



Traffic and Parking Board

July 27, 2026

2900 Business Center Drive – Alexandria, VA

Hybrid meeting will start at 7:00 PM



Notice

The July 27, 2026, meeting of the Traffic and Parking Board is being held at the Department of Transportation and Environmental Services (T&ES), 2900 Business Center 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: July 27, 2026

Welcome & Introductions:

1. Introduction of new board member
2. Election of Board Chair and Vice Chair
3. Approval of Minutes
4. Public Discussion Period
5. Written Staff Updates & Public Hearing Follow-up

Consent Items:

6. Parking Meter Addition – 1800 Block of Diagonal Road

Public Hearing Items:

7. Curb Cut Appeal – 315 A East Raymond Avenue
8. Parking Removal – Mid-Block Crossing on the 300 Block of South Royal Street
9. Russel Road Safe Routes to School Improvements
10. Administrative Procedure for Stop Signs at T Intersections

Informational Items:

11. Staff Updates
12. Commissioner Updates



1. Introduction of New Board Member



2. Election of Board Chair and Vice Chair



3. Deferrals and Withdrawals



4. Approval of the Minutes

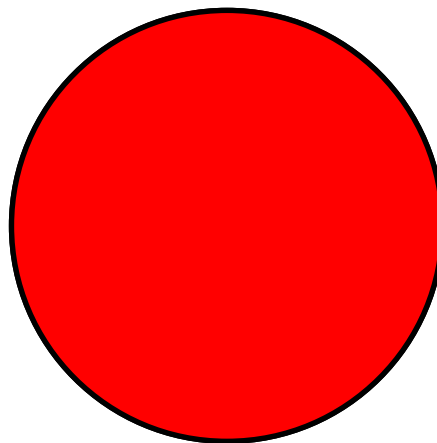


Public Discussion Period



3-Minute Timer

Announcement will sound automatically when time is up



5. Written Updates & Public Hearing Follow-Up



6. Parking Meter Addition – 1800 Block of Diagonal Road

Presenter: Max Devilliers



Background

- The north side of Diagonal Road is immediately adjacent to the King Street Metrorail Station bus bay whose redesign was completed in 2021
- The redesign plans called for a 210-foot-long taxi stand adjacent to the disability parking space immediately east of the mid-block crosswalk and has been signed as such
- There is a service lane owned by WMATA that parallels Diagonal Road which is frequently used by taxicab and rideshare drivers for picking up and dropping off passengers
- There is an existing 140-foot-long taxi stand directly in front of the front entrance of the Embassy Suites
- The area around Diagonal Road and the Metrorail Station is made up of a mix of retail, hotel, and office space—there are no residences immediately abutting the bus bay
- There are ground-floor businesses such as Joe Theismann’s Restaurant, For Five Coffee, June Coffee, Starbucks Coffee, Bob and Edith’s Diner, among others, that rely on high customer/parking turnover



Location



Proposal



Recommendation

That the Board recommend the Director of T&ES:

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

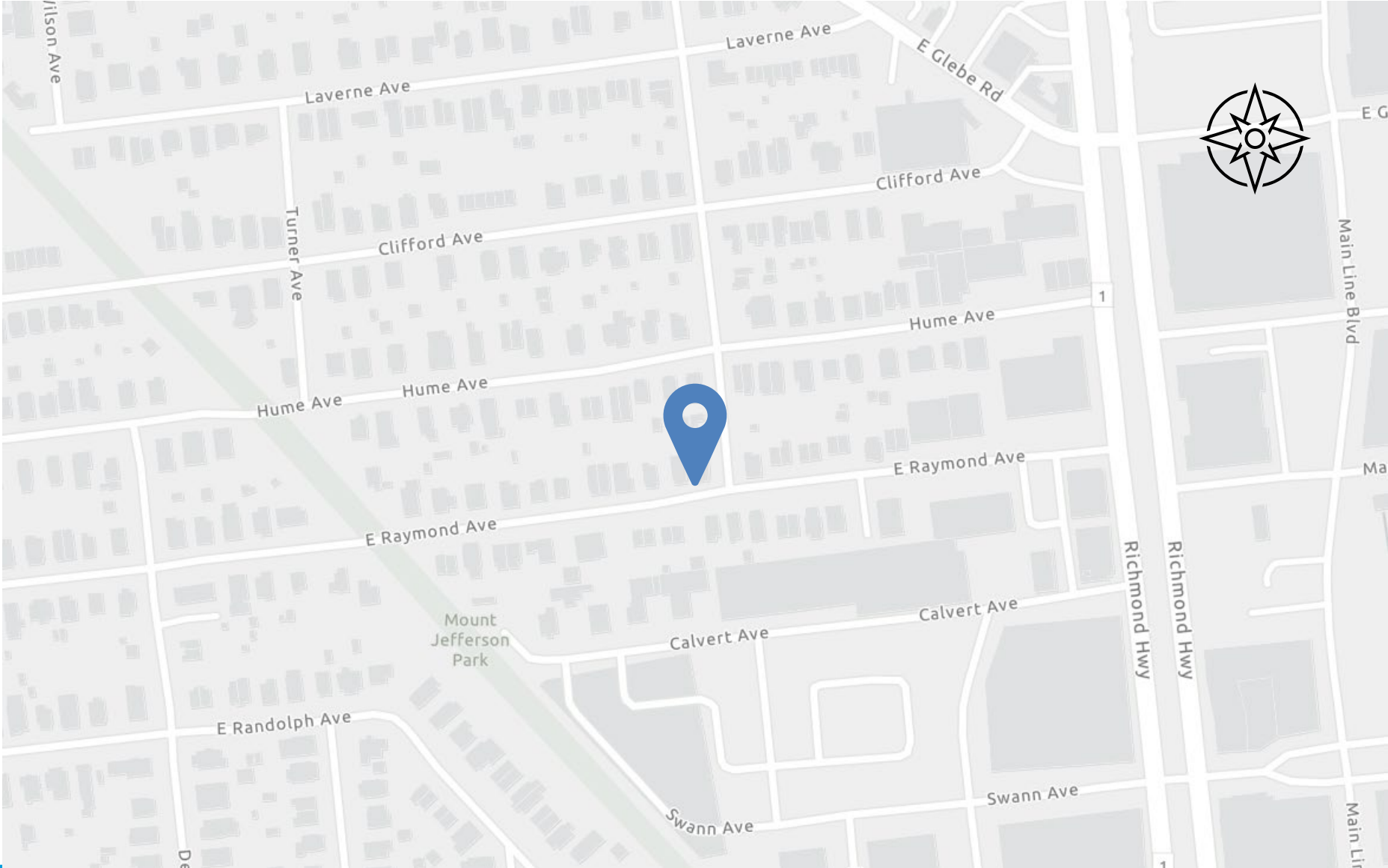


7. Curb Cut Appeal – 315 A East Raymond Avenue

Presenter: Andre Williams



Location



Background



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

CITY OF ALEXANDRIA, VIRGINIA
TRANSPORTATION & ENVIRONMENTAL SERVICES
381 KING STREET, ROOM 4130
ALEXANDRIA, VA 22314
703-746-4835 (office); 703-838-6438 (fax)
alexandriavn.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: WILL ORELLANA@HOTMAIL.COM

Property Address: 315A

Curb Cut Street Name: E RAYMOND AVE

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

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? 10 F

Property Owner Name: El Orellana Remodeling LLC

Street Name and No.: 315A E RAYMOND AVE

City: 315A East Raymond State: Alexandria Zip Code: 22301

Home Phone: 574-332-3532 Work Phone: 574-332-3532 Cell Phone: _____

Mailing Address (if different from above): 500 Lynn Pl Falls Church
VA 22046

THIS 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 381 KING STREET, ROOM 4130, ALEXANDRIA, VA 22314.

Property Owner Signature: Will Orellana Date: 01/08/26

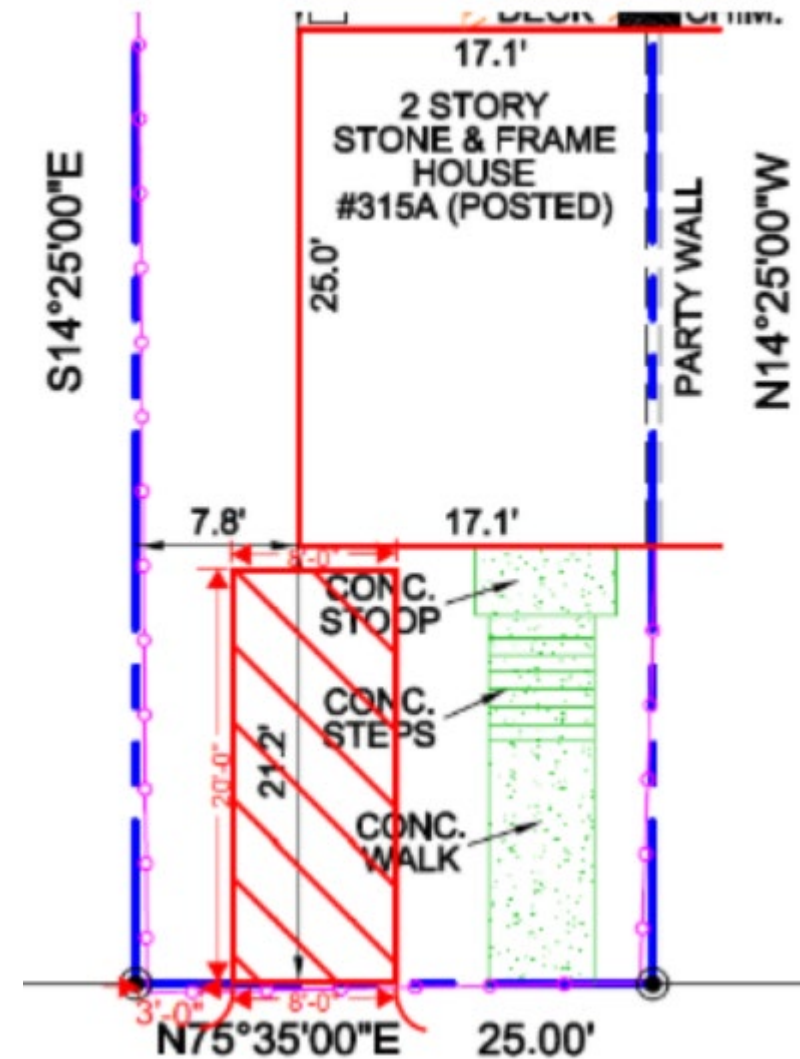


Background

Important Notes...

Existing depth of the front yard is 21.2 FT

Typical parking dimension is 8 FT x 20 FT



City's Position

Does not support the Curb Cut Application based on the following...

- In accordance with Section 5-2-14(c), 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 from properties.

The Curb Cut may result in...

- Sidewalk obstruction
- ADA Compliance if sidewalk is obstructed
- Potential Encroachment of personal property



Block Characteristic



Most driveways are on the side of the house



Some driveways are in front with 25 FT depth

There are 2 driveways with same depth, however not approved in the last 10 years.



Recommendation

That the Board recommend upholding the denial of the curb cut application



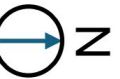
8. Parking Removal – Mid-Block Crossing on the 300 Block of South Royal Street

Presenter: Ryan Knight



Location

Leadership at the Basilica of St. Mary have safety concerns for patrons who cross S Royal Street midblock from the parking lot across the street.



Background

In accordance with VDOT Guidelines

- Consider unsignalized crosswalk if more than 20 people crossing the street during peak hour

Traffic Data in September 2025

- On Sunday, up to 390 people crossing
- On Weekday (Wednesday), up to 50 people crossing

Midblock Crossing is warranted



Location



Outreach

- Outreach included engagement with the Basilica Staff. Additionally, outreach was conducted with neighboring residents. Old Town Civic Association shared that they do not have concerns about the placement of a crosswalk at this specific location(Attachment 4)



Recommendation

That the Board recommend the Director of T&ES to:

- Remove 4 parking spaces**
- Relocate 2 ADA parking spaces**

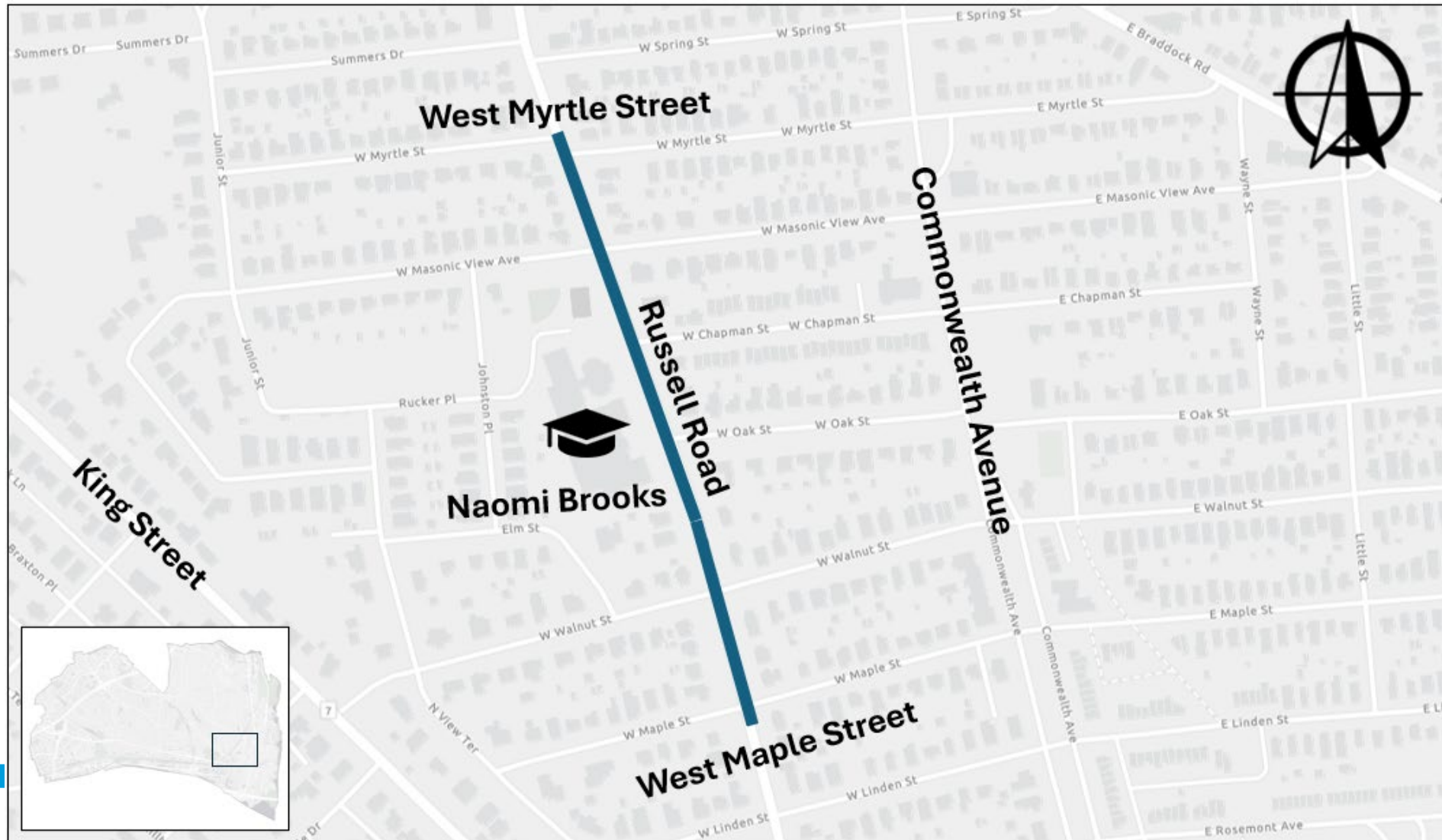


9. Russell Road Safe Routes to School Improvements

Presenter: Silas Sullivan



Project Location



Plans and Policies

Alexandria Mobility Plan

October 2021



VISION ZERO

SAFER STREETS FOR ALEXANDRIA

Action Plan

Fall 2017



Complete Streets Five-Year Work Plan

Fiscal Years 2026-2030

Last Updated: July 2025



MAURY ELEMENTARY WALKABOUT: Existing Conditions, Findings and Recommendations

February 2017

Goals and Objectives

➤ Implement Safe Routes to School recommendations.

Reduce Vehicular Speeds



Improve Pedestrian
and Driver Sight Lines



Provide Safer Pedestrian Crossings



Maintain Parking Where Needed
for Residents and Teachers



Existing Conditions

Faded crosswalk



Parked vehicle blocks sight of curb ramp



Data

Volume: 7,327 (ADT)

85th percentile speed: 25 mph

Highest recorded speed: 45-49 mph

Available parking spaces: 122

Highest observed parking occupancy: 34%

Crash history: 7 total, 2 injuries (since 2017)



Potential Treatments

High-Visibility Crosswalks



Credit: Western Systems

Painted Curb Extensions



Median Refuge Islands



Improved ADA Curb Ramps



Concepts Considered

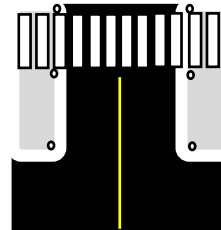
Concept 1



Advance Safe Routes to School recommendations



High-visibility crossing upgrades



Painted curb extensions



Improved ADA curb ramps



Improve sightlines at crossings
(-4 parking spaces)



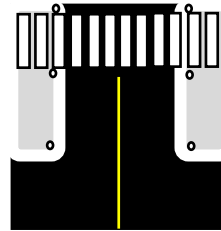
Concept 2



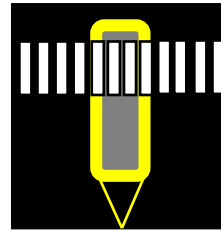
Advance Safe Routes to School recommendations



High-visibility crossing upgrades



Painted curb extensions



Median refuge islands



Improved ADA curb ramps



Improve sightlines at crossings
(-20 parking spaces)



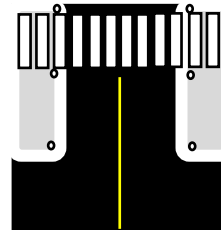
Staff
Recommendation:
Revised Concept 1



Advance Safe Routes to School recommendations



High-visibility crossing upgrades



Painted curb extensions



Improved ADA curb ramps

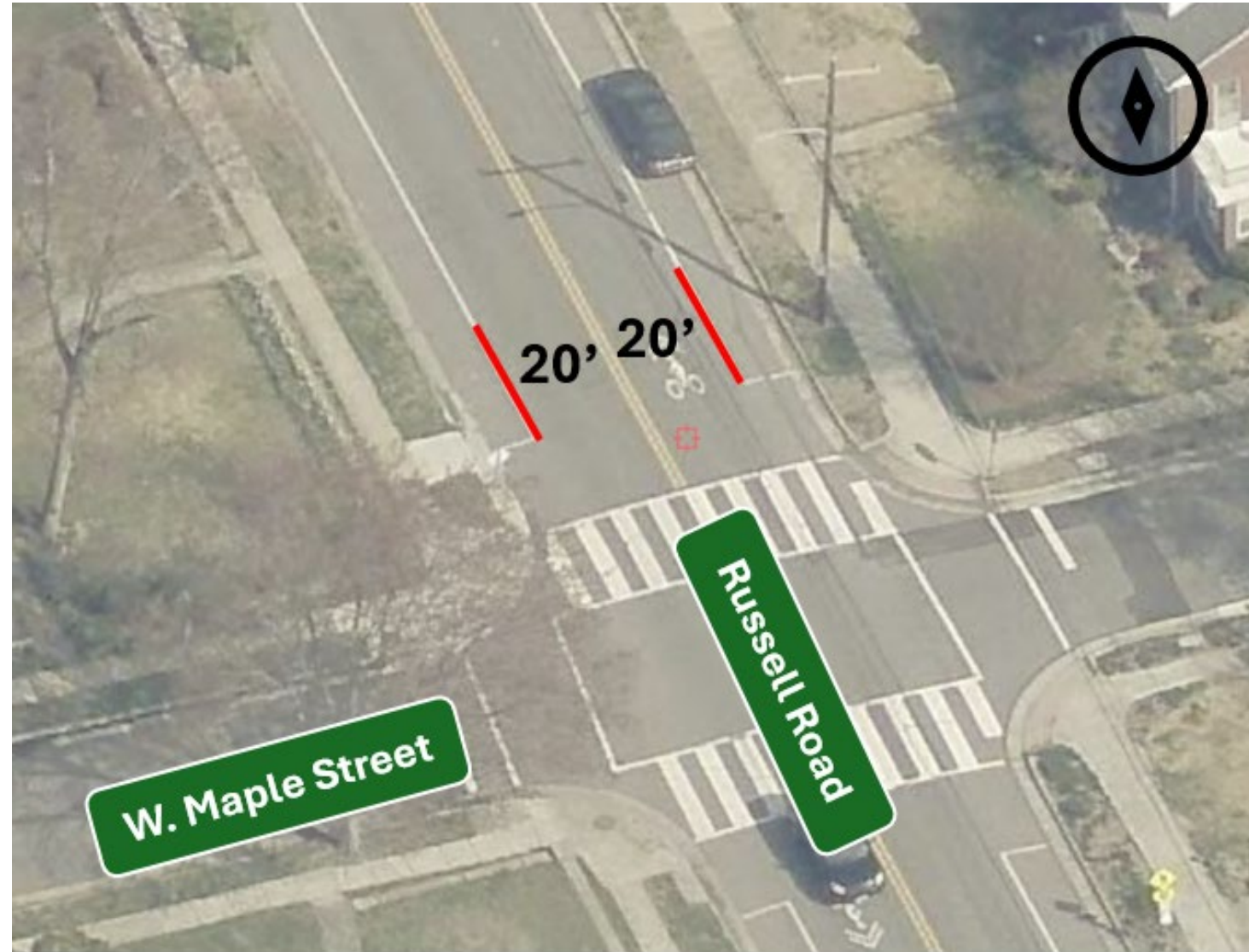


Improve sightlines at crossings
(-2 parking spaces)



Parking Modifications

400 block of Russell Road



500 block of Russell Road



600 block of Russell Road



800 block of Russell Road



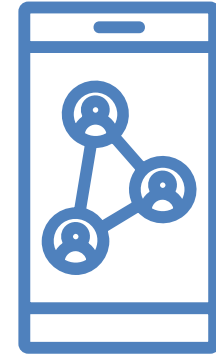
Community Feedback



Emails to Stakeholders



Project Signs



Interactive Concepts



Mailers to Residents



Stakeholder Meetings



Feedback Summary

- Broad community support for SRTS recommendations
- Brooks teachers concerned about maintaining parking
- Traffic calming in addition to speed cushions
- New crossing at Russell Road and West Chapman Street



Recommendation

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

- **Removal of one on-street parking space on the 800 block of Russell Road,**
- **Addition of two on-street parking spaces on the 600 block of Russell Road,**
- **Removal of one on-street parking space on the 500 block of Russell Road, and**
- **Removal of two on-street parking spaces on the 400 block of Russell Road.**



10. Administrative Procedure for Stop Signs at T Intersections

Presenter: Ryan Knight



Location



Citywide



Background

Many existing local t-intersections do not have a stop sign operation.

Most likely to promote efficient traffic flow and to operate standard right of way rules.

However, community members have expressed concerns regarding safety.

- Perceived uncertainty of right of way
- Potential conflicts between vehicles entering or crossing the street
- Reduced likelihood of crashes

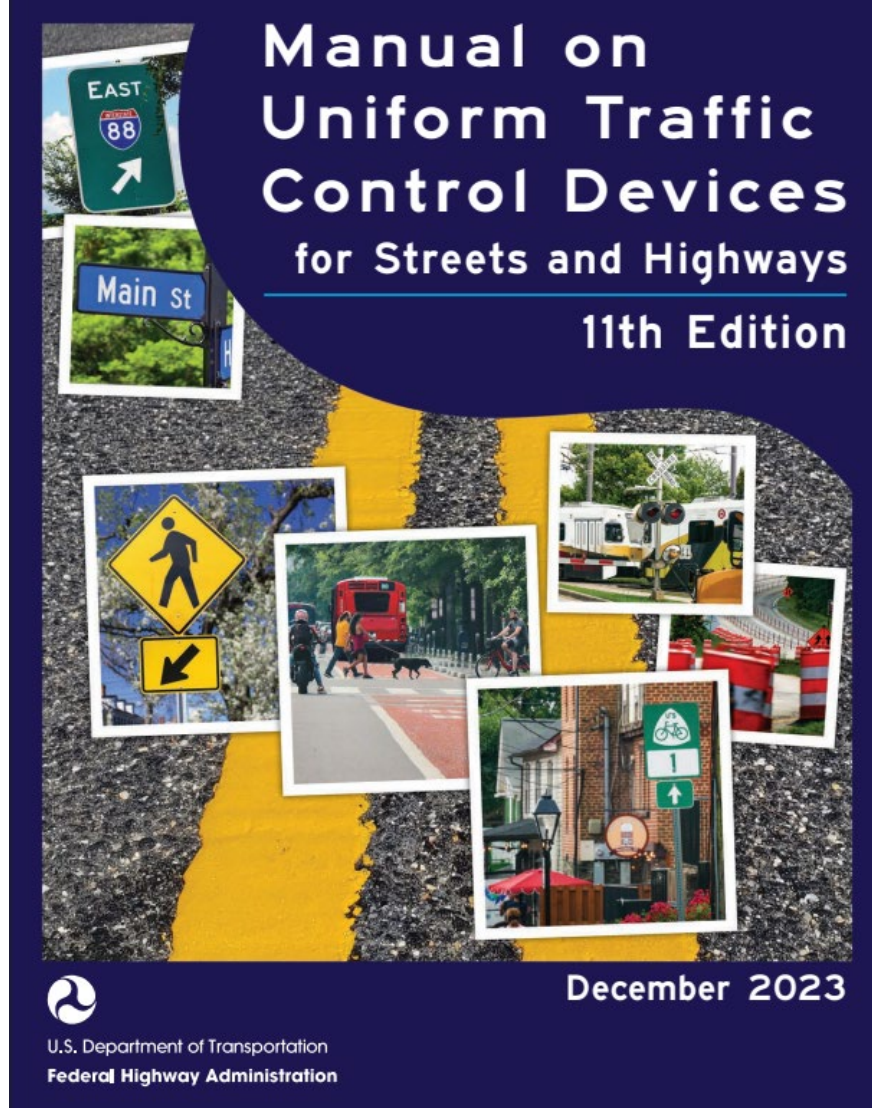
Location 2: Lindsay Place and Newcomb Place



Location 1: N Pegram Street and Juliana Place



Standard



Recommends that stop signs be installed at locations with demonstrated operational or safety needs such as...

- Restricted sight distance
- Documented crash patterns
- Traffic volume relationships

Benefits of stop signs...

- Clearly defining right of way
- Reducing the potential for angle and turning conflicts
- Increasing driver awareness
- Encourage lower approach speeds



Proposed Administrative Process

Staff to implement stop signs at t-intersection without requiring Traffic and Parking Board action when the following conditions are met...

- Stop Sign on the minor street
- Supported by Transportation Engineering staff through engineering evaluation
- No All-Way Stop
- Does not result in other measures that require Traffic and Parking Board action (ie Loss of Parking, lane modification, etc.).

Benefit...

- Streamline Implementation of routine traffic engineering decisions



Recommendation

That the Board recommend the Director of T&ES approve proposed administrative process to install stop signs at t-intersections



11. Staff Updates



Carshare Policy Update

Presenter: Max Devilliers



Background

- Approved through Resolution No. 2540 in 2013
- Only permitted on-street in Old Town and Carlyle
- Companies must pay \$2,300 per designated carshare space in Old Town, and \$1,500 per space in Carlyle
- Currently only permits stationary carshare (i.e., vehicles must be parked in a designated space paid for by the carshare company when not in use)
- Free-floating carshare (e.g., Free2move) permitted in both Arlington and DC
 - Free-floating allows users to pick up a vehicle in one location and drop off in another

RESOLUTION ESTABLISH A CITY-WIDE ON-STREET CARSHARE POLICY

WHEREAS, The City of Alexandria's Local Motion program provides support and options to reduce reliance on the private automobile and promotes transportation alternatives such as transit, bicycling, walking, carpooling programs; and

WHEREAS, Carsharing is a Transportation Demand Management tool that is being used to reduce reliance on single occupancy vehicle travel and is a component of Local Motion's overall effort to promote multimodal transportation options and enhance mobility throughout the City; and

WHEREAS, Presently all carshare spaces within the city are either proffered by land-owners and are located on private property, or are located on Washington Metropolitan Area Transit Authority's property; and

WHEREAS, the City wishes to make car sharing more accessible to residents through introduction of an On-Street Carshare Policy that would allow on-street parking spaces throughout the City to be designated as carshare spaces; and

WHEREAS, the City Council wishes to authorize the City Manager to proceed with steps necessary to implement the Citywide On-Street Carshare Policy set forth herein;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ALEXANDRIA, VIRGINIA:

1. That the City Council endorses introduction of a Citywide On-Street Carshare program that would allow reserving on-street parking spaces for private carsharing vehicles within the public Right of Way.
2. Interested vendors requesting consideration for on-street parking spaces for a carshare vehicle must submit their request to the City's Traffic and Parking Board for consideration. The Director of Transportation and Environmental Services will have the final approval authority.
3. Vendors will be selected through a competitive process and are required to sign a license agreement with the City subject to approval by the City Attorney's Office.
4. No more than two designated on-street parking space per block may be reserved for private carshare vendors.
5. On-street spaces may be leased to carshare vendors for a minimum of two years.
6. The per space rate will be set annually based on meter revenue. Leasing fees per space are based on meter revenue by location. 2013 annual fees are as follows:

Old Town: \$2,300 per space

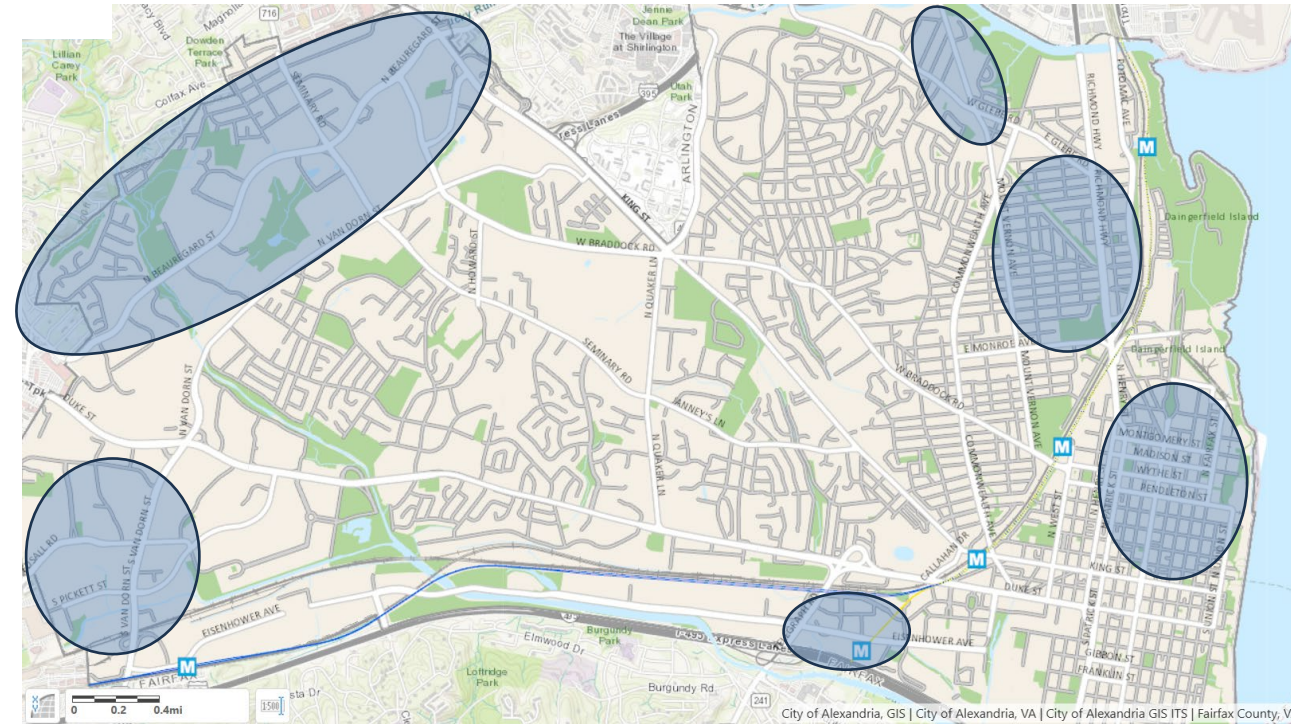
Carlyle: \$1,500 per space

Adopted: January 22, 2013



Issues

- Complaints from residents about lack of coverage and options
- Resolutions are somewhat less formal and temporary in nature relative to an ordinance; also more difficult for the public to find
- Many other neighborhoods with relatively low car ownership (*circled in blue*) could benefit
- The lack of a free-floating option significantly reduces the ability to make one-way journeys by carshare, which can encourage driving under the influence
- The cost per space should be dynamic on a block-by-block basis relative to parking demand, given that not every block is metered and demand differs block by block



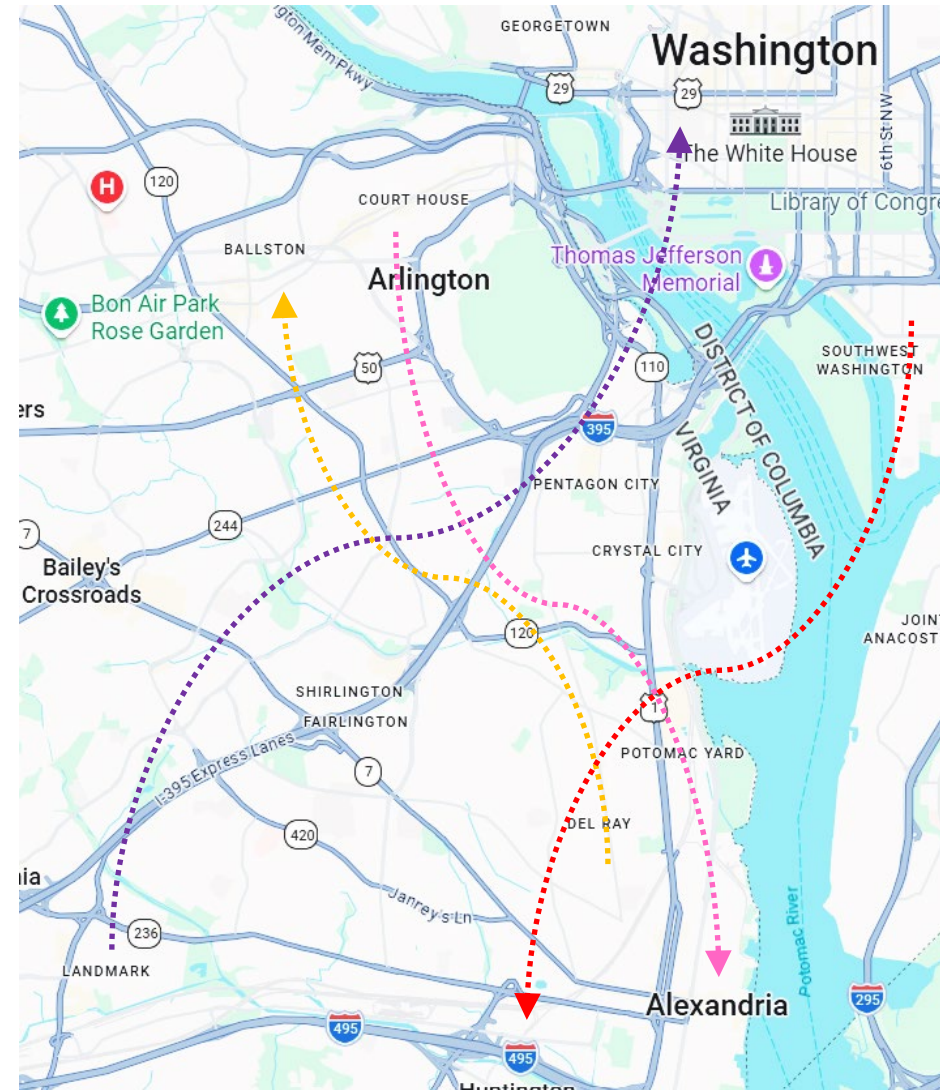
Proposal

- New Chapter of City Code under Title 9 – Licensing and Regulation
- Expand to permit stationary carshare throughout the city
- Charge for on-street spaces commensurate with area parking demand while also encouraging companies to request more spaces for improved coverage citywide
- Align free-floating carshare ordinance with those of Arlington and DC to reduce barriers for regional access and encourage use
- Consistent with regulations for Shared Micromobility, Taxicabs, and Food Trucks (i.e., can stipulate how and where these are parked)



Intended Outcomes

- Clearer regulations and licensing requirements to encourage companies to operate in ALX
- More flexibility and fairer fees for on-street spaces to encourage citywide carshare coverage
- Enable one-way carshare trips with free-floating options to discourage driving under the influence and encourage reductions in car ownership
- Enable free-floating carshare users to easily cross boundaries into Arlington and DC to encourage use



Timeline

- **July through September:** Staff policy development per TPB feedback
- **September 28:** TPB consideration
- **October or November:** CC consideration



Feedback?



Disability Parking on Residential Streets Code Update

Presenter: Max Devilliers



Background

- Existing City Code ordinance (Sec. 5-8-117) established in 2001 and remains unchanged
- Current procedure stipulated by Code calls for several requirements that place undue burden on applicants as well as City staff
- Current procedure stipulated by Code is outdated given technological advances made since 2001
- Waivers to the application approval requirements require a formal memo be reviewed and signed by the City Manager

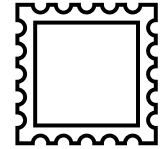
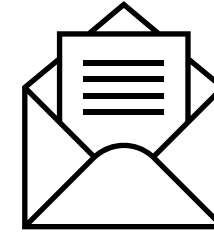
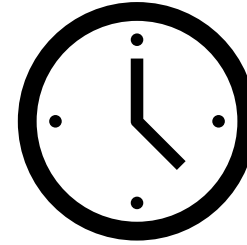
Sec. 5-8-117 - Establishment of parking spaces for persons with a disability.

- (a) *Preemption of other law.* Notwithstanding any contrary provision in this code, reserved parking spaces in the public right-of-way in single-family, two-family and townhouse residential areas for use by persons with a disability shall be established and removed as provided in this section.
- (b) *Application requirements.* An application for a reserved parking space for persons with disabilities in the public right-of-way in residential areas must comply with the following criteria in order to be considered:
 - (1) There must be no off-street parking at the applicant's residence, or the applicant must demonstrate, as provided in paragraph (6), that existing off-street parking is not feasible for use by the applicant.
 - (2) The applicant must have a valid Virginia DMV disabled parking license plate or placard.
 - (3) The applicant must reside at the address in front of which the space is requested.
 - (4) The applicant must demonstrate that a vehicle is registered in Alexandria to a person who resides at the address requested.
 - (5) Legal parking must be available in front of the applicant's address.
 - (6) Each applicant must supply a copy of the medical certification submitted to the department of motor vehicles, or a new such certification, which demonstrates eligibility for a DMV disabled parking license plate or placard, and, where existing off-street parking exists, must supply additional medical evidence to demonstrate that such parking is not feasible for use by the applicant.
- (c) *Approval requirements.* If an application fails to meet any of the criteria listed in subsection (b), it will not be approved, unless a waiver is sought and approved under subsection (e). If the application is denied, the applicant shall be notified in writing as to the specific reasons for the denial, and shall also be notified of any right to appeal provided under this section.
- (d) *Block limits.* No more than one reserved parking space for persons with disabilities will be authorized for one side of any street, between intersecting streets (block face).
- (e) *Waivers.* The city manager is authorized to waive:
 - (1) The block limits standard under the following conditions:



Issues

- Complaints from residents about complex, invasive procedure
- An outdated procedure stipulated by City Code requires residents with limited mobility to furnish documents that could be obtained otherwise
- A complex, paper- and mail-based procedure stipulated by City Code expends City staff's valuable and limited time and resources
- Requiring the City Manager to approve waivers et cetera for this program prolongs the waiver process for residents and expends the City Manager's valuable and limited time
- There is no similar procedure for disability spaces on non-residential blocks



Proposal

- Obtain documentation on file internally to reduce the burden on applicants
 - Recertification could be every two years instead, given that Virginia Vehicle Registrations last two years
- Remove requirements to mail letters of approval, denial, and recertification to applicants (change to email)
- Delegate all waiver approvals to the Director of T&ES
- Propose a similar procedure for disability spaces on non-residential blocks?



Intended Outcomes

- Clearer and easier requirements for applicants
- Reduce City staff time spent on administration
- Reduce the duration of the waiver approval process for residents
- Reduce costs by eliminating mailing
- Formalize the disability space request and recertification process for those on non-residential blocks?



Timeline

- **July through September:** Staff policy development per TPB feedback
- **September 28:** TPB consideration
- **October or November:** CC consideration



Feedback?



Annual Report and Attendance Report



12. Commissioner Updates



Next Meeting: September 28, 2026

Location TBD

