

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, MARCH 23, 2026 7:00 P.M.
IN-PERSON AND VIRTUAL**

The March 23, 2026 meeting of the Traffic and Parking Board is being held in person in the City Council Chambers, Room 1305 at Del Pepper Community Resource Center, 4850 Mark Center Drive Alexandria, VA and electronically. All the members of the Board and staff are participating either in-person or from remote locations through a Zoom meeting. The meeting can be accessed by the public via Zoom through:

Register in advance for this webinar:

https://zoom.us/webinar/register/WN_DOk-4nIxTLCvLMa646i2Hg

Or an H.323/SIP room system:

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

Meeting ID: 936 1508 9989

Passcode: 915805

SIP: 93615089989@zoomcrc.com

Passcode: 915805

After registering, you will receive a confirmation email containing information about joining the webinar.

Public comment will be received at the meeting. The public may submit comments in advance to trafficandparkingboard@alexandriava.gov no later than 12 p.m. the day of the meeting or make public comments in person or through the conference call on the day of the hearing.

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

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, MARCH 23, 2026 7:00 P.M.
IN-PERSON AND VIRTUAL**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the February 23, 2026, Traffic and Parking Board meeting minutes.
3. **PUBLIC DISCUSSION PERIOD**
[This period is restricted to items not listed on the docket]
4. **WRITTEN STAFF UPDATES & PUBLIC HEARING FOLLOW-UP**
 - A. Beauregard Trail Feasibility Study Project Notification
 - B. King Street at ACHS Project Update
 - C. Duke and West Taylor Run Update
 - D. February Docket Item Appeal Update
 - F. EV Curbside Charging Update
 - G. Parking Fees Update

PUBLIC HEARING ITEMS

5. Residential Pay By Phone – 300 block of Commerce Street
6. Parking Removal – Capital Bikeshare Station Relocation, Unit Block of West Reed Avenue
7. Parking Removal and Additions - 200 and 300 blocks of North Fairfax Street

INFORMATION ITEMS

8. **STAFF UPDATES**
 - T&ES New Director
 - Traffic and Parking Board Representative for Transportation Commission
 - Board Chair Tucker’s Last Meeting
9. **COMMISSIONER UPDATES**

Next Meeting: Monday, April 27, 2026

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, FEBRUARY 23, 2026, 7 P.M.
IN-PERSON AND VIRTUAL MEETING**

MINUTES

BOARD MEMBERS PRESENT: Vice Chair Casey Kane, Annie Ebbers, Ashley Mihalik, Kursten Phelps, Dane Lauritzen, and Mark Stout.

BOARD MEMBERS ABSENT: Chair Ann Tucker

STAFF MEMBERS PRESENT: T&ES – Hillary Orr, Deputy Director; Katye North, Division Chief; Sheila McGraw, Principal Planner; Alex Carroll, Principal Planner; Daniel Markham, Civil Engineer IV; Max Devilliers, Urban Planner III; and Silas Sullivan, Urban Planner II.

1. Announcement of deferrals and withdrawals: None.
2. Approval of the December 8, 2025, Traffic and Parking Board meeting minutes:

BOARD ACTION: Mr. Stout made a motion, seconded by Ms. Phelps, to replace Lavonda Bonnard’s name with his own under the December minutes’ ‘Board Members Present’ section and approve the minutes of the December 8, 2025, Traffic and Parking Board meeting. The motion carried unanimously.

3. **WRITTEN STAFF UPDATES:** The Board received written staff updates on:
 - New Taxicab Company, City Cab, Update
 - Market Square Garage and Farmers Market Parking Update
 - On-Street Disability Parking Spaces Update
 - EV Curbside Charging Pilot Update
 - July-December 2025 Daylighting Request Summary
4. **PUBLIC DISCUSSION PERIOD:** Carolyn Griglione raised concerns about delays for the King and North Beauregard Streets project but mentioned that the Division Chief of Transportation Engineering provided a response on February 23, 2026, about the project restarting in the summer of 2026. Ms. Orr mentioned that the capital project status reports are updated online regularly as well.

BOARD ACTION: None.

CONSENT ITEMS

5. **ISSUE:** Residential Parking Permit District Boundary Adjustment – 220 South Peyton Street
DISCUSSION: None.

PUBLIC TESTIMONY: None.

BOARD ACTION: Ms. Phelps made a motion, seconded by Ms. Ebbers, to recommend the Director adjust the boundary for Residential Permit Parking (RPP) District 4 to remove the property at 224 S. Peyton Street. The motion carried unanimously.

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

DISCUSSION: None.

PUBLIC TESTIMONY: None.

BOARD ACTION: Ms. Phelps made a motion, seconded by Ms. Ebbers, to recommend the Director of T&ES add 2-hour parking restrictions from 8 a.m. to 5 p.m., Sunday to Saturday to the south side of Eisenhower Avenue. The motion carried unanimously.

PUBLIC HEARING ITEMS

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

DISCUSSION: Mr. Sullivan presented the item to the Board. Mr. Kane asked if the City maintains a utility pole project and/or tracker, to which Mr. Sullivan responded that the City maintains a bus stop inventory but utility poles would be tracked by other teams, if so. Ms. Orr mentioned that the City is currently scanning its public roadways to digitize public assets like utility poles. Mr. Lauritzen asked why staff is recommending to remain with the current recommendation, to which Mr. Sullivan responded that staff had to weigh all factors when choosing bus stop locations, not just parking.

PUBLIC TESTIMONY: Scott Corzine testified in opposition and recommended his own solution to stop consolidation and relocation. Ms. Ebbers asked Mr. Corzine who he represents, to which he responded that he only represents himself.

Ellen Mosher testified in opposition.

Christopher Christopher testified in opposition.

Asa Orrin-Brown testified in support and asked that staff consider school ridership when determining bus stop relocation. Mr. Sullivan mentioned that he will confirm with DASH staff but City staff is aware of general school-related ridership.

Tim Chase testified in opposition.

Martha Ekdahl testified in support.

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

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

The motion carried unanimously.

8. ISSUE: Overnight Parking District – Beverley Hills

DISCUSSION: Mr. Devilliers presented the item to the Board. Mr. Stout asked who is parking their vehicles on the streets of Beverley Hills, to which Mr. Devilliers responded that the survey did not confirm the home address attributed to each vehicle, but anecdotally drivers are coming from townhouse neighborhoods on West Glebe Road as well as elsewhere in Arlandria. Mr. Lauritzen asked if it would be easy for adjacent blocks to expand the district, which Mr. Devilliers confirmed it would be. Ms. Phelps asked about military families or residents unregistered for other reasons, to which Mr. Devilliers responded that the City provides alternative registration options to residents for a variety of reasons. Ms. Mihalik asked why enforcement was largely unsuccessful in recent years, to which Mr. Devilliers responded that staffing and the difficulty to cite commercial vehicles without markings have made it difficult to enforce. Ms. Mihalik asked what the various costs would be to area residents if the district were established, to which Mr. Devilliers responded that residents wouldn't pay the annual fees for residential parking permits because of the nature of the district, and guest/visitor permits are free to obtain unless the visitor permit is issued for more than seven enforceable days, which would cost the resident \$5 total. Mr. Kane asked if this district can be expanded to include Elbert Avenue, which Mr. Devilliers confirmed it could. Mr. Kane asked about petitioning for the apartment buildings, which Mr. Devilliers confirmed that the buildings could each be represented by one property owner or manager rather than having to obtain signatures from each unit.

PUBLIC TESTIMONY: Geoff Boyle asked if his home on Brighton Court would be affected and asked about guest/visitor permits.

Richard Coin requested that the district establishment include his block.

Dana Stefennelli requested that the Board defer this decision to a later date to allow nearby residents to do what is needed to include their block in the petition and register their vehicles.

Meredith Taylor testified in support.

Devon Wells testified in support.

BOARD ACTION: Ms. Ebbers made a motion, seconded by Mr. Lauritzen, to recommend the City Manager approve the creation of a Restricted Overnight Parking District in the Beverley Hills neighborhood. Ms. Phelps requested that staff conduct outreach to adjacent blocks about this new district and how to expand/register one's vehicle with the City. The motion carried unanimously.

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

DISCUSSION: Ms. Carroll presented the item to the Board. Mr. Stout asked how many parking spaces would be restored, to which Ms. Carroll responded that eight parking spaces would be restored. Mr. Stout asked if this project would eliminate any sidewalks, which Ms. Carroll confirmed it would not. Mr. Stout asked if the project would include landscaping, to which Ms. Carroll responded that the current project does not include budget for landscaping but the proposed painted curb extensions could be used in the future for building permanent curb extensions with planted areas. Ms. Phelps asked if this project is included in any of the City's strategic plans, which Ms. Carroll confirmed that it is. Ms. Phelps asked if there is a sidewalk on the north side of Braddock Road, which Ms. Carroll confirmed there is except west of Russell Road. Ms. Phelps asked about the timing for the disability parking spaces being moved for the Good Shepherd church, to which Ms. Carroll responded that the project implementation timing has been planned in such a manner to ensure that there is never a time where there is no disability parking adjacent to the church. Ms. Phelps asked if scooters can be used in the bike lanes, which Ms. Carroll confirmed they could. Ms. Phelps asked if scooters can be used on the sidewalks, which Ms. Carroll confirmed they could not. Mr. Lauritzen asked which bike lanes exist west of this project, to which Ms. Carroll responded that there are advisory bike lanes on West Braddock Road in various locations. Ms. Mihalik asked if ACPS or retailers provided feedback about the project, to which Ms. Carroll responded that ACPS did not provide direct feedback and neither did the Yates Corner stakeholders until February 23, 2026, asking about the on-street parking directly adjacent to the property.

PUBLIC TESTIMONY: William Burschur testified in support.

Jennifer Hargis testified in opposition.

Stephen Gregory Cottrell testified in opposition.

Michelle Schoeppe testified in opposition.

Vineeta Anand testified in opposition.

Dana Lawhorne testified in opposition.

Tom Van Wagner testified in opposition.

Rosemarie Spano testified in opposition.

Kate Costa testified in opposition.

Riley DePiano testified in opposition.

Amy Hadley testified in opposition.

Glenn Siegel testified in opposition.

James Lovo testified in opposition.

Don Niss testified in opposition.

Margaret Janowsky testified in opposition.

Jacquelyn Kittredge testified in support.

Timothy Shaw testified in support.

John McCormick testified in opposition.

Brian Egan testified in support.

Joe Fray testified in support.

Laurent Janowsky testified in opposition.

Elizabeth Trigg testified in opposition.

Michael Griffith testified in support.

Mike Rodriguez testified in support.

James Miceli testified in support.

Stacey Yonce testified in opposition.

Nicole Radshaw testified in support.

Melissa McMahan testified in support.

Ben McGinnis testified in opposition.

Lisa Edouard testified in opposition.

Ransom Smith testified in support.

Marisza Sordyl testified in opposition.

Sandra Gogol testified in opposition.

Mike Doyle testified in support.

Ken Notis testified in support.

Mallory Lawhorne

Zach DesJardins testified in support.

Randy Cole testified in support.

Darlene Duffett testified in opposition.

Andrew Ortiz testified in support.

Judy Miller testified in opposition.

John Patrick testified in opposition.

Jacob Yoseph testified in support.

Jia Syed testified in support.

Asa Orrin-Brown testified in support.

Anna Anderson testified in opposition.

Ian Smith testified in support.

Adam Bibler testified in support.

Rebecca Hammer testified in support.

Nathan McKenzie testified in support.

Martha Ekdahl testified in support.

Elena Sorokina testified in support.

Gordon Johnston testified in support. Ms. Mihalik asked staff which portions of the bike lanes would be protected versus just paint, to which Ms. Carroll responded that staff is

recommending to have the bike lanes throughout be protected except between Mount Vernon Avenue and Commonwealth Avenue due to the width of the roadway there.

Alex Goyette testified in support.

James Hook testified in support.

Rebecca Weinstein testified in support.

Marianne McInerney testified in opposition.

Elena Hutchison testified in support.

Forest Sholars testified in support and asked if there will be a rapid red flashing beacon at the crosswalk connecting the Potomac Yard Trail to the 7-11, to which Ms. Carroll responded that she would check.

John Yuda testified in support.

Heather Stevens testified in opposition.

Devon Wells testified in opposition.

Stephanie Elms testified in support.

Tim Laderach testified in support.

Jennifer Wade testified in support.

Mr. Lauritzen asked if the proposed locations of the two disability parking spaces for the church are final, which Ms. Carroll confirmed they are not but consulted the City's Office of Human Rights as well as the US Access Board on the locations, both of which confirmed that the locations met their requirements. Ms. Phelps asked if DASH or ACPS had any concerns with the proposal, to which Ms. Carroll responded that she did not receive direct feedback via email from either organization, and did not receive any concerns during her discussions with the organizations in person. Ms. Phelps asked about driving speed enforcement, to which Ms. Carroll responded that enforcement can help, but APD officers cannot be everywhere at all times and that APD supports self-enforcing roadway design to discourage speeding as a way to reduce the costs of enforcement. Ms. Phelps why VDOT only prioritized Segment 1, to which Ms. Carroll responded that VDOT older version of priority roadways for improvement did, but the newer version called out all three segments as a high or very high priority. Ms. Mihalik asked if the churches could be accessed from streets other than Braddock Road, to which Ms. Carroll responded that she cannot speak on behalf of the churches, but she believes they have back entrances that are not ADA-compliant. Ms. Mihalik asked if the City could widen the sidewalk and move the utility pole, to which Ms. Carroll responded that doing so

would be cost-prohibitive as part of this initial project. Mr. Kane asked why the City proposes two disability parking spaces for the Good Shepherd church when there is currently only one, to which Ms. Carroll responded that the City offered to increase the number.

BOARD ACTION: Ms. Ebbers made a motion, seconded by Ms. Phelps, to 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

Mr. Stout made a friendly amendment to retain on-street parking on both sides of West Braddock Road west of Commonwealth Avenue, seconded by Mr. Kane with a friendly amendment to retain on-street parking on only one side of West Braddock Road west of Commonwealth Avenue, which was accepted by Mr. Stout, but defeated five to one. The original motion carried unanimously.

INFORMATION ITEMS

10. STAFF UPDATES: None.

11. COMMISSIONER UPDATES: None.

ADJOURNMENT

Ms. Phelps moved to adjourn the meeting, seconded by Mr. Stout. The motion carried unanimously. The meeting adjourned at 1:19 a.m.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: March 23, 2026

DOCKET ITEM: 4

ISSUE: Written Staff Updates & Public Hearing Follow-up

A. Beauregard Trail Feasibility Study Project Notification

Through the Metropolitan Washington Council of Government's (MWCOG) Transportation and Land Use Connection's Program, the City received a grant to fund consultant assistance to develop a concept design and high-level cost estimates for a bicycle and pedestrian trail along North Beauregard Street. The proposed trail would run approximately two miles from Fillmore Avenue to the Fairfax County line, advancing the AlexWest Small Area Plan's goals of improving connectivity and safety for pedestrians and cyclists along this key corridor. The consultant team began work in January and has completed initial data collection and concept development. A virtual meeting is scheduled for Wednesday, March 25 to share draft concepts and begin a period of public feedback. An online feedback form will be available from March 25 through April 19 to solicit community input on the concepts. Please see the project website at www.alexandriava.gov/go/7749 for additional details. Staff will provide a presentation on the project and its recommendations to the Traffic and Parking Board over the summer.

B. King Street at ACHS Project Update

Since receiving project approval in July 2025 for the revised streetscape on King Street in front of Alexandria City High School, City staff and the design team have finalized the project concept and completed the construction documents. In coordination with the school district, summer 2026 has been identified as the preferred timeframe for implementation to minimize impacts on overall traffic and daily student travel along King Street. City staff are currently coordinating with contractors and preparing for construction. Please see the project website at www.alexandriava.gov/go/6530 for additional information and project updates.

D. Duke and West Taylor Run Update

In response to community feedback and requests for more information on the Duke Street and West Taylor Run Intersection project, the City will hold an open forum public hearing on Tuesday, April 7 from 5 to 7 p.m. at the Department of Transportation and Environmental Services facility at 2900 Business Center Drive. At the meeting, staff will be present to answer questions and provide a brief presentation. The community may officially submit comments and questions leading up to, during, and for ten (10) days following the public hearing. Additional project information including plans and environmental reports are available on the project webpage: alexandriava.gov/go/2399

E. February Traffic and Parking Board Docket Item Appeal Update

The City Clerk received appeals for the Traffic and Parking Board's decision on Travel Lane and Parking Modifications for the Braddock Road Corridor Improvements Project. A public hearing before City Council will be scheduled.

F. EV Curbside Charging Update

At the December 2025 Board meeting, the Board provided recommendations on an administrative procedure for designating electric vehicle (EV) charging only parking for curbside EV charging. City Council approved an update in February to the encroachment ordinance to add EV chargers as an allowable encroachment, a resolution to set fees, and an ordinance to adopt Virginia code to enable a traffic infraction of EV charging only parking. Staff will provide an update once site reservations are received as site locations will be reviewed by the Board.

G. Parking Fees Update

The City Manager presented the FY 2027 proposed budget to City Council on February 24, 2026. Included in the proposed budget are several changes to parking fees. The proposed budget includes a proposed change to increase meter rates from \$1.75 per hour to \$2.50 per hour. Previously the Board recommended a \$3.00 per hour rate. The current proposal includes metering on Sundays. The proposed budget also includes an increase in parking citations. The proposed change increases the standard parking citation from \$40 to \$50. More information can be found on the budget program website: [Management and Budget | City of Alexandria, VA](#)

City of Alexandria, Virginia

Traffic and Parking Board

DATE: March 23, 2026

DOCKET ITEM: 5

ISSUE: Residential Pay-by-Phone – 300 block of Commerce Street

REQUESTED BY: Residents of the 300 block of Commerce Street

LOCATION: 300 block of Commerce Street

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES implement a residential pay-by-phone requirement for the 300 block of Commerce Street.

BACKGROUND: The Residential Pay-by-Phone Program allows residents to request parking restrictions that require non-residents to pay a fee to park. Pay stations are not generally installed on Residential Pay-by-Phone blocks; instead, signage referring to the available payment methods on these blocks replaces existing signage. Consistent with the existing residential permit parking program, residents who wish to add this signage must initiate the request through a petition signed by the residents of the block. To be eligible for Residential Pay-by-Phone signage, a block must meet the parking occupancy threshold, must already have posted parking time restrictions for non-residents, and must be directly adjacent to another pay-by-phone or metered block.

The residents of the 300 block of Commerce Street submitted a petition requesting these restrictions. This block is located between South West and South Peyton Streets, one block from King Street and near to many businesses and offices on Prince, South West, and South Peyton Streets. Parking is allowed on the south side of the block and is restricted to 2 hours from 8 a.m. to 11 p.m., Monday through Friday, District 4 permit holders exempt. There are approximately 16 legal parking spaces on this block. The block is primarily residential on the south side and commercial on the north side (Attachment 1).

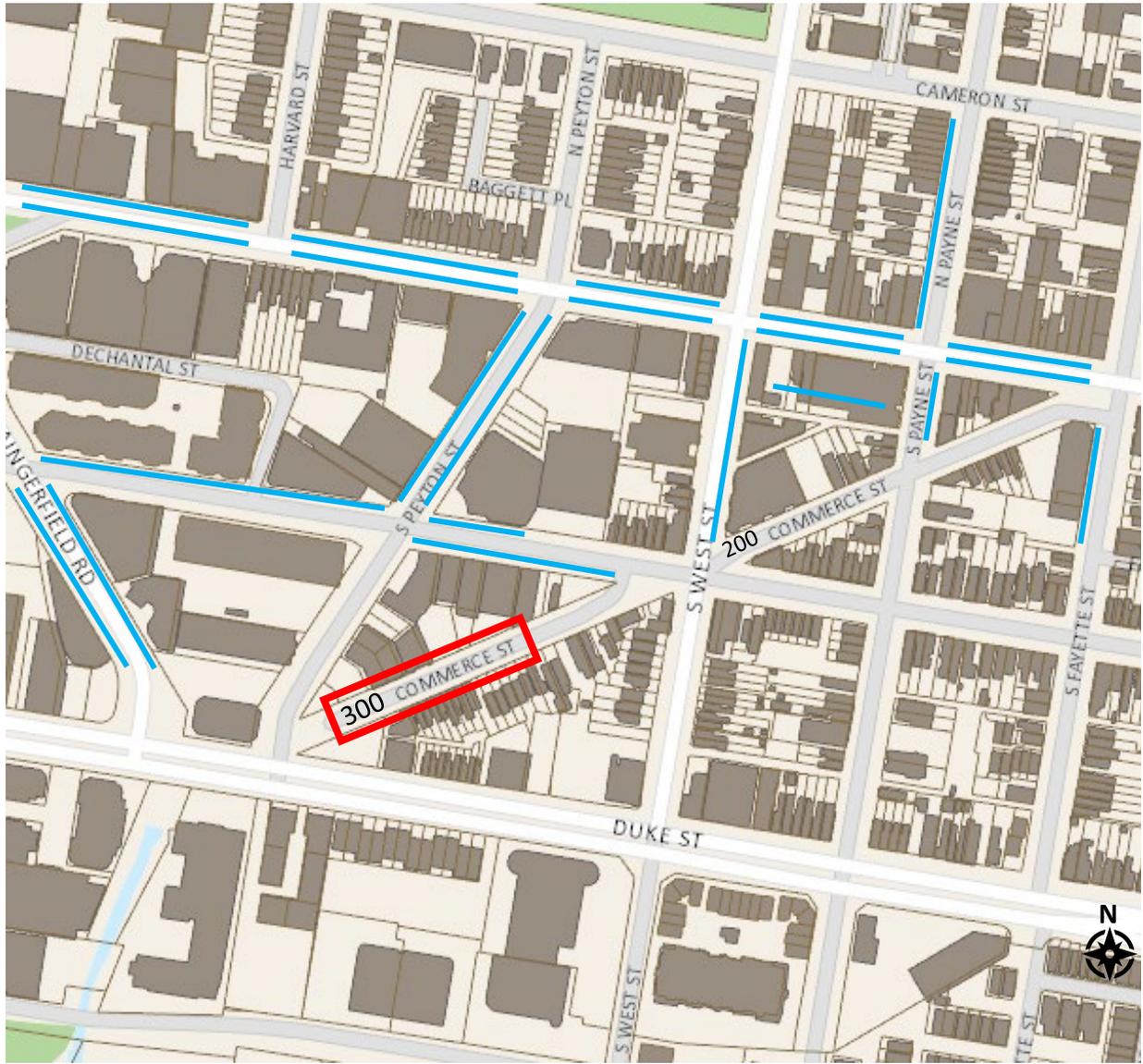
DISCUSSION: Staff reviewed the request per the requirements outlined in the City Code and found it is eligible for the signage. The table below summarizes the block's compliance with the requirements.

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.	The 300 block of Commerce Street is adjacent to the 1400 block of Prince Street and the 100 block of South West Street, which are both partially metered (Attachment 1).
The area subject to parking fee must already be posted with residential parking restrictions.	Current restrictions (<i>District 4 permit holders exempt</i>): <ul style="list-style-type: none"> • 2hr 8 a.m.-11 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 signed occupants of more than 50% of the residential properties abutting the block.	The petition submitted was signed by 12 out of the 23 total households (52%) on the block (Attachment 2).
The parking occupancy must be 75% or more.	A parking survey was conducted at 11:30 a.m. on Thursday, March 5, 2026, and staff found that 14 out of 16 parking spaces (88%) were occupied. During the survey, staff also observed that 71% of the vehicles parked on this block were occupied by permit-holding residents of District 4. A photo of the block during the survey is included as Attachment 3.

Staff recommends implementing the Residential Pay-by-Phone restrictions for this block. The payment requirement would match the meter fee in effect.

OUTREACH: Staff notified the Old Town Civic Association (OTCA) and the Upper King Street Neighborhood Association of this petition on March 5, 2026. As of the posting of this docket report, staff had received questions from the OTCA but no indication of support nor opposition.

ATTACHMENT 1: LOCATION OF PROPOSED RESIDENTIAL PAY-BY-PHONE RESTRICTIONS – 300 BLOCK OF COMMERCE STREET



— Metered Parking

ATTACHMENT 2: RESIDENT PETITION



Petition for Adding Residential Pay by Phone Signage within a Residential Permit Parking District

Block Contact: Tim Foley

Address: 310 Commerce St, Alexandria VA

Telephone: 703 725 8408

Email: foleytd@yahoo.com

Requested Block: 300 block of Commerce

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

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

We the undersigned residents hereby request that the City add residential pay by phone signage on the 300 Block of Commerce Street. We understand that if this signage is posted, any vehicles without the applicable district sticker or guest/visitor pass will be subject to a parking fee to park on the block. We understand that residents will still be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest or visitor passes to allow guests to park on the street.

Resident Name (Printed)	Resident Signature	Address	Date
Tim Foley	<i>[Signature]</i>	310 Commerce	1/4/20
Thomas Marek	<i>[Signature]</i>	342 Commerce Street	1/4/20
Andrew Hereth	<i>[Signature]</i>	336 Commerce St	1/4/20
Bruce Saul	<i>[Signature]</i>	330 Commerce St	1/4/20
Bryant Mitchell	<i>[Signature]</i>	327 Commerce	1/4/20
Clare Chmiel	<i>[Signature]</i>	326A Commerce St	1/4/20
Sandra Pouson	<i>[Signature]</i>	322 Commerce St	1/4/20
Andrew Jones	<i>[Signature]</i>	320 Commerce St	1/4/20
Stephen Tedeschi	<i>[Signature]</i>	306 Commerce St	1/4/20
JAMES COCHRAN	<i>[Signature]</i>	308 Commerce St	1/4/20
Leah Bancher	<i>[Signature]</i>	338 Commerce	1/4/20
Karen Griffin	<i>[Signature]</i>	328 Commerce	1/11/20

[Signature] is not the listed owner of the residence.

ATTACHMENT 3: EXISTING CONDITIONS



City of Alexandria, Virginia

Traffic and Parking Board

DATE: March 23, 2026
DOCKET ITEM: 6
ISSUE: Parking Removal – Capital Bikeshare Station Relocation

REQUESTED BY: Staff

LOCATION: Unit Block of West Reed Avenue

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES remove two parking spaces for the Commonwealth and Reed Capital Bikeshare Station during the Commonwealth, Ashby, Glebe Flood Mitigation Project.

BACKGROUND: The Commonwealth, Ashby, Glebe Flood Mitigation Project is a capital improvement project focused on reducing flood risk and includes new culvert construction along Commonwealth Avenue. Utility relocations associated with the project are being carried out by the respective utility companies and began in early 2026, starting with Virginia American Water Company (VAWC). The proposed relocated waterline conflicts with the existing Commonwealth and Reed Capital Bikeshare station and dockless corral.

The Commonwealth and Reed Capital Bikeshare station was installed in 2021. It is a 16 dock station with a map panel and a kiosk. It is currently located on westbound side of the 3600 block of Commonwealth Avenue as you approach the intersection with Reed Avenue.

A dockless corral was installed 2023 adjacent to the bikeshares station.

The immediate surrounding area includes a mix of uses including the Leonard “Chick” Armstrong Recreation Center, Cora Kelly School for Math, Science and Technology, Shirley Tyler Unity Park, and residences.

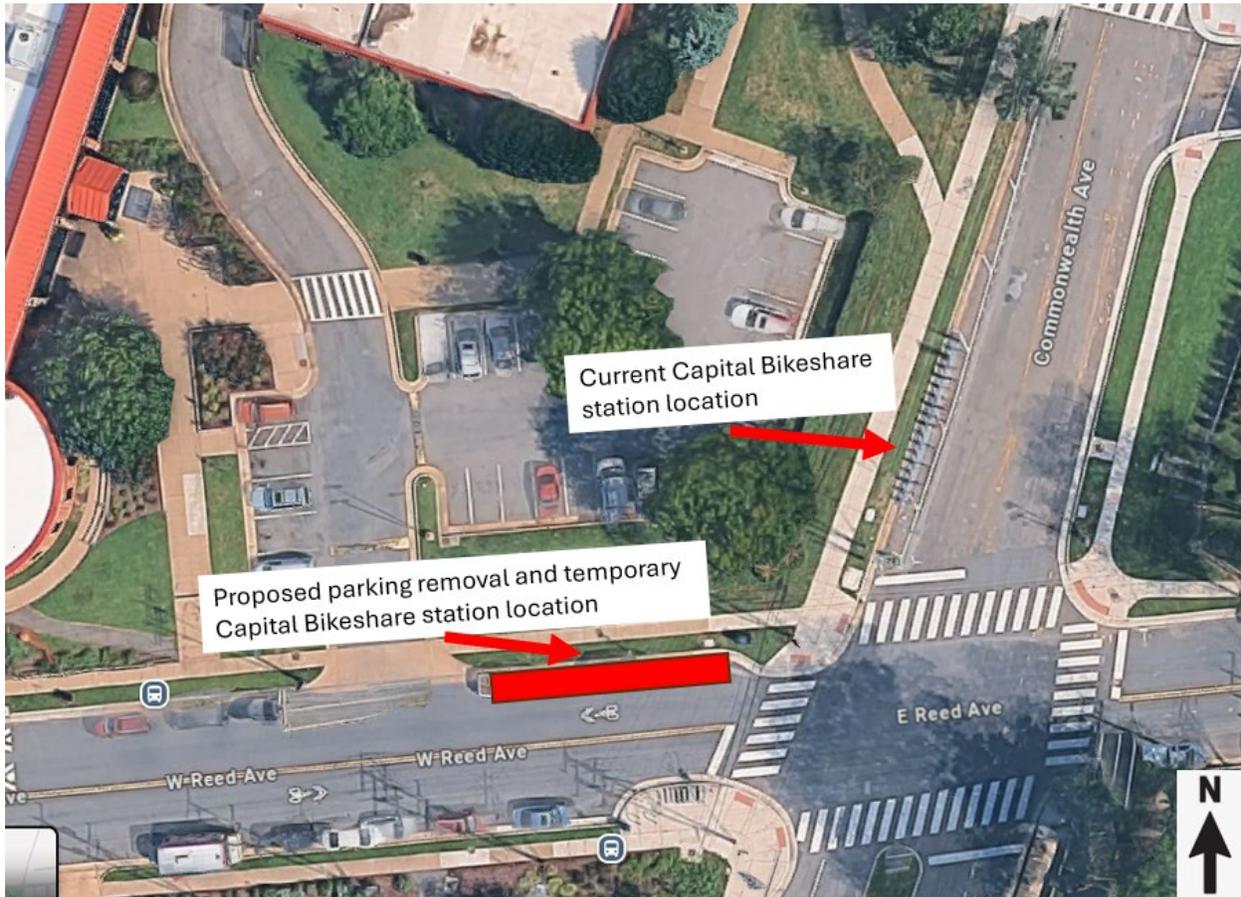
DISCUSSION: The parking that is proposed to be removed to accommodate the bikeshare station is currently unrestricted except for being prohibited on Wednesdays between 9 am and 12 pm.

Future culvert construction on the east side of Commonwealth Avenue will require traffic to shift to the west side of the roadway, making the station’s original location unavailable. Staff therefore proposes relocating the station to West Reed Avenue so that bikeshare service can remain available in the area while accommodating utility relocation and construction activities. The station is expected to remain at the West Reed location until approximately mid-2029, after which it would be returned to its original location on Commonwealth Avenue following completion of culvert construction and roadway restoration.

Staff recommend the temporary removal of parking for the duration of work associated with the Commonwealth, Ashby, Glebe Flood Mitigation Project. Once the work is complete, the station and dockless corral will be relocated back to its original location on Commonwealth

OUTREACH: The project manager reached out to the ACPS, RPCA, and the Lynnhaven Civic Association to notify them of this relocation and as of the posting of the docket has not heard back.

ATTACHMENT 1: LOCATION OF PROPOSED PARKING REMOVAL AND CAPITAL BIKESHARE STATION AND DOCKLESS CORRAL RELOCATION



City of Alexandria, Virginia

Traffic and Parking Board

DATE: March 23, 2025
DOCKET ITEM: 7
ISSUE: Parking Modifications on North Fairfax Street

REQUESTED BY: Staff

LOCATION: 200 and 300 block of North Fairfax Street

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES remove up to 4 on-street parking spaces on the 300 block of North Fairfax Street and retain up to 2 on-street parking spaces that were previously approved to be removed on the 200 block of North Fairfax Street.

BACKGROUND: At the February 23 meeting, the Board approved parking modifications on Madison, Montgomery, and North Fairfax Streets to support the Old Town Circulator (OTC) Stop Rebalancing project. The approved parking modifications for this project included the removal of up to 26 parking spaces and the addition of up to 26 parking spaces, along the OTC route, from Market Square/City Hall to Braddock Road Metro.

Specifically, the Board approved removal of 2 parking spaces on the southbound side of the 200 block of North Fairfax Street near Queen Street (Attachment 1 and 2). This location is not currently a bus stop but would serve as a new stop to replace the existing stop at North Fairfax and Princess Street (Attachment 3). Both the 200 and 300 blocks of North Fairfax Street within RPP District 2 and have 2-hour parking restrictions. The parking on the 300 block is along the side of a townhouse fronting Queen Street.

DISCUSSION: In early March, T&ES and DASH staff performed additional analysis on planned stop locations. Upon additional review, bus movement tests, site visits, and direct feedback from residents, staff determined that it is feasible to adjust the location of a planned westbound bus stop from the 200 block to the 300 block of North Fairfax Street. Though both locations equally support the goals of improving bus performance, enhancing passenger mobility, and supporting ADA accessibility upgrades, staff is seeking to modify the previous recommendation at this location in response to direct community feedback.

The proposed list of parking modifications is below:

- Retain up to two (2) on-street parking spaces that were previously approved to be removed along the 200 block of North Fairfax Street, and
- Remove up to four (4) on-street parking spaces along the 300 block of North Fairfax Street.

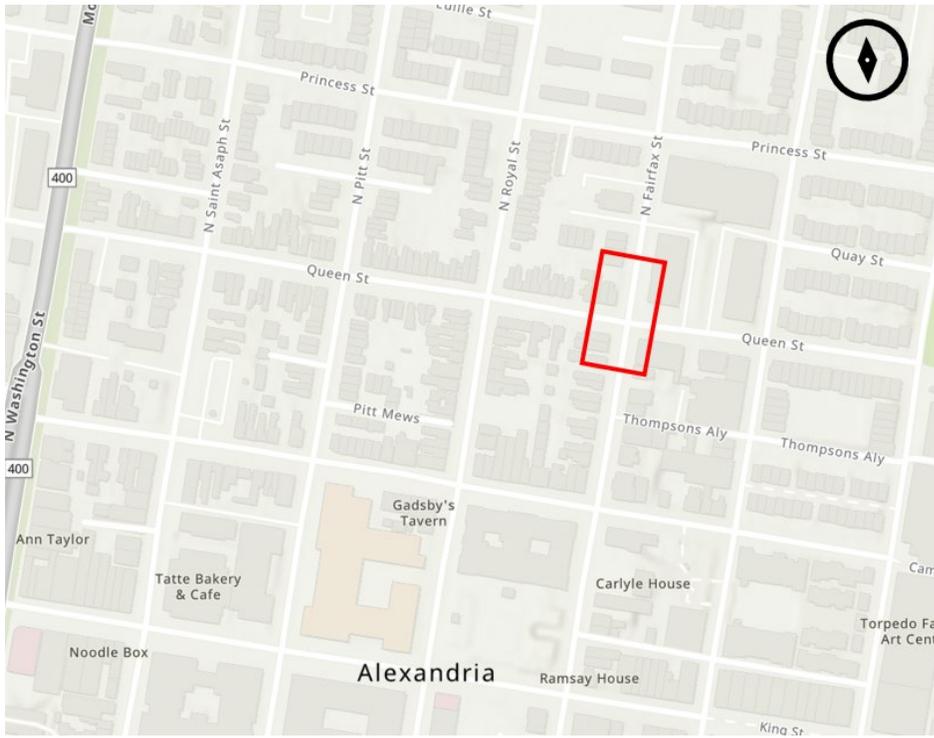
OUTREACH: Comprehensive community engagement by T&ES and DASH for the OTC Stop Rebalancing project occurred in January 2026.

After the February Board meeting, T&ES and DASH staff accepted a request from residents on the 200 block of North Fairfax Street to meet on-site and further review site conditions. In response to concerns shared in this meeting, T&ES and DASH staff are proposing to modify the approved recommendation at this location.

T&ES staff posted public notice signs at the site of the proposed parking modification locations in March, ahead of the monthly Traffic and Parking Board meeting.

ATTACHMENT 1: LOCATION (AERIAL)

Project Area



ATTACHMENT 2: PROPOSED CHANGES

Proposed Parking Modifications



Proposed Parking Removal on 300 Block of North Fairfax Street

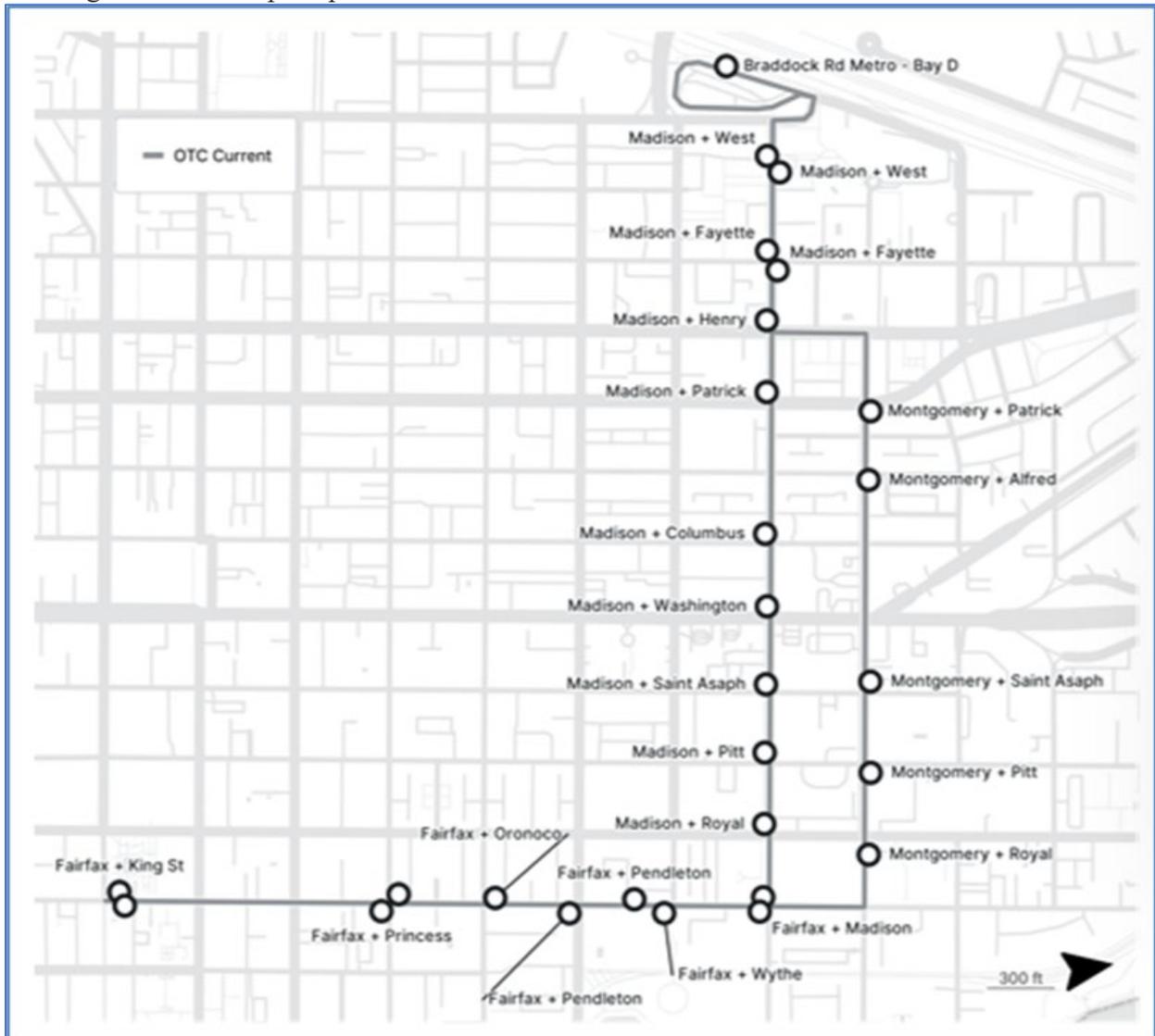


Parking on 200 Block of North Fairfax Street that was previously approved to be removed that will be retained



ATTACHMENT 3: APPROVED BUS STOP REBALANCING

Existing OTC Bus Stop Map



Approved OTC Bus Stop Rebalancing Map

