

Welcome & Introductions

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

Consent Items:

5. Residential Parking Permit District Boundary Adjustment – 220 South Peyton Street
6. Parking Restrictions – Eisenhower Avenue between Metro Road and Clermont Avenue

Public Hearing Items:

7. Parking Removal and Additions – Old Town Circulator Parking Modifications at Bus Stops
8. Overnight Parking District – Beverly Hills
9. Travel Lane and Parking Modifications for the Braddock Road Corridor Improvements Project

Information Items:

10. Staff Updates
11. Commissioner Updates



1. Deferrals and Withdrawals



2. Approval of the Minutes

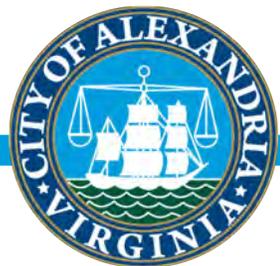
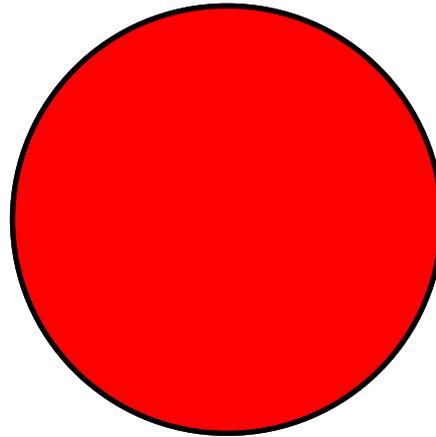


3. Public Discussion Period



3-Minute Timer

Announcement will sound automatically when time is up



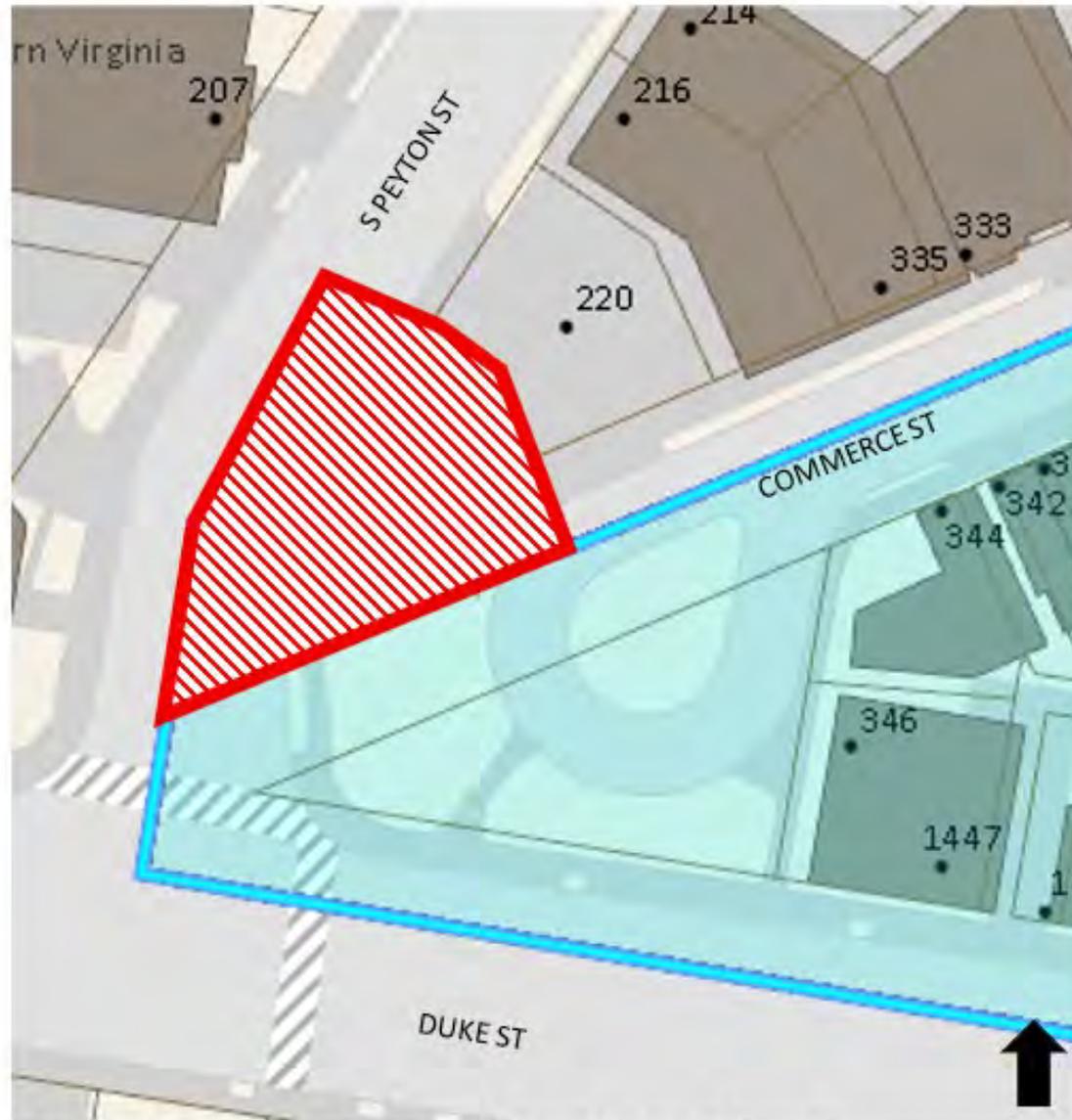
4. Written Updates & Public Hearing Follow-Up



5. Residential Parking Permit District Boundary Adjustment – 220 South Peyton Street

Presenter: Katye North





Red hatched area to be removed from District 4 boundary.



Recommendation

That the Board recommends the Director adjust the boundary for Residential Permit Parking (RPP) District 4 to remove the property at 224 S. Peyton Street.



6. Parking Restrictions – Eisenhower Avenue between Metro Road and Clermont Avenue

Presenter: Ryan Knight, P.E.



Project Background

- ▶ Eisenhower Ave, from Clermont Ave to Metro Road
- ▶ Principal Arterial
- ▶ Five Lane undivided Roadway
- ▶ Commercial, Industrial, and high-density residential



Project Background

In July 2024, the Board recommend approval of the Eisenhower Ave Improvement Project, which included:

- ▶ Lane Reconfiguration

- ▶ Remove one lane in each direction

- ▶ Add up to 200 spaces

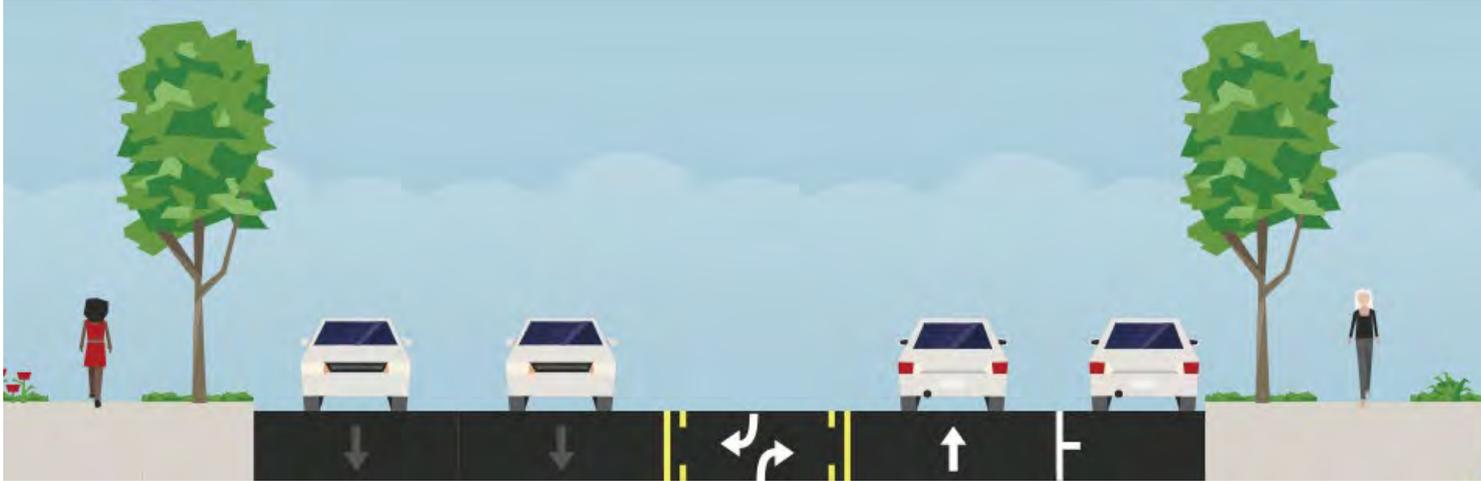
- ▶ Speed Limit Reduction (Complete)

- ▶ No Turn on Red Restrictions

- ▶ Eisenhower Ave and Van Dorn St Operational Changes



Project Proposal



2 Hour Parking (8 AM to 5 PM)

Eastbound Direction (south side of Eisenhower Ave)

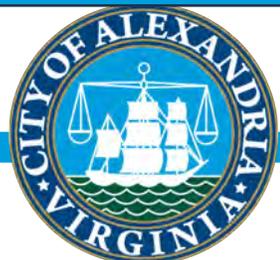
Includes lane transition at the Van Dorn Metro Station Entrance

Includes No Parking Sign at Fire Hydrant and Bus Stops

Will also include Bikes May Use Full Lane Signs



Remove outside eastbound lane and install 2 Hour, 8 AM to 5 PM, Parking signs and parking lane lines



Project Proposal

Benefits

Create Traffic Calming Conditions

Add more parking options for residents and businesses

Two hour parking restrictions is standard for timed parking which makes for more efficient enforcement

Future Considerations

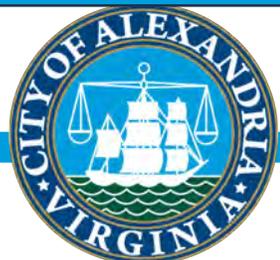
In the July 2024 TPB Meeting, the board recommended the parking be metered

Not recommended at this time due to funding constraints

Will considered once demand is assessed



Remove outside eastbound lane and install 2 Hour, 8 AM to 5 PM, Parking signs and parking lane lines



Community Outreach

- ▶ **Met with Eisenhower Partnership Group on January 8, 2026**
 - ▶ No Significant concerns were discussed
- ▶ **Staff provided notice to the Police Department**
- ▶ **Coordination and Engagement will continue as we move forward to Installation**
 - ▶ eNews Notifications
 - ▶ Message Boards



Implementation Plan

**Traffic and Parking
Board
Recommendation**

Feb 2026

Concept Design

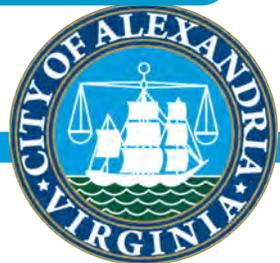
March 2026

Notifications

April 2026

Installation

April/ May 2026



Recommendation

That the Board recommends the Director of T&ES add 2-hour parking restrictions from 8 AM to 5 PM, Sunday to Saturday to the south side of Eisenhower Avenue, between Metro Road and Clermont Avenue



7. Parking Removal and Additions – Old Town Circulator Parking Modifications at Bus Stops

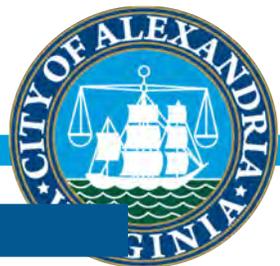
Presenter: Silas Sullivan





Project Location

- Madison Street, Montgomery Street, North Fairfax Street
 - Montgomery Street and North Fairfax Street are major collectors, Madison Street is a local street
 - Serves various residential, commercial, and recreational uses in the Old Town, Old Town North and Parker-Grey neighborhoods

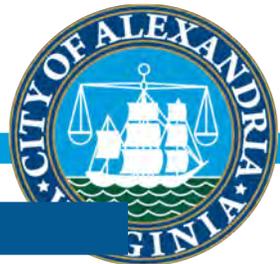




Existing Conditions



- Record 5.7M DASH riders (FY25)
- High frequency network (Lines 30, 31)
 - Line 34 runs along segment
 - Span of service: 5 a.m. – 1 a.m.
 - Frequencies: 7.5 mins/peak, 12 mins/off-peak
- Lack of ADA accessibility
 - 10/26 (38%) of existing stops
- Incomplete stop pairs





Goals and Objectives

➤ Implement corridor improvements to improve bus performance, enhance passenger mobility, and support ADA accessibility upgrades for DASH riders.

Improve ADA Accessibility



More Reliable On-Time Performance



Amenity Enhancements*

** Where feasible*

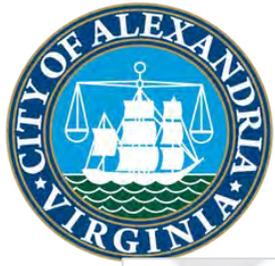


Minimize Loss of Parking Spaces



Better Bus Stop Pairs

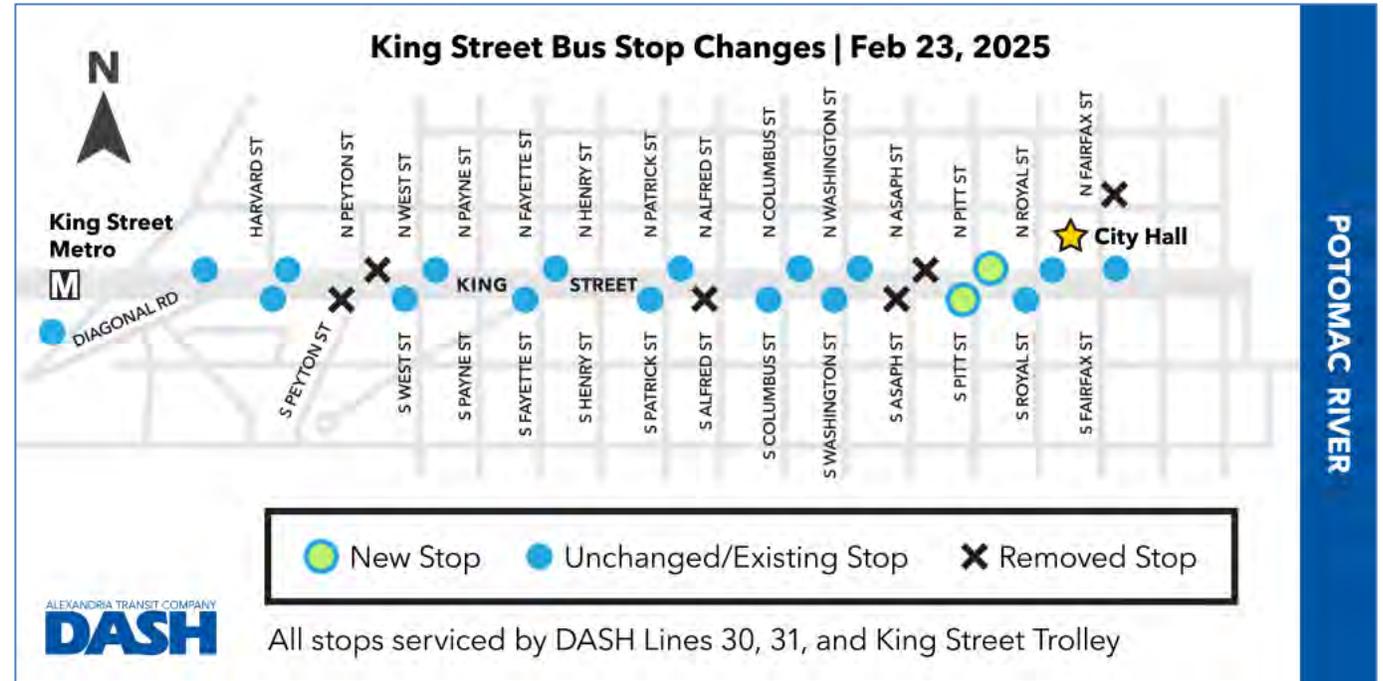




Plans and Policies

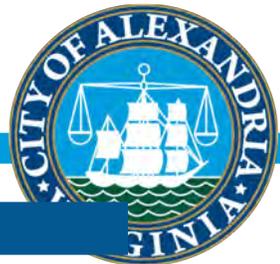
Alexandria Mobility Plan

October 2021





Partnership





Stop Map

Existing

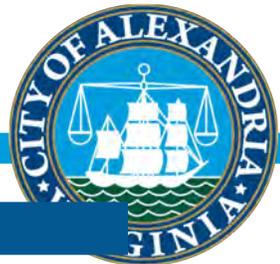
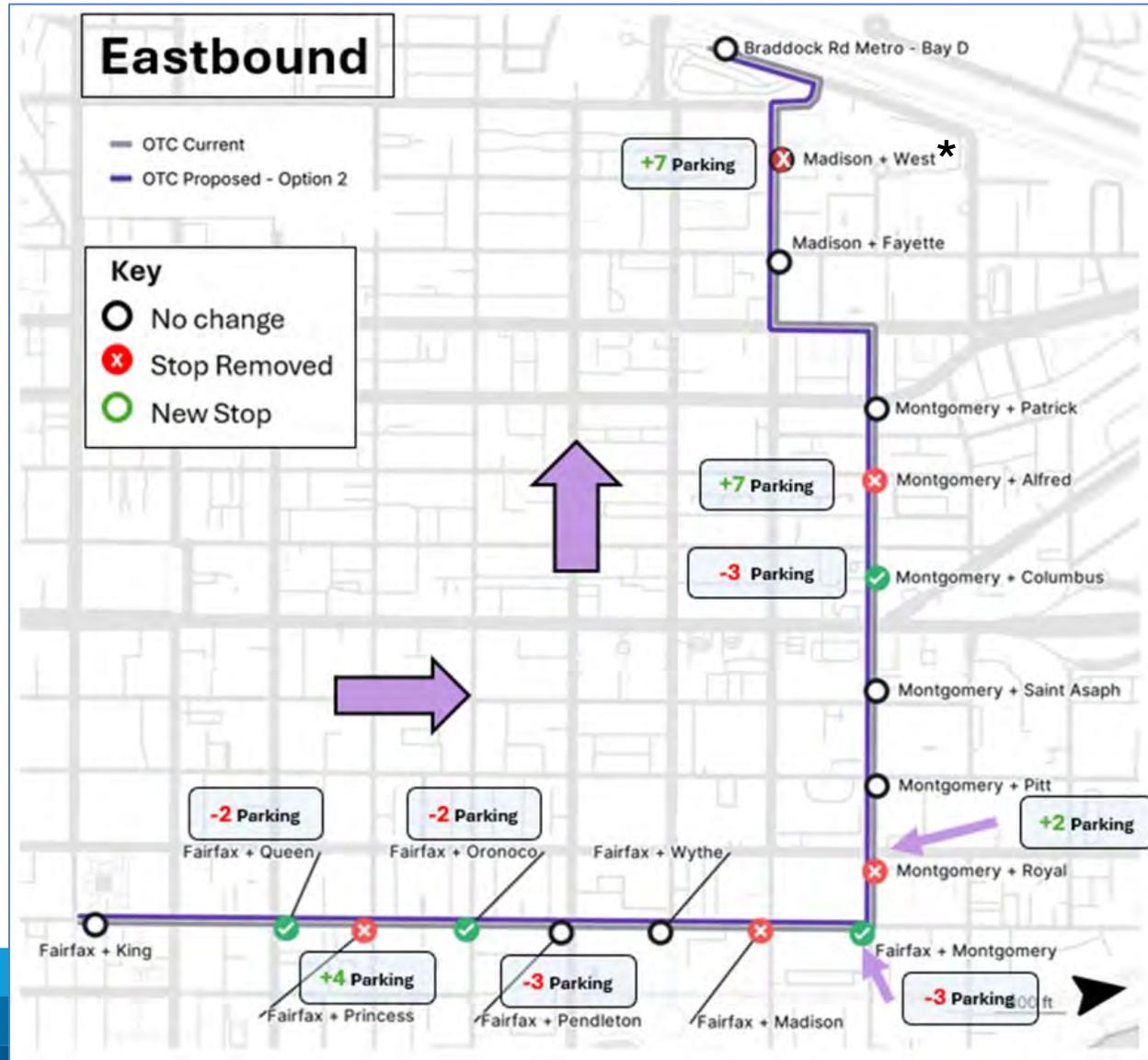


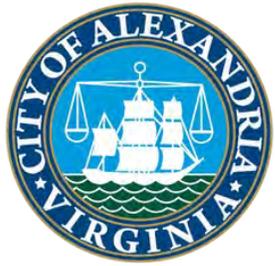
Planned





Eastbound





Westbound Stops

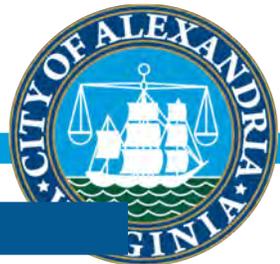




Parking Modifications

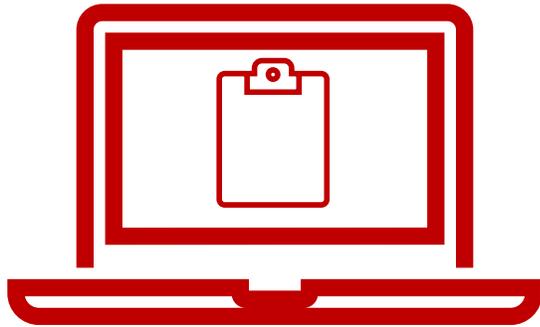
Summary (corridor-wide):

- Remove 24 parking spaces
- Add 24 parking spaces
- No net change in parking

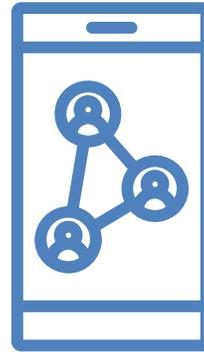




Community Feedback



Feedback Form



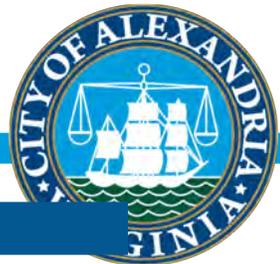
Online Project Information

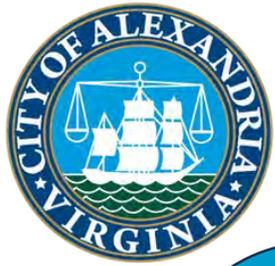


Project Signs

➤ Community Letters

- DASH 

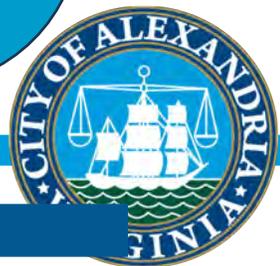




Recommendation

That the Board recommend the Director of T&ES implement the following changes to improve safety:

- Remove up to 12 on-street parking spaces and add 8 on-street parking spaces on North Fairfax Street,
- Remove up to 3 on-street parking spaces and add 9 on-street parking spaces on Montgomery Street, and
- Remove up to 9 on-street parking spaces and add 7 on-street parking spaces on Madison Street.

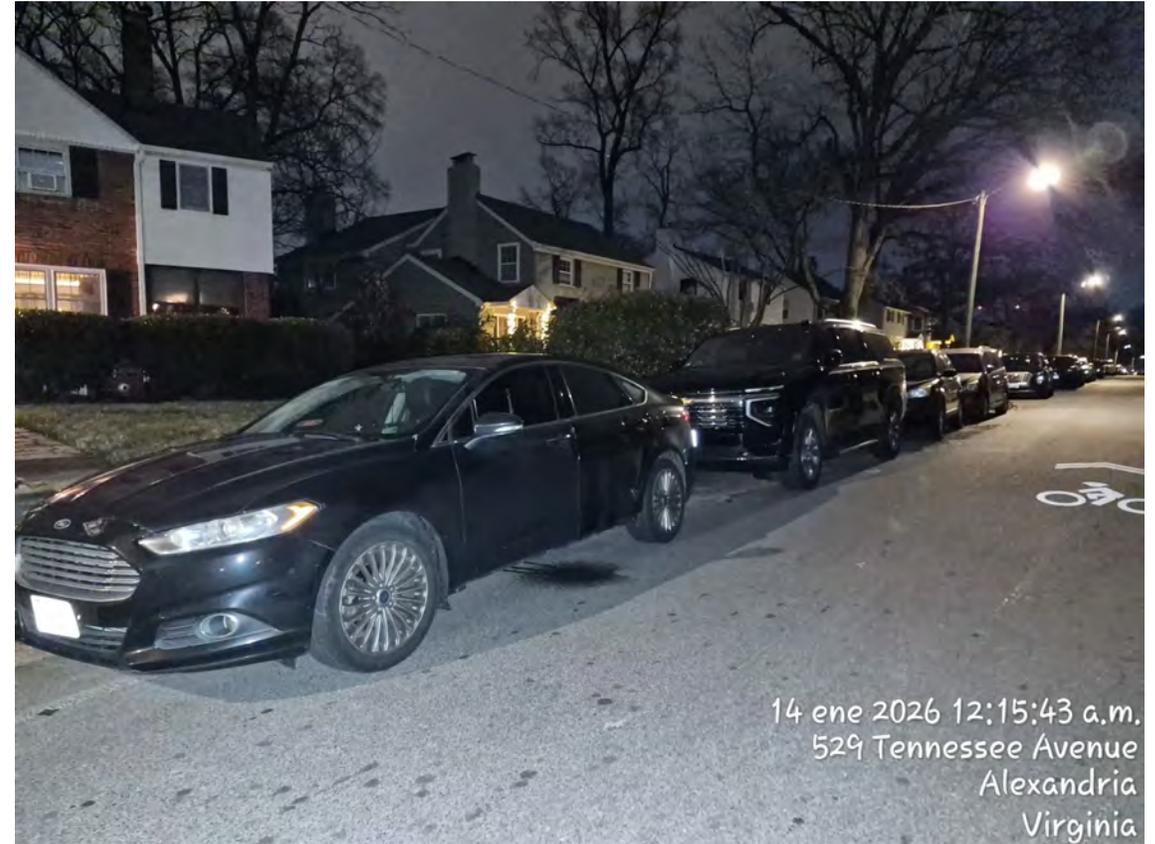


8. Overnight Parking District – Beverley Hills

Presenter: Max Devilliers



Overnight Parking Conditions

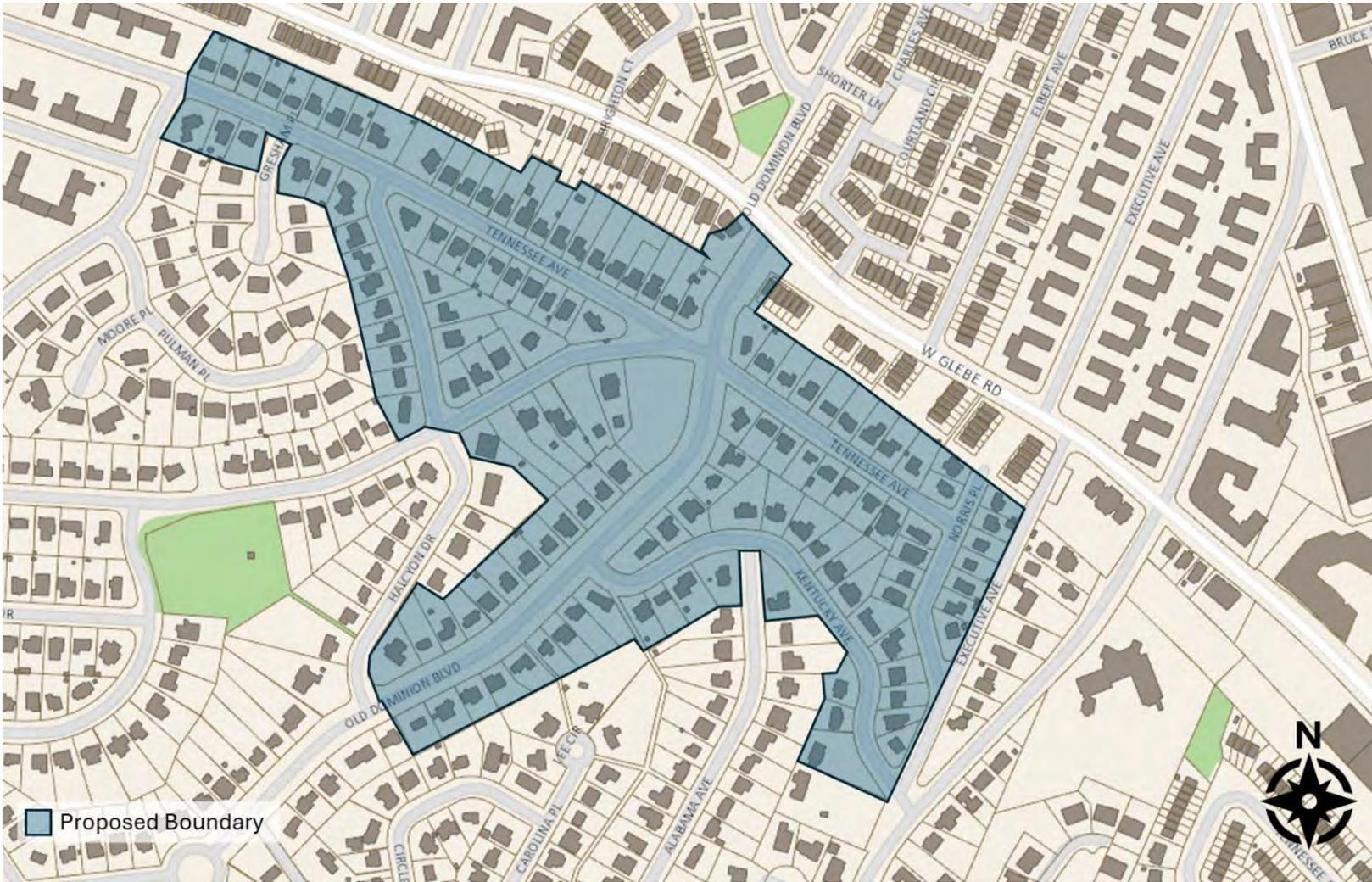


Restricted Overnight Parking Districts

- Do not require permits to be exempt from posted restrictions
- Overnight parking is prohibited from midnight to 6 a.m. nightly on blocks with posted overnight parking restrictions, unless:
 - the vehicle is registered with the City (i.e., pays Alexandria Personal Property taxes) OR
 - displays a Guest or Visitor permit
- Signage is identical on every block



Location



Establishing a new ROPD

To be eligible for establishing a new ROPD:

- All property within the proposed district must be zoned for residential use
- No district shall include property which is included within an existing RPPD
- The district must include a minimum of 200 on-street parking spaces

Procedure to establish a new ROPD:

- Residents must submit a petition with signatures of support from at least 66.7% of the residences on each block face in the proposed district
- The City will then conduct one survey of the on-street parking spaces within the proposed district between midnight and 6 a.m. (excluding Fridays, Saturdays, and Sundays). If the survey finds that 25% of the vehicles parked within the proposed district are not registered with the city, the petition will go before the Board.
- The Board will hold a public hearing and make a recommendation to the City Manager (CM)
- The CM will then determine whether or not to establish the ROPD
- The Board and CM shall consider the following factors:
 - the availability of off-street parking in the district
 - utilization of on-street parking in the district during the restricted hours
 - geographic features of the area that may impact access to, or availability of, parking during the restricted hours
 - the likely effect of the new district on surrounding areas within the city
- If approved, the Director of T&ES can then post ROPD signs throughout the new district as needed



Parking Survey Results

Block	# of Vehicles	Parking Spaces	Parking Occupancy	# of Vehicles Registered w/City	% Unregistered Vehicles
600 b/o Tennessee	18	34	53%	3	83%
500 b/o Tennessee	23	29	79%	6	74%
400 b/o Tennessee	24	43	56%	4	83%
3600 b/o Old Dominion	18	19	95%	1	94%
3300-3500 b/o Old Dominion	60	87	69%	18	70%
500 b/o Kentucky	15	29	52%	6	60%
300 b/o Kentucky	16	56	29%	7	56%
3500-3600 b/o Norris	24	40	60%	6	75%
3500 b/o Halcyon	11	42	26%	7	36%
500 b/o N Overlook	29	38	76%	2	93%



Outreach

- Residents canvassed door to door on all ten blocks and collected 95 signatures of support
- City staff have been emailing with residents about potential solutions for at least four years and emailed Zoom registrants
- City staff posted public notices on all ten blocks in the proposed district
- City staff notified the North Ridge Civic Association on 1/20



Recommendation

That the Board recommend the City Manager approve the creation of a Restricted Overnight Parking District in the Beverley Hills neighborhood.



9. Travel Lane and Parking Modifications for the Braddock Road Corridor Improvements Project

Presenter: Alex Carroll



Background



Project Location



Segment 3

Russell Rd

Commonwealth Ave

Segment 2

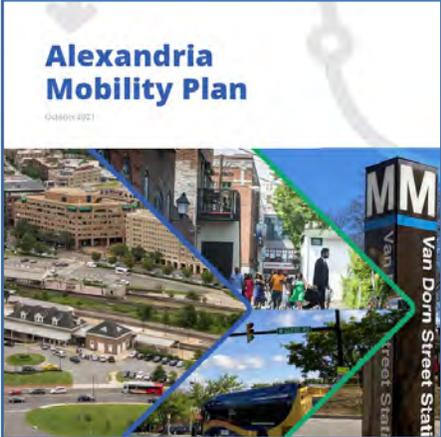
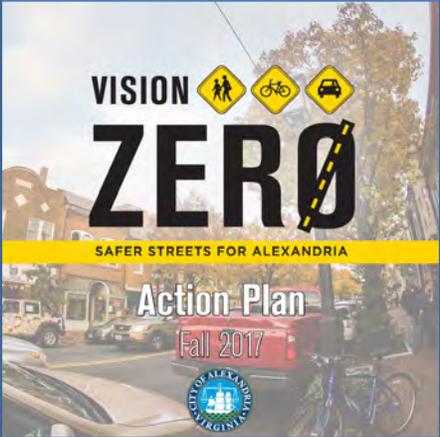
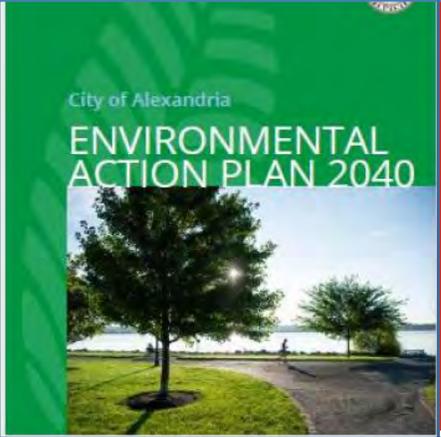
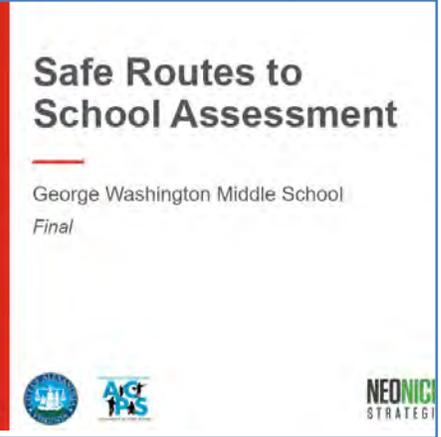
Mt Vernon Ave

Segment 1

West St



Background

				
<p>Alexandria Mobility Plan</p>	<p>Vision Zero & Safe Systems</p>	<p>Complete Streets Policy</p>	<p>Environmental Action Plan</p>	<p>George Washington Middle School Safe Routes to School Walk Audit</p>



Statewide Priorities



Pedestrian Access: Medium
Bicycle Access: High

Pedestrian & Bicycle
Access: High

Pedestrian Access: High
Bicycle Access: Very High

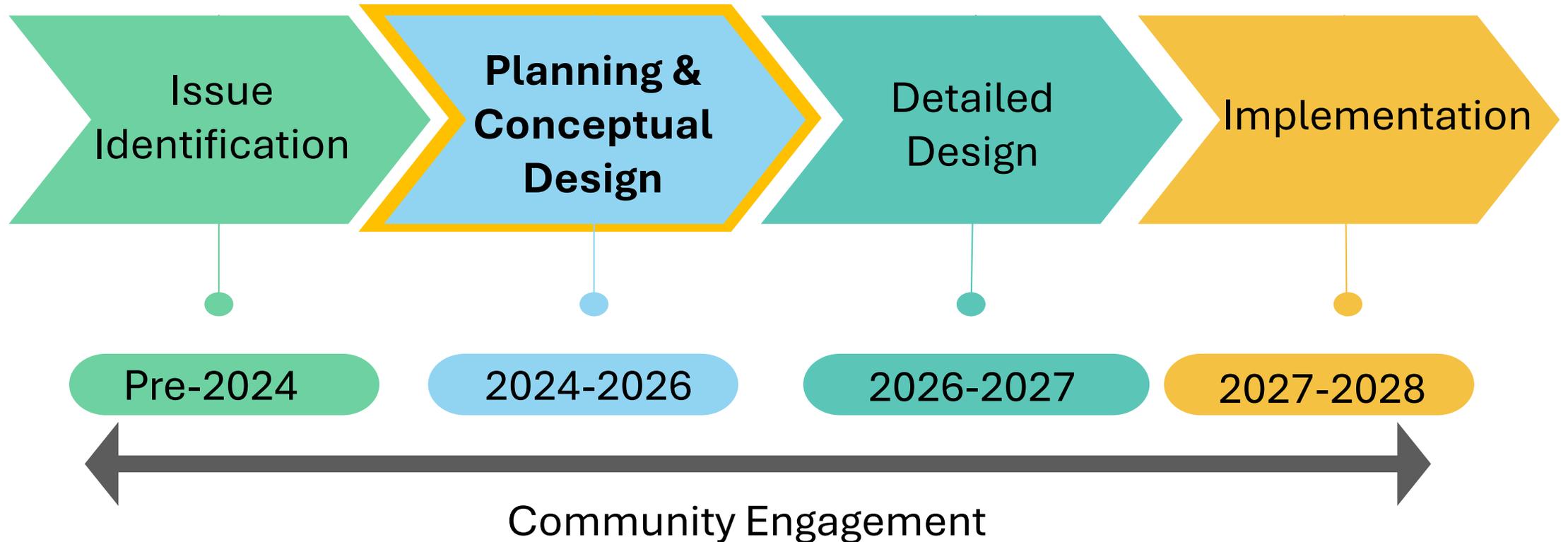


Project Goal

Make it easier, safer, and more comfortable for people of all ages, abilities, and modes of travel to use Braddock Road.



Project Timeline



Existing Traffic Conditions



Existing Pedestrian Conditions



Multiple-threat
crash risk



Long crossing
distances

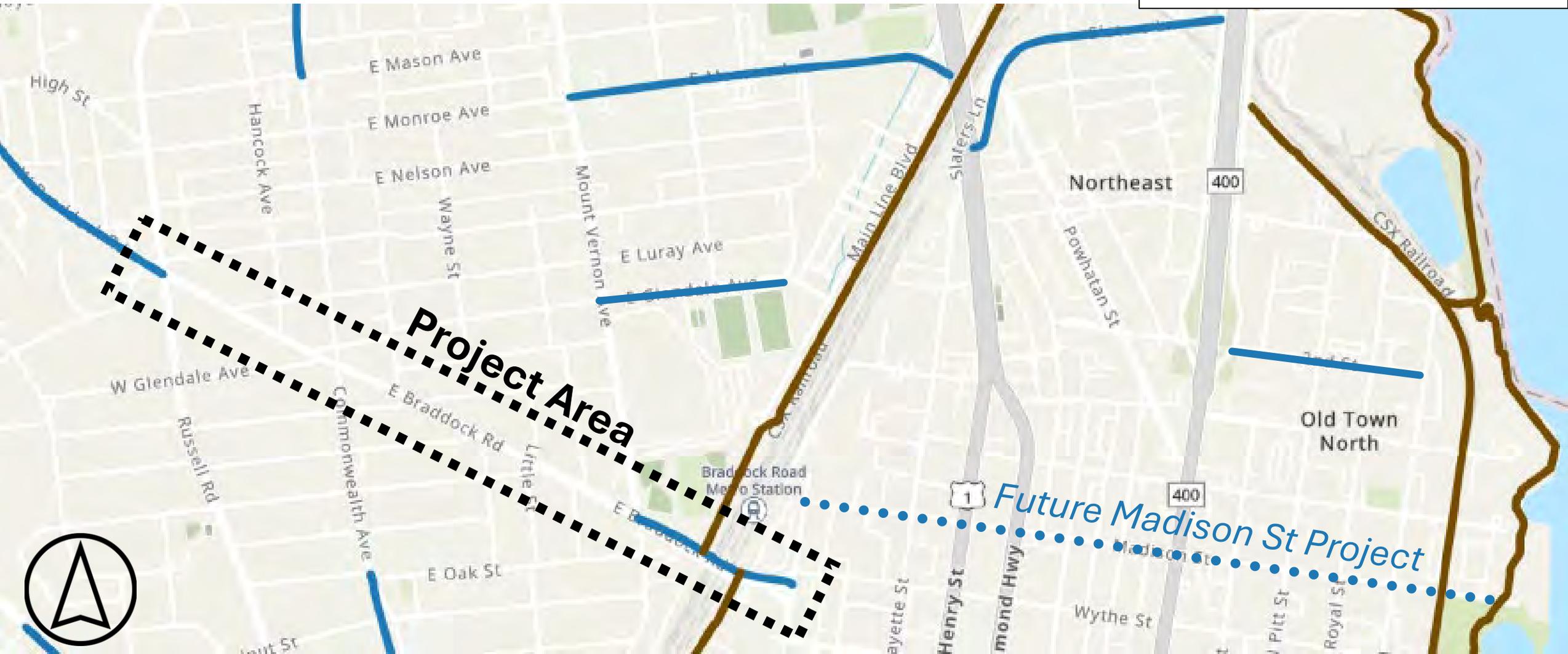


Narrow
sidewalks

Existing Bicycle Infrastructure

Legend:

-  Shared-Use Path
-  Bike Lane



Existing Bicycle Infrastructure



Looking west to Mt
Vernon Ave

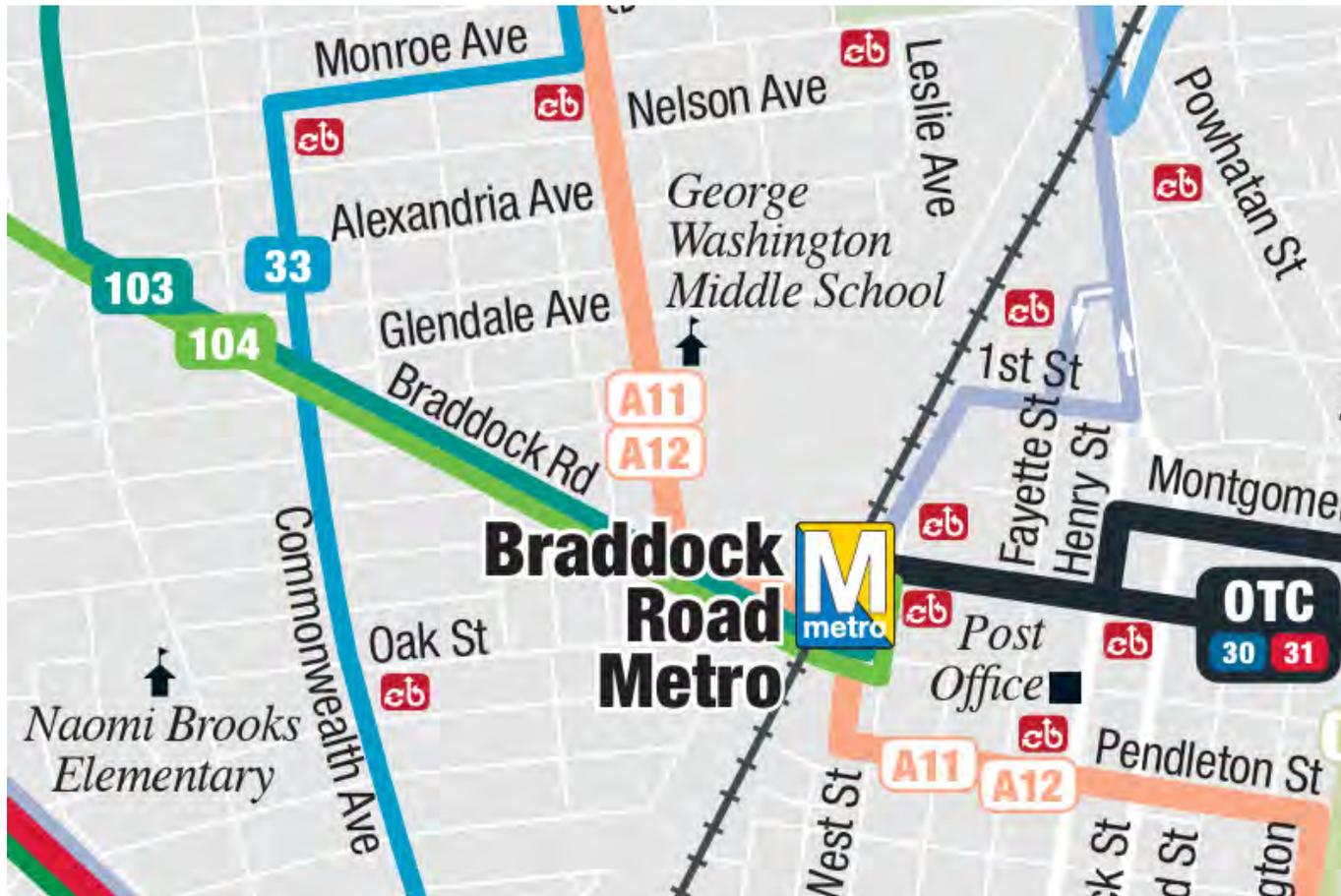


Looking west to
Commonwealth Ave



Looking west to
Russell Rd

Existing Transit Conditions

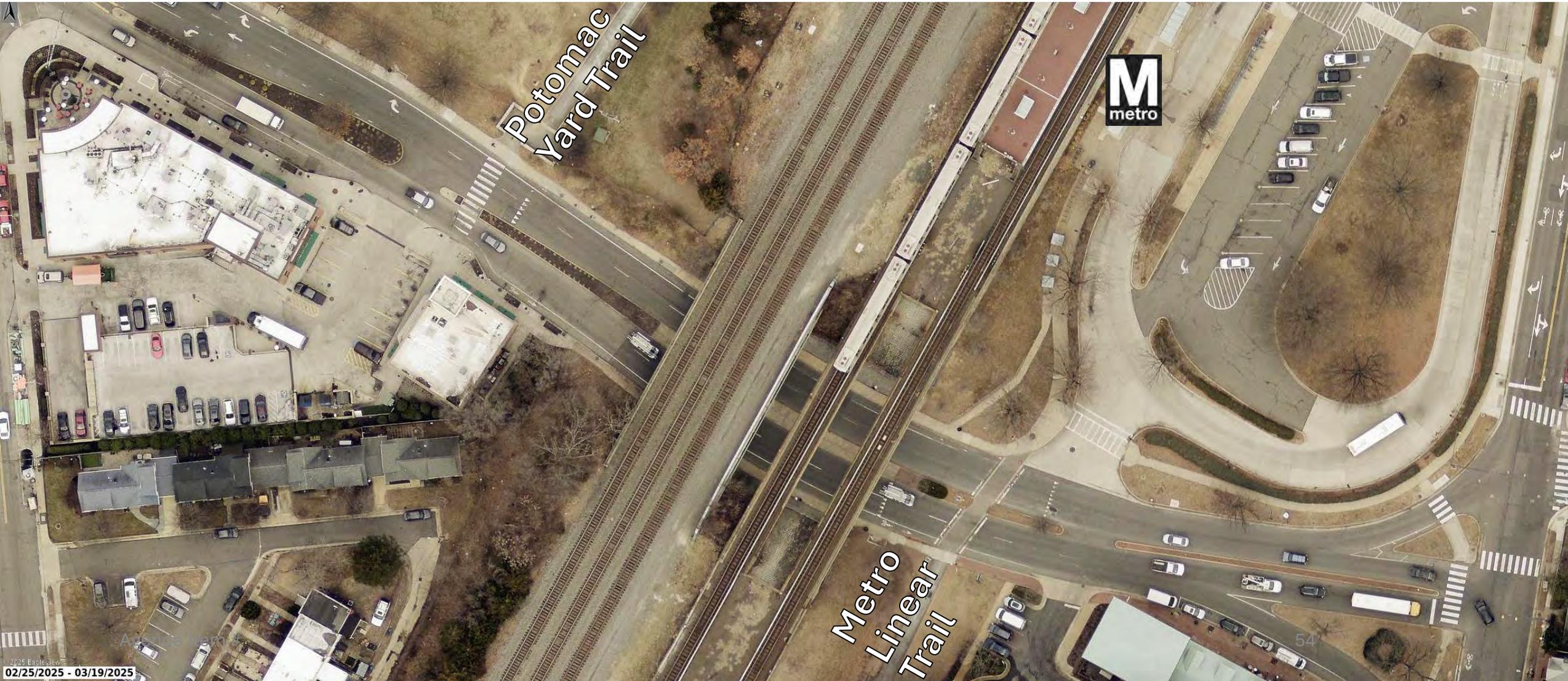


Service to:

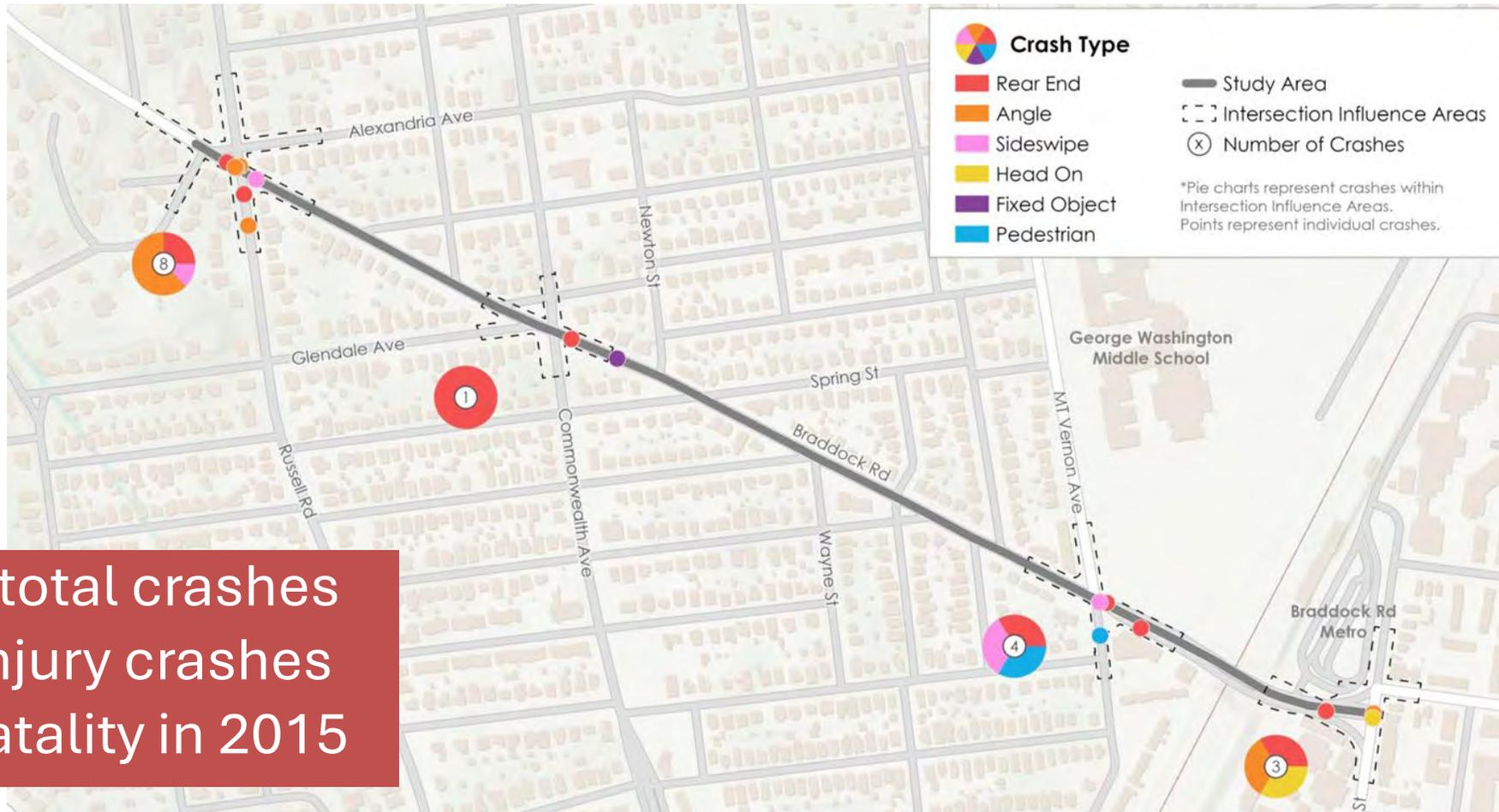
- DC
- Pentagon
- Old Town
- NVCC
- Landmark
- Shirlington
- Pentagon City
- Crystal City



Metro-Area Conditions



Crash History, 2019-2023



- 17 total crashes
- 8 injury crashes
- 1 fatality in 2015



Community Input

Top concerns:

- Speeding
- Crossing safety

“

Been nearly hit by cars IN that crosswalk three times in the past twelve months, with lights activated.

I'm new to biking and want to do more of it ... I do find busy stretches of road without clear bike protections make biking more feel much more daunting.

My child will be walking to GWMS next year and I'm definitely nervous about him crossing Braddock Rd

Braddock road is super unsafe for anyone not in a car.

Braddock doesn't really work well for anyone

I have not witnessed any mobility issues on West/East Braddock Road for the 15 years I have lived here.

”

Design Options



Project Location



Segment 3

Russell Rd

Commonwealth Ave

Segment 2

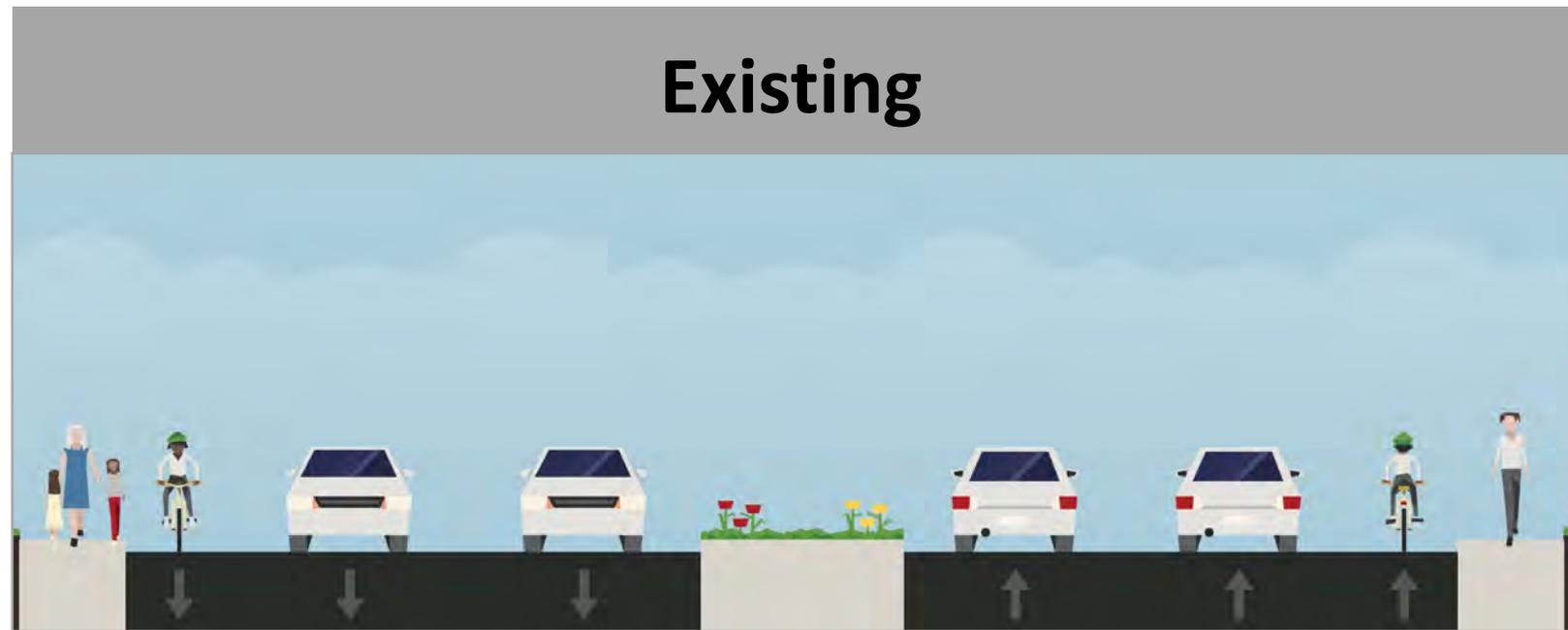
Mt Vernon Ave

Segment 1

West St



**Design
Options:
Segment 1**
*West Street to
Mount Vernon
Avenue*



Design Options: Segment 1

West Street to Mount Vernon Avenue



**Design
Options:
Segment 2**
*Mount Vernon
Avenue to
Commonwealth
Avenue*

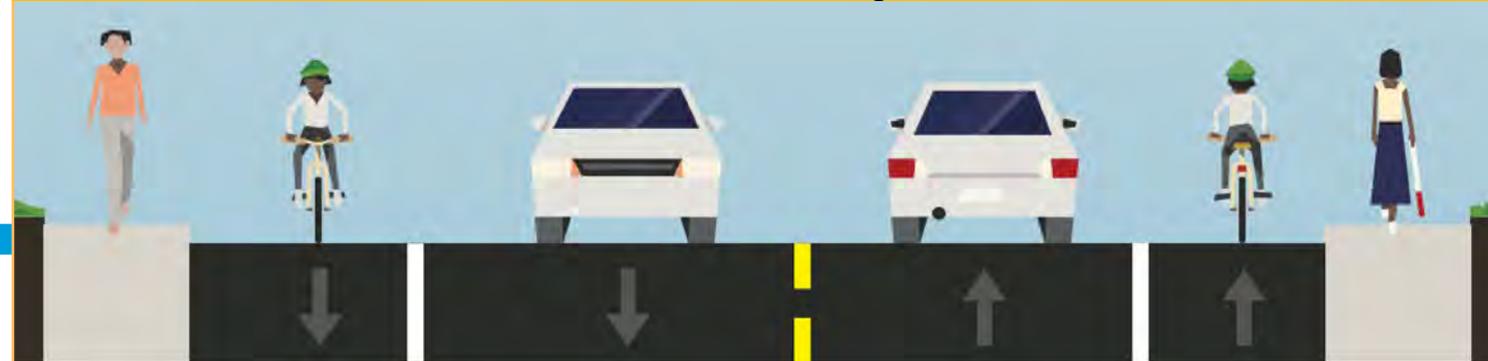
Existing



Climbing Lane + Parking Option



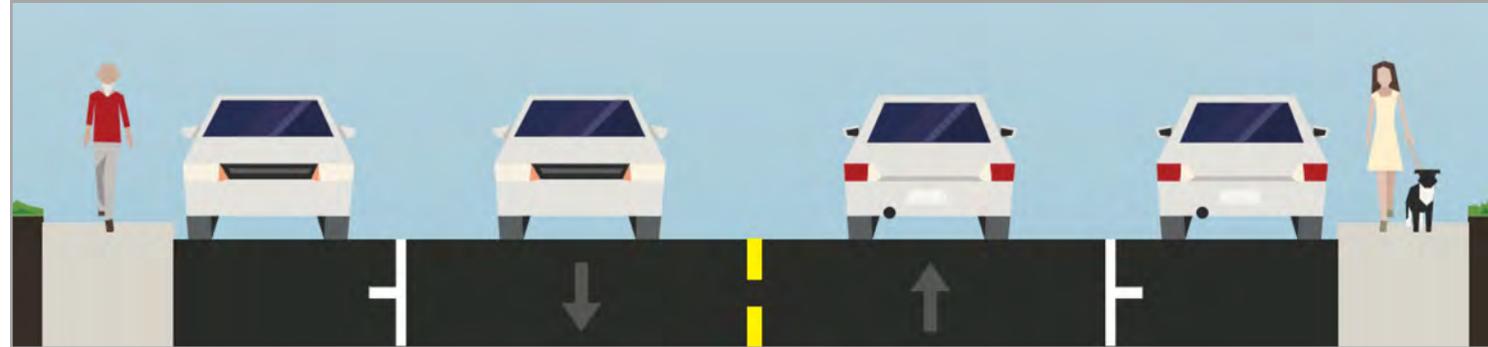
Bike Lane Option



Design Options: Segment 3

Commonwealth Avenue to Russell Road

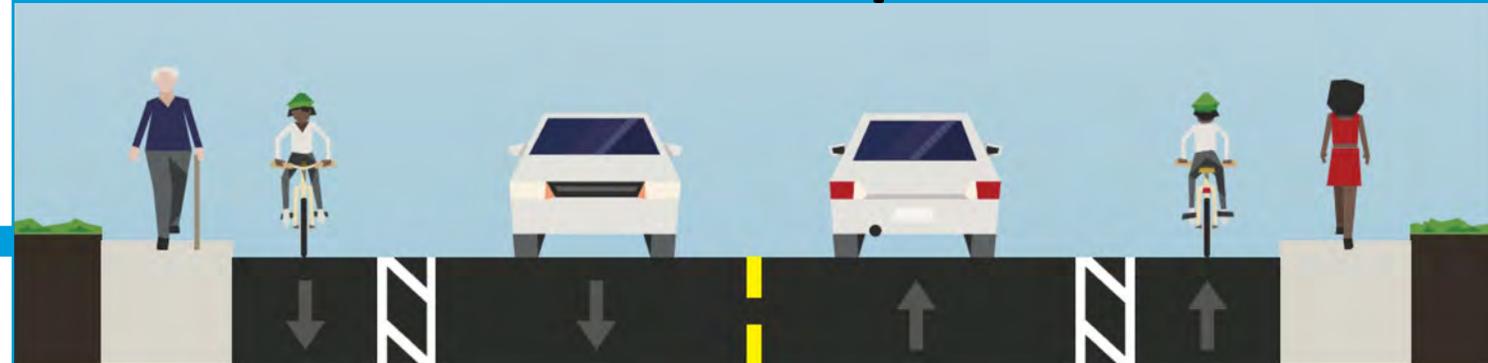
Existing



Climbing Lane + Parking Option



Bike Lane Option



Intersection Options: *Mount Vernon Avenue*

Existing

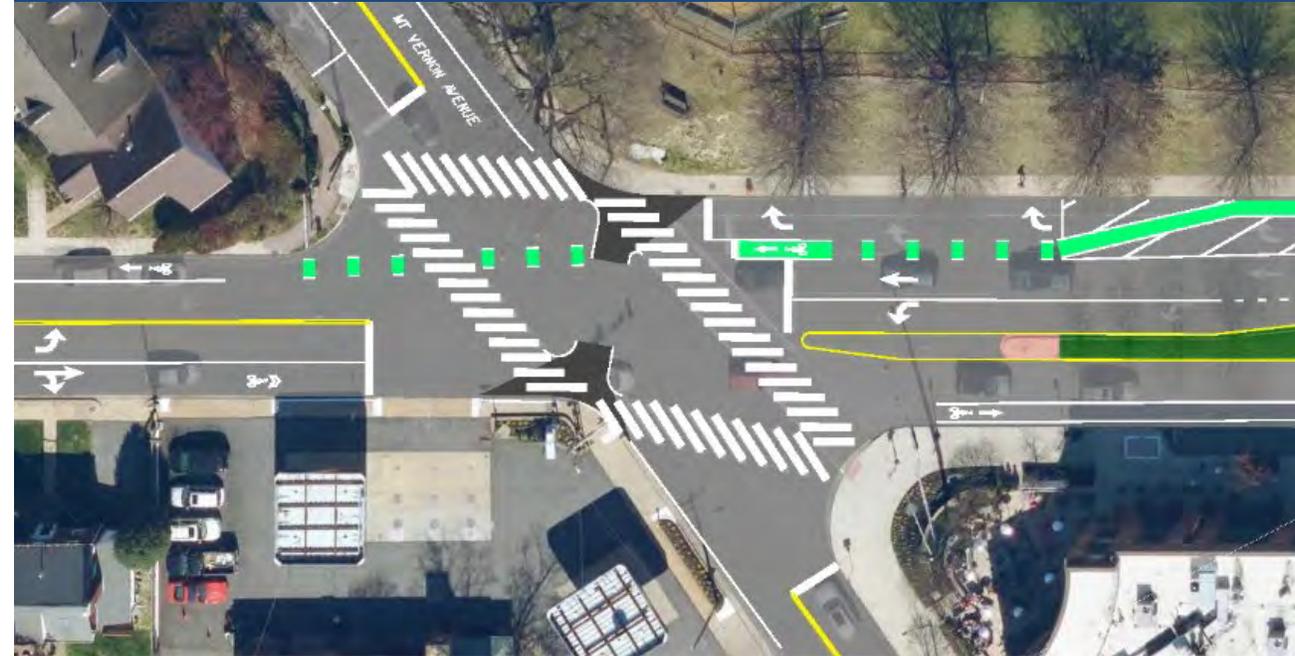


Intersection Options: *Mount Vernon Avenue*

Compact Intersection



Larger Intersection



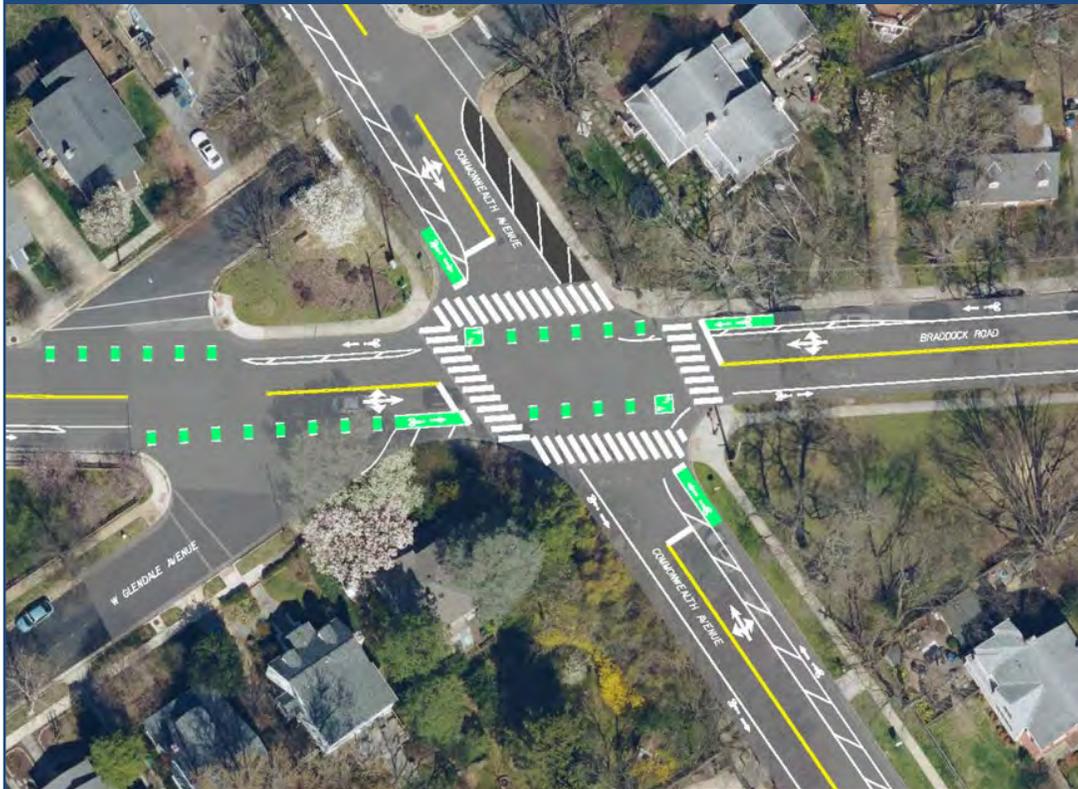
Intersection Options: *Commonwealth Avenue*

Existing



Intersection Options: *Commonwealth Avenue*

A: Commonwealth Bike Lane

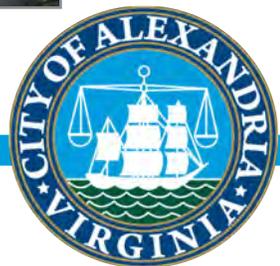


B: Commonwealth Parking/Bulb Out



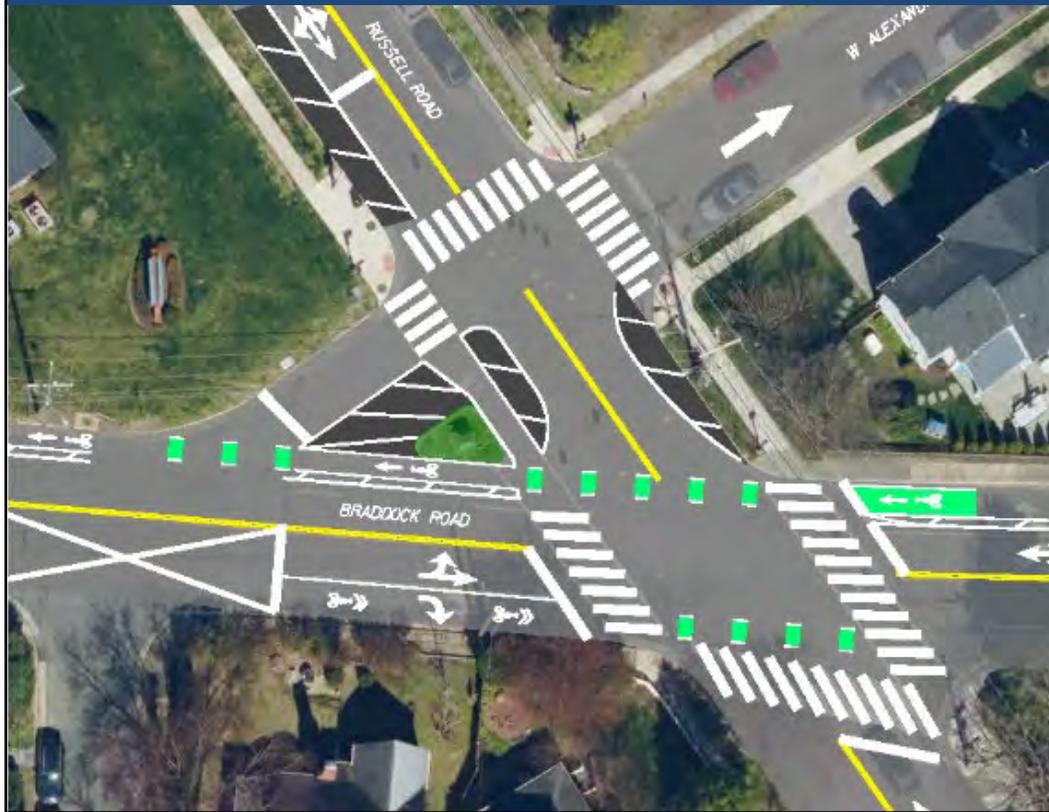
Intersection Options: *Russell Road*

Existing

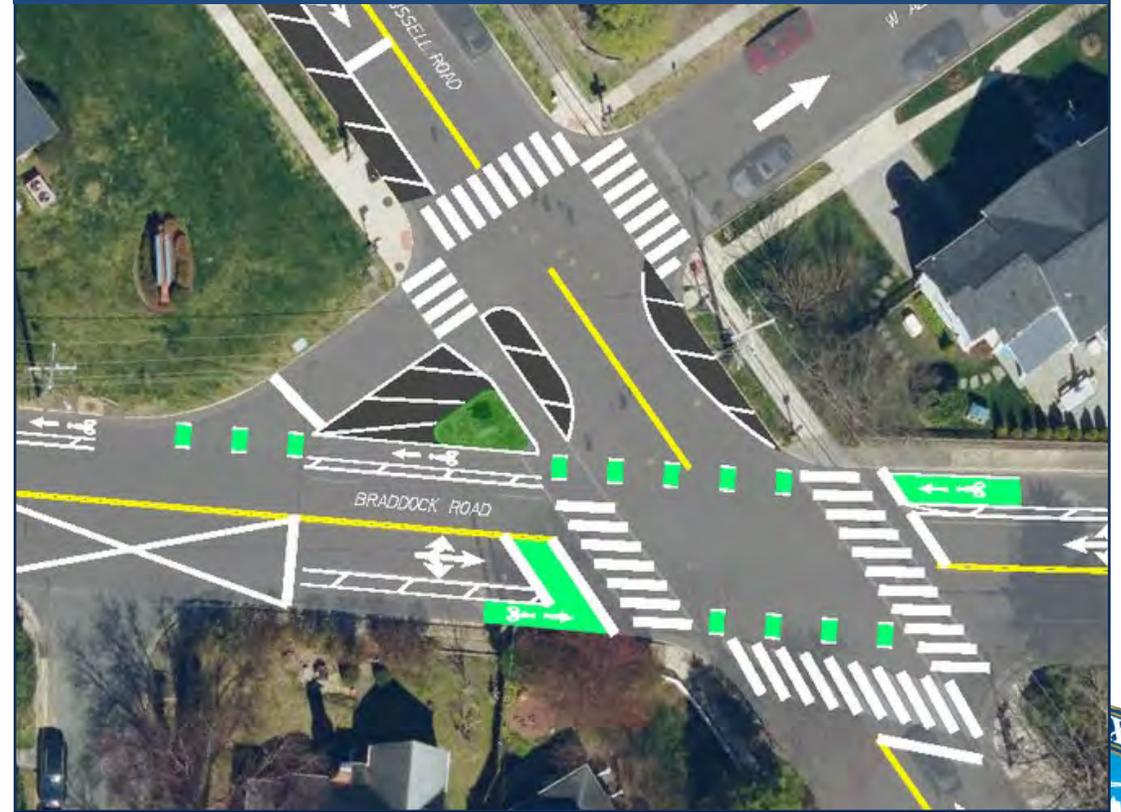


Intersection Options: *Russell Road*

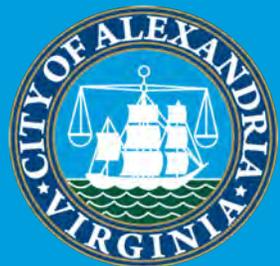
A: Hybrid Option



B: Bike Lane Option



Design Considerations



Community Engagement



eNews



Project Signs



Social Media



Online Feedback
Form



Emails to
Stakeholders



Community +
Stakeholder
Meetings



Community Feedback



95%

feel positive or neutral about providing **safe pedestrian crossings**



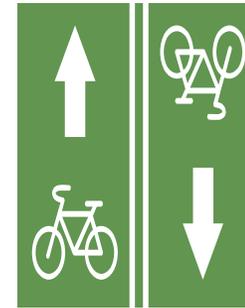
75%

feel positive or neutral about providing safe, comfortable **places to bike or scoot**



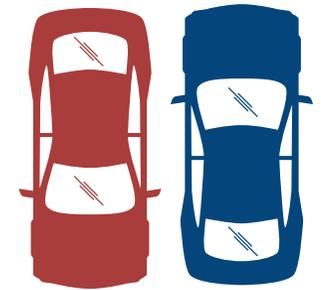
60%+

feel positive or neutral about **parking removal** on both sides of Braddock



73%

feel positive or neutral about **two-way bike lane** next to Metro Station



65%

feel positive or neutral about **removal of travel lane** in each direction



Letters

- + Del Ray Citizens Association
- + Alexandria Families for Safe Streets
- + Alexandria Pedestrian & Bicycle Advisory Committee
- + Environmental Policy Commission
- × Rosemont Citizens Association
- × Good Shepherd Lutheran Church
- × Resident Petition
- × Alexandria Federation of Civic Associations

Primary concerns:

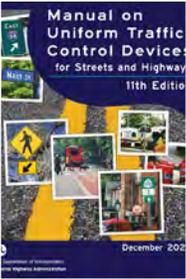
Parking

Traffic operations

Emergency access



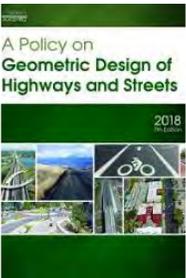
Standards & Guidance



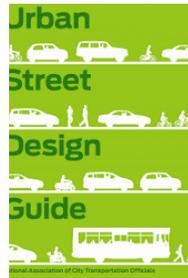
Manual on Uniform Traffic Control Devices (MUTCD)



Highway Capacity Manual



American Association of State Highway Transportation Officials (AASHTO) Standards



National Association of City Transportation Officials (NACTO) Guidelines



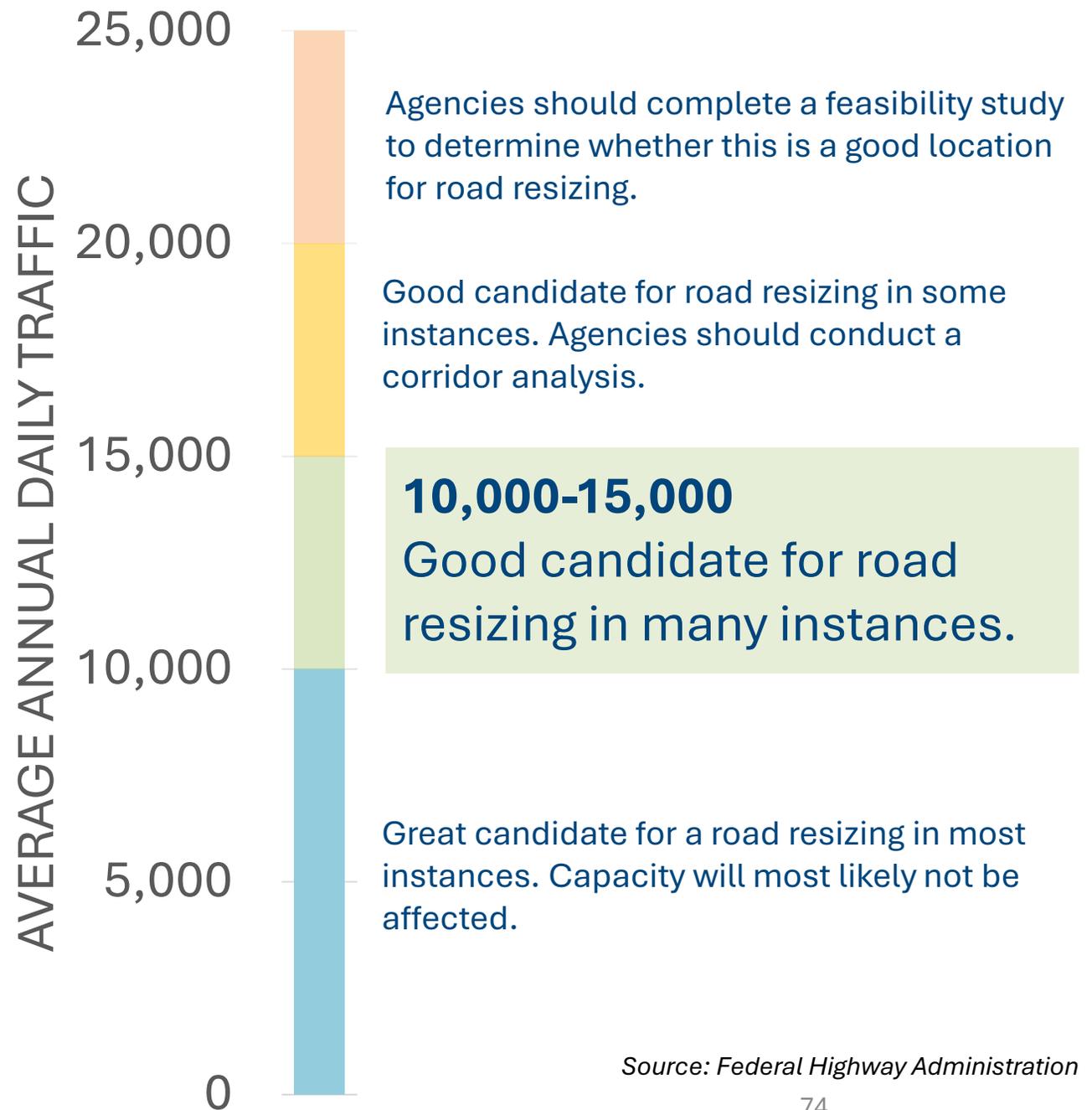
Virginia Traffic Operations, Safety, and Analysis Manual



Alexandria Complete Streets Design Guidelines



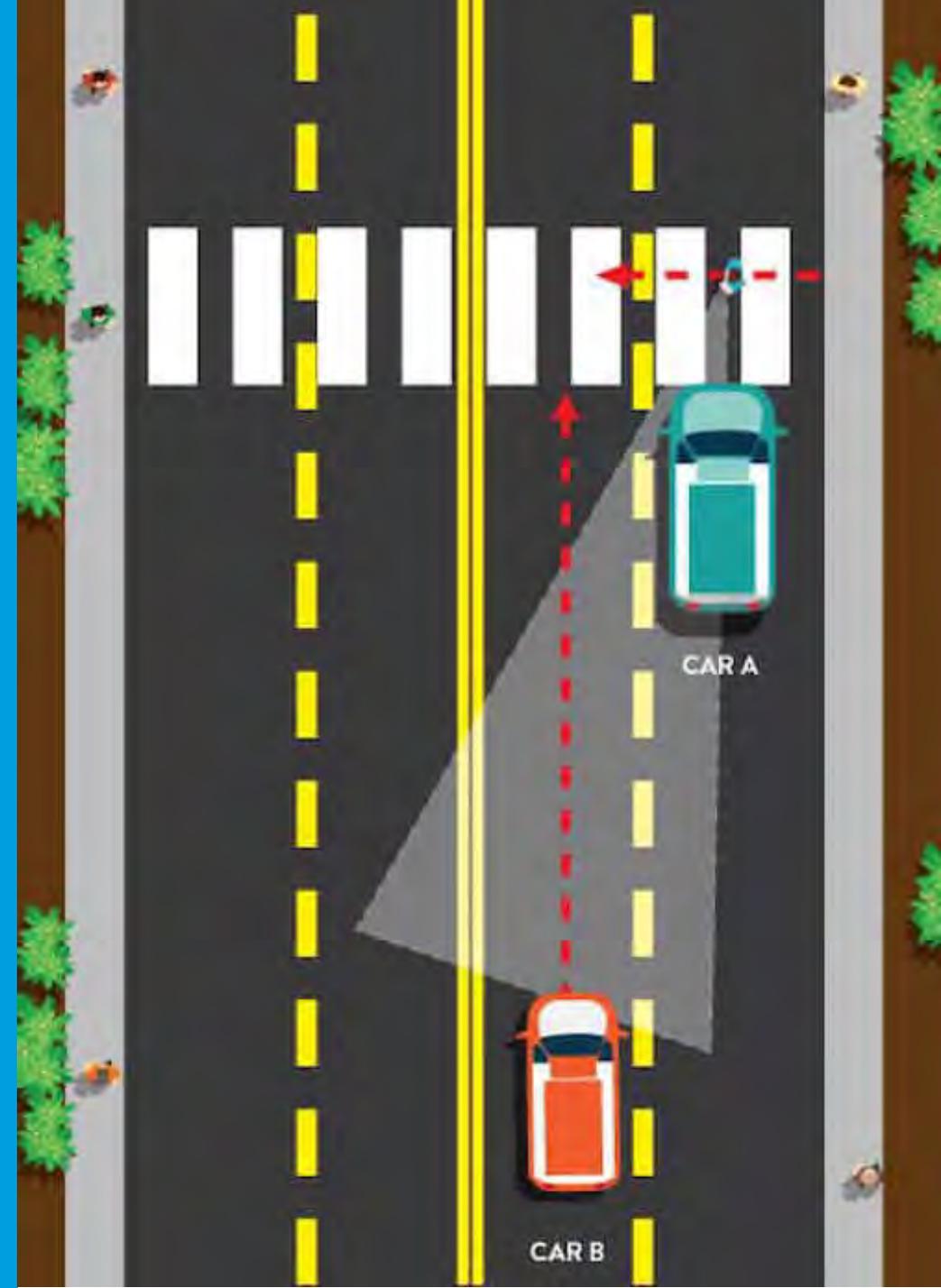
Road Diet Guidance



Source: Federal Highway Administration

Braddock Road Diet Benefits

- ✓ Fewer lanes to cross
- ✓ Eliminated multiple-threat risk
- ✓ Traffic calming
- ✓ Space for other road features



Traffic Analysis
Overall Intersection Delay (sec/veh)

Mount Vernon Avenue				
Existing	Future No Build	Compact Intersection	Large Intersection	Modified Compact Intersection
30.1 C	30.8 C	30.7 C	31.7 C	28.1 C

Commonwealth Avenue			
Existing	Future No Build	Bike Lanes	Parking/Bulb Out
16.8 B	17.1 B	15.6 B	17.6 B

Russell Road			
Existing	Future No Build	Hybrid	Bike Lane
33.2 C	33.8 C	22.2 C	32.3 C

Integrating Bikes and Transit

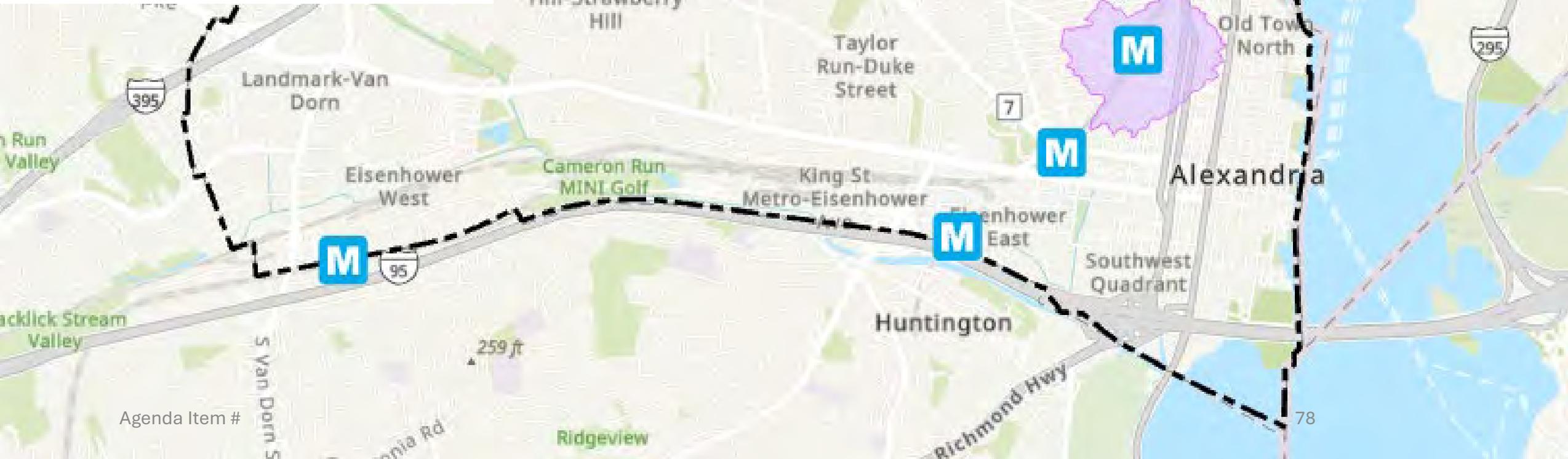
- Safer and more convenient connections to fixed-route transit
- Expanded reach of transit
- Healthier, safer, more livable communities around transit facilities
- Managed parking demand at transit

Source: American Public Transit Association



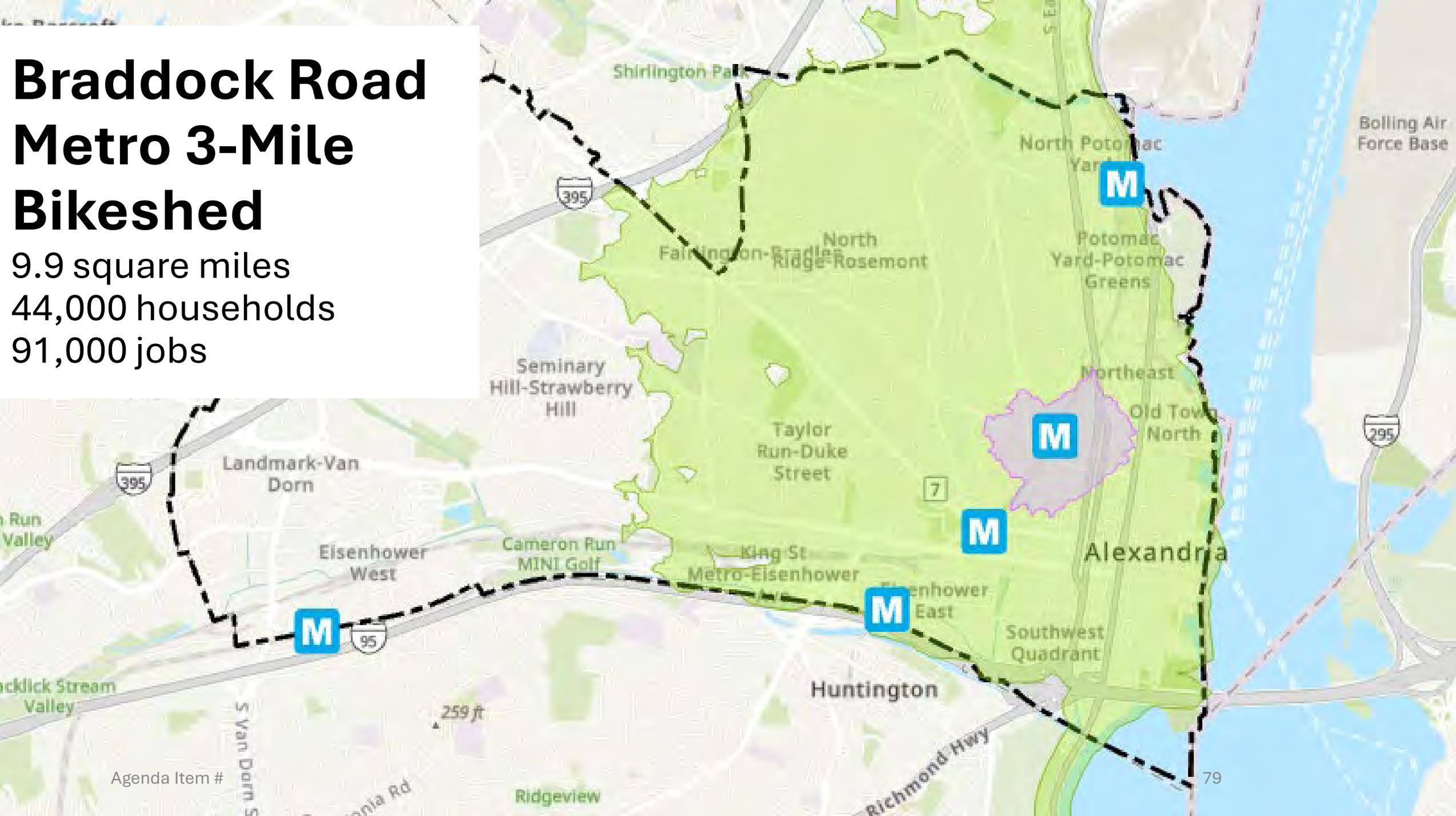
Braddock Road Metro ½-Mile Walkshed

0.39 square miles
3,800 households
2,000 jobs



Braddock Road Metro 3-Mile Bikeshed

9.9 square miles
44,000 households
91,000 jobs



Parking Policy

Policy B: Ensure parking availability

- Seek to maintain parking availability in the city's residential and commercial districts, recognizing that some people may need to walk a short distance to their destination.

Policy C: Promote equitable allocation of curb space

- Treat all curb space as a public asset that should be allocated in an equitable manner for its highest and best use, appropriate for the specific location, time of day, and time of year.



Parking Policy

Curb Use Categories

Examples:

City Plan Priorities	Safety improvements, bus lanes, bike lanes, green infrastructure, electric vehicle charging, and other items specifically included in City plans
Access for Goods	Loading zones, deliveries, food pick-up/drop-off
Access for People	Bus stops, pick-up/drop-off, bikeshare stations, scooter corrals
Parking	Metered parking, residential parking, bike parking
Activation	Parklets, in-street dining, public art



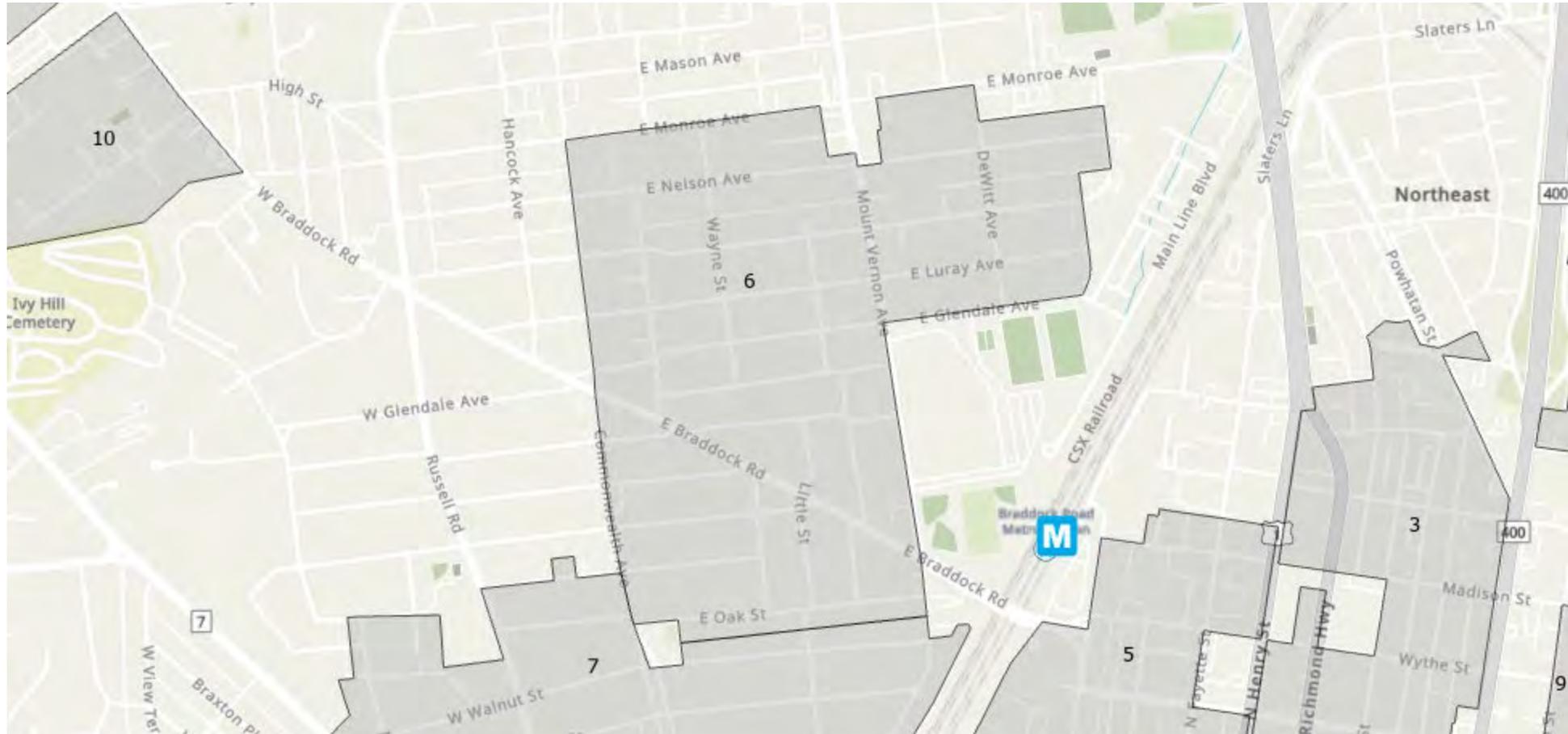
Parking Policy

Curb Space Prioritization Framework

Priority:	Residential	Main Streets	Office & Commercial	Warehouse & Industrial
1: High	City Plan Priorities			
2	Access for People	Access for People	Access for People	Access for Goods
3	Parking	Access for Goods	Access for Goods	Access for People
4	Access for Goods	Activation	Parking	Parking
5: Low	Activation	Parking	Activation	Activation



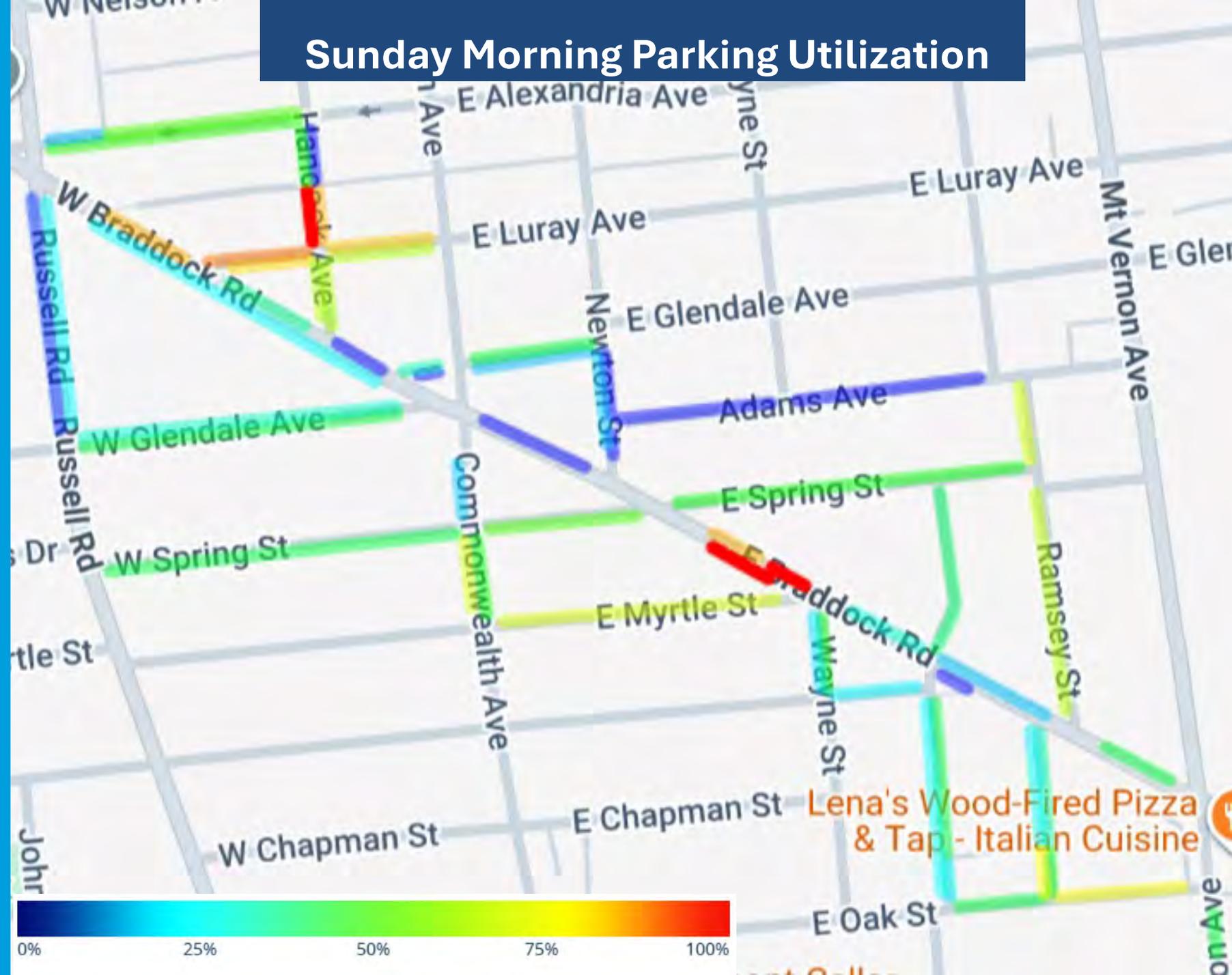
Parking Landscape



Sunday Morning Parking Utilization

Parking Analysis

Nearly all homes that front Braddock Road have off-street parking.



Parking Occupancy by Day

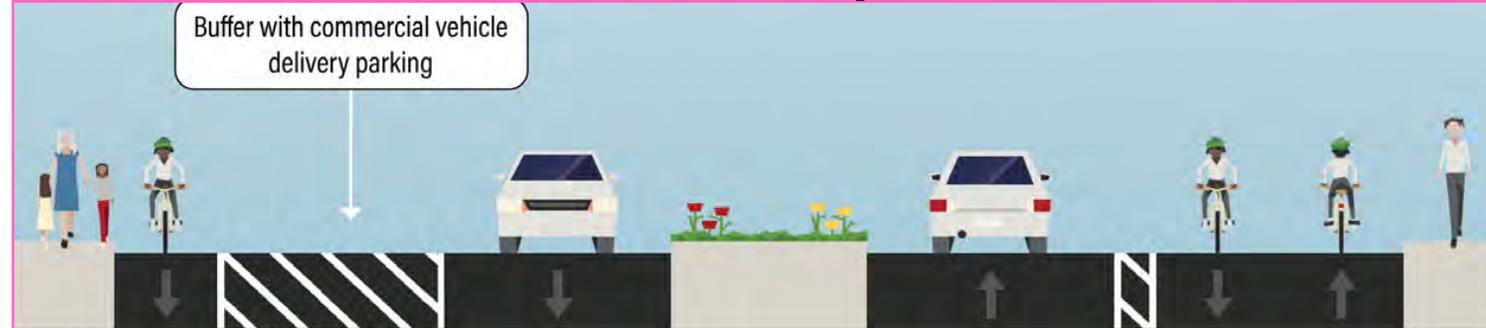
	Weeknights	Saturday Night	Sunday Morning
Cars Parked on Braddock	28	30	47
Total Spaces on Braddock	105	105	105
Available Spaces on Side Streets	310	310	308

Recommendations



Recommended Corridor Alternatives

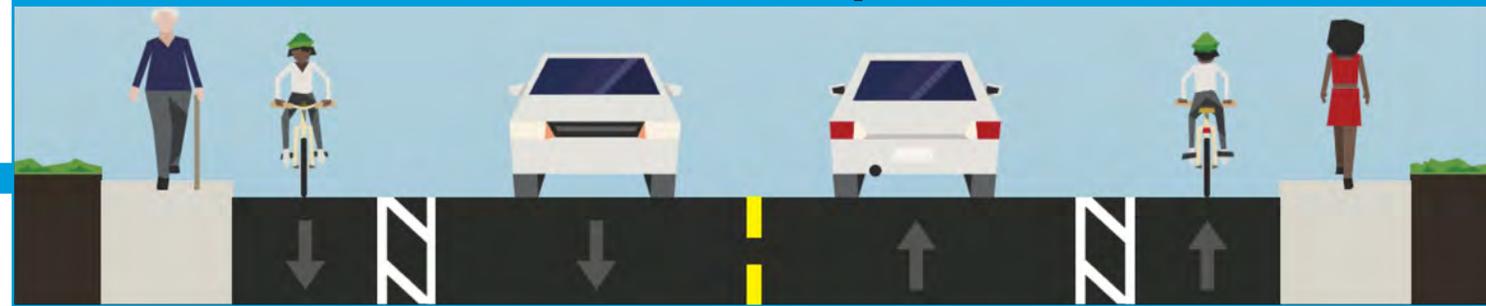
Segment 1: West St to Mt Vernon Ave Road Diet Option



Segment 2: Mt Vernon Ave to Commonwealth Ave Bike Lane Option

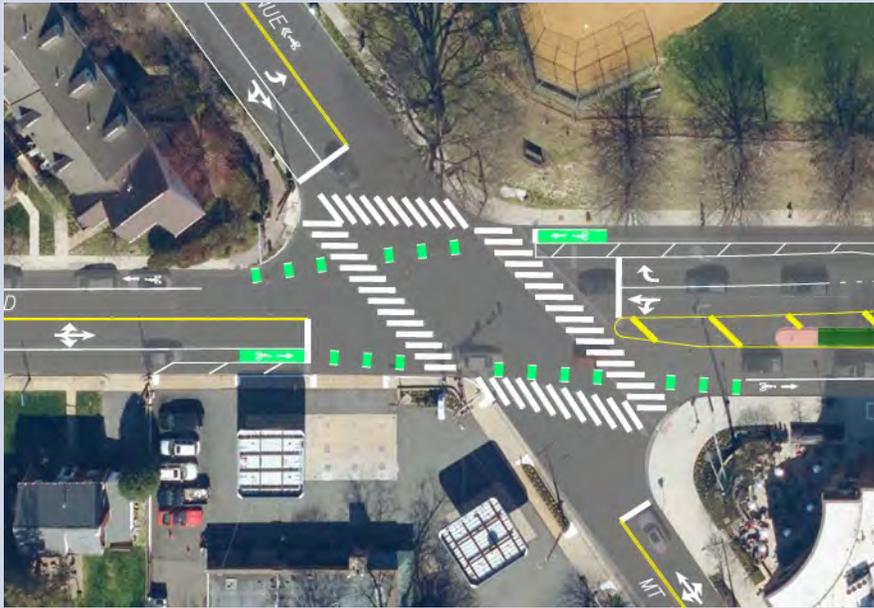


Segment 3: Commonwealth Ave to Russell Road Bike Lane Option

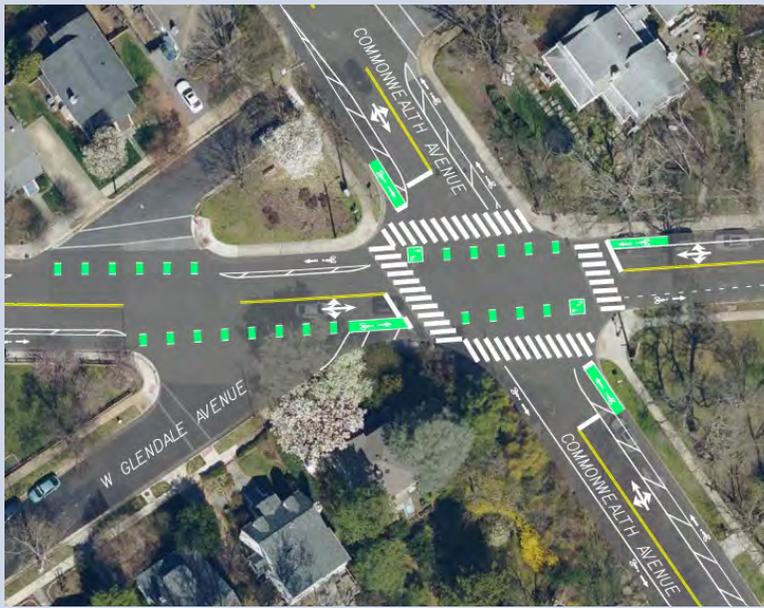


Recommended Intersection Alternatives

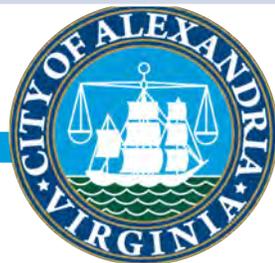
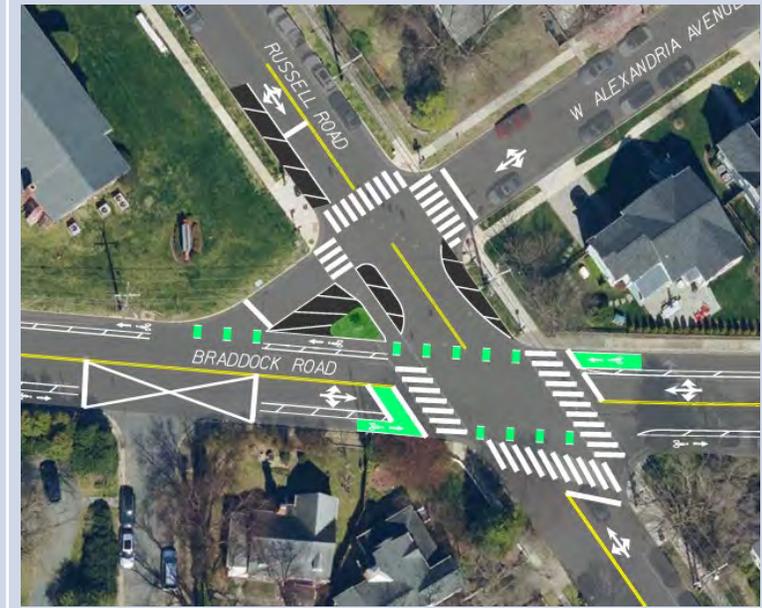
Mount Vernon Avenue:
Compact Intersection



Commonwealth Avenue
Commonwealth Bike Lane

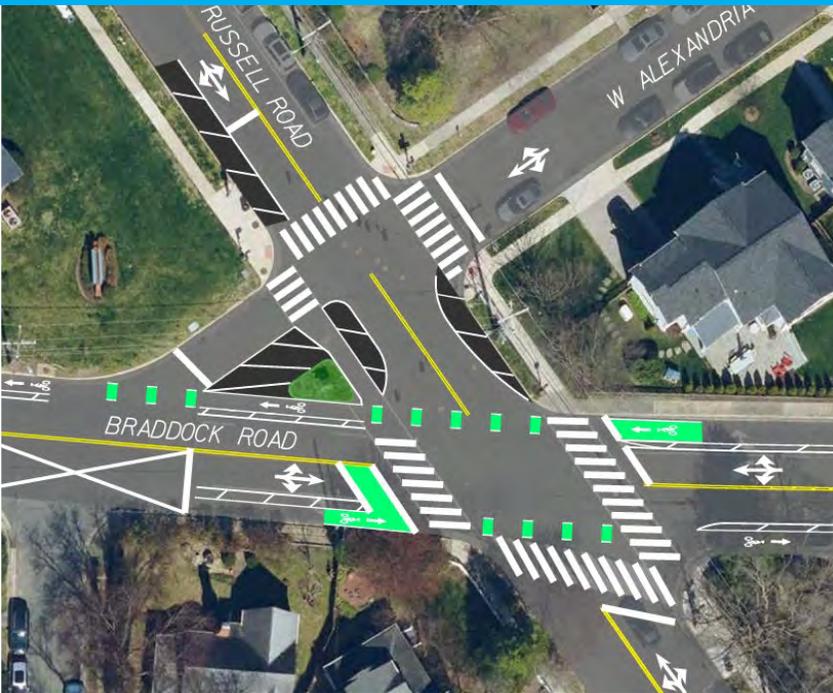


Russell Road
*Bike Lane Option**

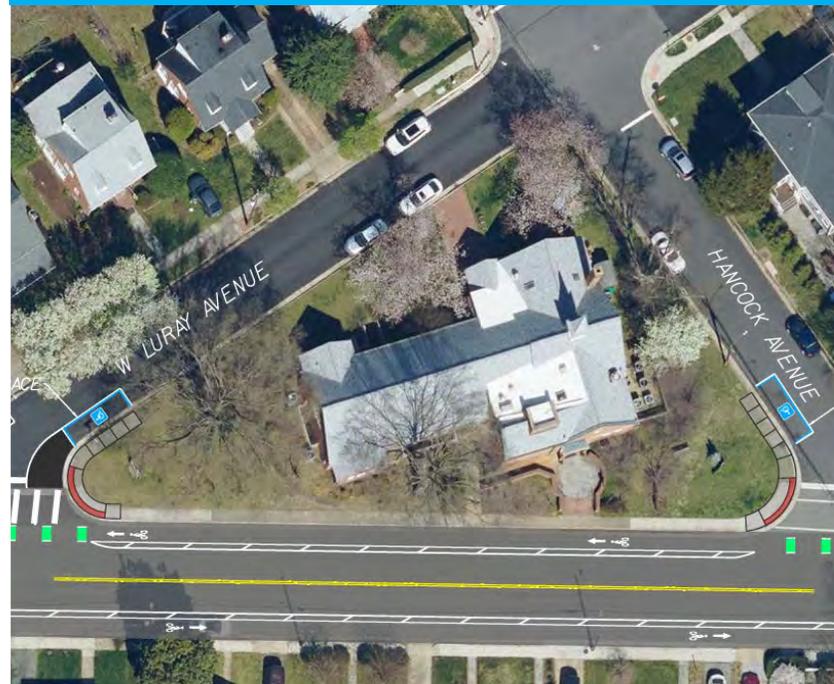


Adjusting to Community Feedback

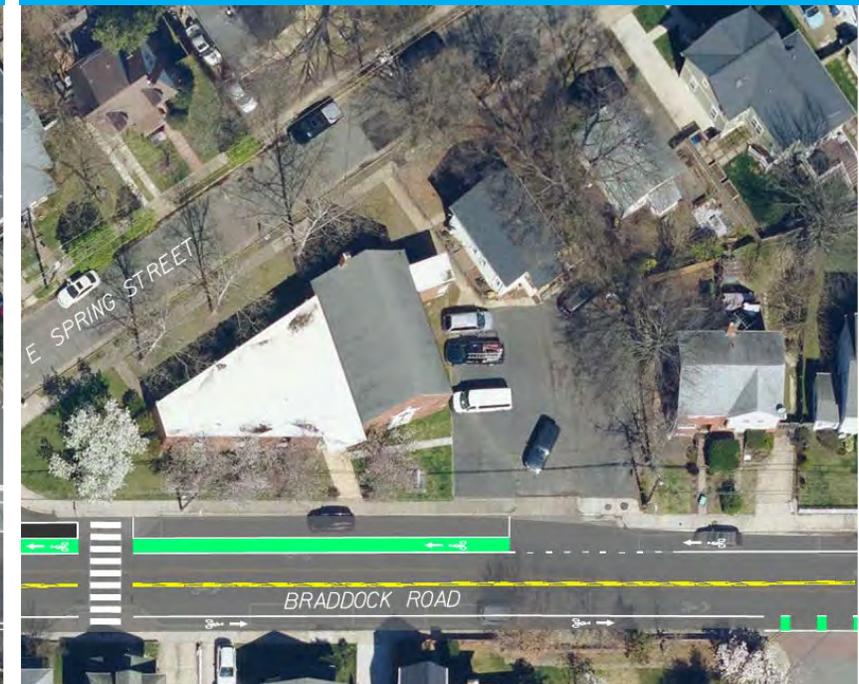
West Alexandria Avenue



Disability Parking



Preserved On-Street Parking



Why not use an alternate route?

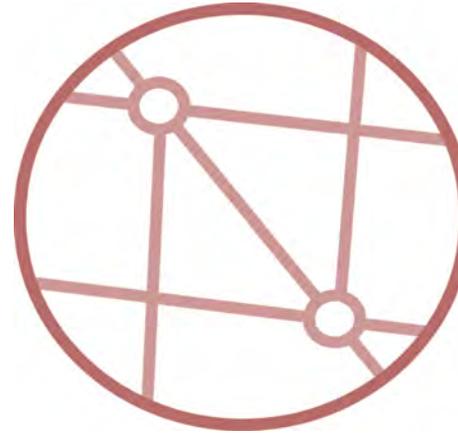
Principles for Bicycle Network Design



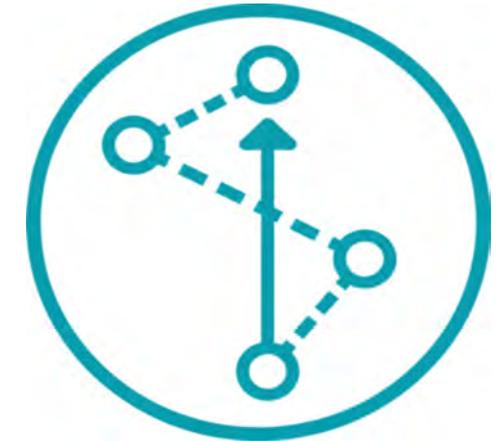
Safety



Comfort



Connectivity

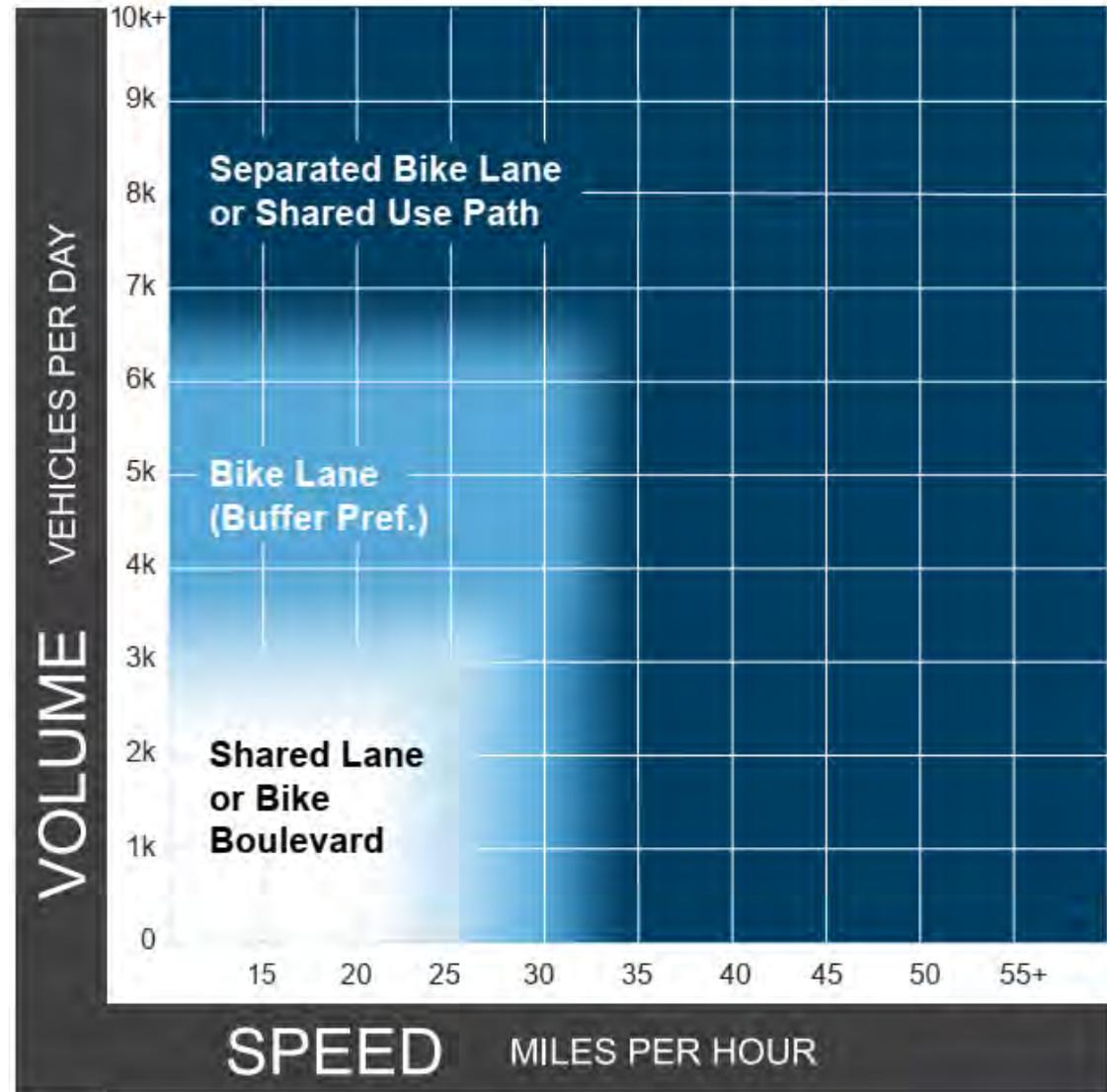


Legibility

Source: AASHTO



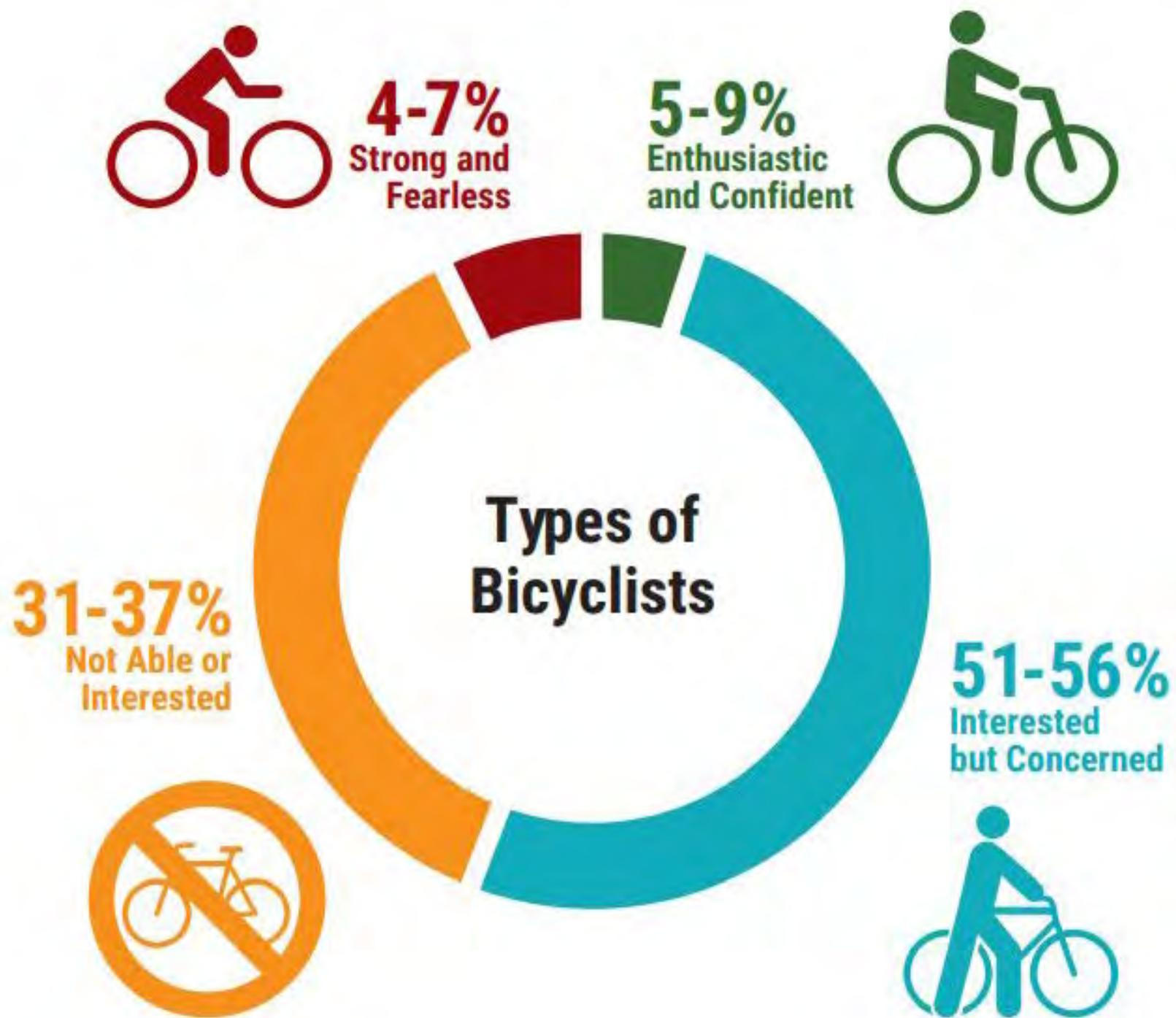
Why not install sharrows?



Source: AASHTO Bike Guide



Bicycle Volumes



Bicycle Crashes

“When evaluating safety performance of a street, it is important to understand that streets which have few crashes may in fact be streets which feel **so unpleasant or unsafe that very few people will bicycle there**. Thus, a small number of crashes does not necessarily indicate that the street is unsafe, but rather that there may be fewer people bicycling or underreported crashes.”

– AASHTO



Intersection Operations

All intersections

- All intersection volumes are below capacity
- Adjust signal timing for current volumes and improved synchronization

Russell Road & Commonwealth Avenue

- Low left-turn volumes can be combined with through/right movements

Mount Vernon Avenue

- Turn lanes retained where needed to maintain vehicle operations



Emergency Response

- No concerns regarding Braddock from Russell Road to Mount Vernon Avenue
- Design coordination near Metro
- Emergency vehicle pre-emption



Summary

Multiple competing demands for limited space

Guidance from adopted City plans and policies

Highest and best use of public space



Recommendation

That the Board recommend the Director of T&ES:

- **Remove** one travel lane in each direction on Braddock Road between the driveway entrance to Yates Corner and West Street;
- **Add** a commercial loading zone on Braddock Road between the driveway entrance to Yates Corner and the Metro Linear Trail;
- **Remove** on-street parking on Braddock Road between Mount Vernon Avenue and Russell Road, except for approximately 100' on the unit block of East Braddock Road and 60' on the 200 block of East Braddock Road;
- **Remove** on-street parking on Commonwealth Avenue between Braddock Road and Spring Street;
- **Relocate** one disability parking space from the unit block of West Braddock Road; **add** one disability parking space on Hancock Avenue at Braddock Road and on Luray Avenue at Braddock Road;
- **Consolidate** the turn lanes and through lanes on the Braddock Road approaches to the intersection of Braddock Road, Russell Road, and West Alexandria Avenue;
- **Consolidate** the turn lanes and through lanes at all applicable approaches to the intersection of Braddock Road and Commonwealth Avenue; and
- **Consolidate** the eastbound turn lanes and through lane on Braddock Road at Mount Vernon Avenue, and convert the westbound lanes from left, through, right lanes to a through/left and right-only lane



11. Staff Updates



12. Commissioner Updates



Next Meeting: February 23, 2026

