

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, OCTOBER 26, 2026 7:00 P.M.
IN-PERSON AND VIRTUAL**

The October 26, 2026 meeting of the Traffic and Parking Board is being held in person at the Department of Transportation and Environmental Services (T&ES), 2900 Business 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://alexandriava.zoom.us/webinar/register/WN_n3dVV3PuSsO9ycvxbFr0Eg

Or an H.323/SIP room system:

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

Meeting ID: 950 8935 0369

Passcode: 915805

SIP: 95089350369@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, OCTOBER 26, 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 September 28, 2026, Traffic and Parking Board meeting minutes.
3. **PUBLIC DISCUSSION PERIOD**
[This period is restricted to items not listed on the docket]

CONSENT ITEMS

4. No Turn on Red – Mount Vernon Avenue/Glebe Road and Quaker Lane/Janney’s Lane/Seminary Road
5. No Turn on Red – Old Town
6. Residential Parking Permit Restrictions Addition – 1000 Block of Princess Street

PUBLIC HEARING ITEMS

7. Curb Cut - Consideration of a motion to rescind the vote denying approval of the curb cut at 411A Clifford Avenue and potential consideration of the curb cut appeal at 411A Clifford Avenue
8. Old Town Parking Changes - Parking Additions and Loading Zone Changes
9. Taxicab Biennial Review
10. Carshare Policy Update

INFORMATION ITEMS

11. **WRITTEN STAFF UPDATES & PUBLIC HEARING FOLLOW-UP**
 - A. West End Transportation Open House
 - B. ACPS Walk Zones Update
 - C. Russell Road Safe Routes to School Project Update
 - D. Wilkes Street Bike Connection Update
12. **STAFF UPDATES**
 - Crash Update
 - Budget Priorities
13. **COMMISSIONER UPDATES**

Next Meeting: Monday, December 7, 2026

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, SEPTEMBER 28, 2026, 7 P.M.
IN-PERSON AND VIRTUAL MEETING**

MINUTES

BOARD MEMBERS PRESENT: Chair Annie Ebbers, Vice Chair Ashley Mihalik, Kursten Phelps, Dane Lauritzen, Mark Stout, Rosemarie Spano, and Marcos Bernier.

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT: T&ES – Hillary Orr, Deputy Director; Katye North, Division Chief; Sheila McGraw, Principal Planner; Ryan Knight, Division Chief; Max Devilliers, Urban Planner III, Andre Williams, Civil Engineer; and Silas Sullivan, Urban Planner II. CAO – Lindsay Dubin.

1. Announcement of deferrals and withdrawals: None.
2. Approval of the July 27, 2026, Traffic and Parking Board meeting minutes:

BOARD ACTION: Mr. Stout made a motion, seconded by Ms. Phelps, to approve the minutes of the July 27, 2026, Traffic and Parking Board meeting. The motion carried unanimously.

3. **WRITTEN STAFF UPDATES:** The Board received written staff updates on:
 - West End Transportation Open House
 - West End High-Crash Intersection Audits Update
 - Citywide crash update will be given in October. Mr. Lauritzen asked staff to provide more detailed information on the webpage.
 - Seminary West Safety Improvements
 - Mr. Lauritzen asked staff to provide more detailed information on the webpage.
 - Left Turn at Jameison Avenue and Mill Road Update
 - Ms. Phelps noted that drivers do not stop for pedestrians and cyclists when making the left turn from Eisenhower Avenue onto Mill Road.
 - ACPS Walk Zones Update
 - Ms. Spano asked for an additional update in October.
 - ACPS Parking Update
 - Ms. Phelps asked for an additional citywide update in the future.
 - H1 2026 Daylighting Request Summary
 - Use of Administrative Procedure to Remove Parking at Crosswalk
4. **PUBLIC DISCUSSION PERIOD:** Liz Burdick raised concerns about high vehicular volumes, speeds, and crashes on the 1700 block of Crestwood Drive and requested speed bumps be installed and potentially a speed radar.

Charlotte Prather raised concerns about high vehicular volumes, speeds, and crashes on the 1700 block of Crestwood Drive and requested speed bumps be installed and potentially a speed radar.

Christina Prather raised concerns about high vehicular volumes, speeds, and crashes on the 1700 block of Crestwood Drive and requested speed bumps be installed and potentially a speed radar.

Matthew LaFratta raised concerns about high vehicular volumes, speeds, and crashes on the 1700 block of Crestwood Drive and requested speed bumps be installed and potentially a speed radar.

Teddy LaFratta raised concerns about high vehicular volumes, speeds, and crashes on the 1700 block of Crestwood Drive and requested speed bumps be installed and potentially a speed radar.

Mike Leonard raised concerns about high vehicular volumes, speeds, and crashes on the 1700 block of Crestwood Drive and requested speed bumps be installed and potentially a speed radar.

Patrick McGee raised concerns about high vehicular volumes, speeds, and crashes on the 1700 block of Crestwood Drive and requested speed bumps be installed and potentially a speed radar.

Richard Hopf raised concerns about the valet zone and scooter corral on the 100 block of North Lee Street causing vehicular congestion and confusion on weekends.

Kate Costa raised concerns about high vehicular volumes, speeds, and crashes on the 1700 block of Crestwood Drive and requested speed bumps be installed and potentially a speed radar.

Erika Holownia raised concerns about high vehicular volumes, speeds, and crashes on the 1700 block of Crestwood Drive and requested speed bumps be installed and potentially a speed radar.

William Buschur raised concerns about the closed portion of the Wilkes Street trail due to the redevelopment of the Heritage Old Town site and its impact on getting children to and from school. Staff will provide the Board with a update at the October meeting.

Linda Britton raised concerns about vehicular issues at the intersection of Slaters Lane the George Washington Parkway. Mr. Knight will reach out to Ms. Britton.

CONSENT ITEMS

5. ISSUE: Parking Restrictions Modification – 200 Block of Wilkes Street

BOARD ACTION: Mr. Lauritzen made a motion, seconded by Mr. Bernier, to recommend the Director of T&ES modify the parking restrictions on the 200 block of Wilkes Street to 2-hour parking from 8 a.m. to 11 p.m., Monday through Saturday, District 1 permitholders exempt. The motion carried unanimously.

6. ISSUE: Loading Zone Removals – Montgomery Center

BOARD ACTION: Mr. Lauritzen made a motion, seconded by Mr. Bernier, to recommend the Director of T&ES replace the following zones with the prevailing restrictions—or lack thereof— on the remainder of each respective block:

- Three loading zones on the north side of the 300 block of Madison Street,
- Two loading zones on the west side of the 800 block of North Fairfax Street,
- One loading zone and one disability parking space on the south side of the 300 block of Montgomery Street, and
- One loading zone and one mid-block ‘No Parking’ zone on the east side of the 800 block of North Royal Street.

The motion carried unanimously.

7. ISSUE: City Code Amendment – Disability Parking on Residential Blocks

BOARD ACTION: Mr. Lauritzen made a motion, seconded by Mr. Bernier, to recommend the City Council approve the amendment to the City Code related to disability parking on residential blocks. The motion carried unanimously.

PUBLIC HEARING ITEMS

8. ISSUE: Curb Cut Appeal – 622 South Henry Street

DISCUSSION: Mr. Knight presented the item to the Board.

PUBLIC TESTIMONY: Jim Riggs testified in support of approving the curb cut application.

BOARD ACTION: Mr. Stout made a motion, seconded by Mr. Lauritzen, to uphold the denial of the curb cut application at 622 South Henry Street. The motion carried unanimously.

9. ISSUE: Curb Cut Appeal – 3 West Mason Avenue

DISCUSSION: Mr. Knight presented the item to the Board.

PUBLIC TESTIMONY: Susan Zook testified in opposition to approving the curb cut application.

Katherine Allen testified in support of approving the curb cut application.

David Werngart testified in support of approving the curb cut application.

Zach Desjardins testified in support of approving the curb cut application.

BOARD ACTION: Ms. Phelps made a motion, seconded by Ms. Mihalik, to uphold approval of the curb cut application at 3 West Mason Avenue. The motion carried unanimously.

10. ISSUE: Curb Cut Appeal – 411A Clifford Avenue

DISCUSSION: Mr. Knight presented the item to the Board.

PUBLIC TESTIMONY: Ashley Preston testified in opposition to approving the curb cut application.

Sarah Friedman testified in opposition to approving the curb cut application.

Duncan Blair testified in support of approving the curb cut application as the applicant's legal representation.

Teresa Lustig testified in support of approving the curb cut application.

BOARD ACTION: Ms. Phelps made a motion, seconded by Mr. Stout, to uphold the approval of the curb cut application at 411A Clifford Avenue. The motion failed, with Ms. Phelps and Mr. Stout in favor and the remaining Board members against.

Mr. Lauritzen made a motion, seconded by Ms. Spano, to deny the approval of the curb cut application at 411A Clifford Avenue. The motion carried with five Board members in favor and Ms. Phelps and Mr. Stout against.

11. ISSUE: Parking Removal and Addition - Dawes Avenue Safety Improvements Project

DISCUSSION: Mr. Sullivan presented the item to the Board. To view the presentation and discussion on this item, please skip to 2:03:39 in the meeting recording online here: <https://alexandria.granicus.com/player/clip/6967>.

PUBLIC TESTIMONY: Annette Haggray testified in support.

Melissa McMahon testified in support.

Ken Notis testified in support.

Zach Desjardins testified in support.

Asa Orrin-Brown testified in support.

BOARD ACTION: Ms. Phelps made a motion, seconded by Mr. Bernier, to recommend the Director of T&ES approve the following parking modifications:

- Removal of fifty-six on-street parking spaces between Netherton Drive and King Street,

- Removal of fifteen on-street parking spaces between Netherton Drive and 5190 Dawes Avenue, and
- Addition of one on-street parking space between Seminary Road and 5190 Dawes Avenue.

The motion carried unanimously.

12. ISSUE: Parking Removal and Loading Zone Addition - Old Dominion Boulevard Safety Improvements Project

DISCUSSION: Mr. Sullivan presented the item to the Board. To view the presentation and discussion on this item, please skip to 2:40:43 in the meeting recording online here: <https://alexandria.granicus.com/player/clip/6967>.

PUBLIC TESTIMONY: David Thompson testified in opposition.

Brian Wiggins testified in support.

Michael Martini testified in support.

Melissa McMahon testified in support.

Layla Asplen testified in support.

Meredith Taylor testified in support, but is opposed to staff's recommendation of adding a stop sign for eastbound traffic on Tennessee Avenue at North Overlook Drive.

Zach Desjardins testified in support.

Craig Owsiany testified in support, but argued that the iterative process will cost more overall, and requested that a parking study be conducted and that the property lines in the area be provided for review.

James Rorke testified in opposition and raised concerns about the church being included in the Overnight Parking District given that it is not a residence.

Lorenz Noe testified in support.

BOARD ACTION: Mr. Stout made a motion, seconded by Ms. Phelps, to recommend the Director of T&ES approve the following parking modifications:

- Removal of eight on-street parking spaces on the 3600 block of Old Dominion Boulevard,
- Removal of one on-street parking space on the 3500 block of Old Dominion Boulevard,
- Removal of two on-street parking spaces on the 500 block of Tennessee Avenue, and
- Addition of a Loading Zone on the 3500 block of Old Dominion Boulevard, with the following restrictions: Sunday through Saturday, all-day.

Ms. Spano added a friendly amendment to request that Police increase parking enforcement of the Overnight Parking District restrictions.

The motion, as amended, carried unanimously.

13. ISSUE: Parking and Loading Zone Additions - Russell Road Safe Routes to School Project

DISCUSSION: Mr. Sullivan presented the item to the Board. To view the presentation and discussion on this item, please skip to 3:42:39 in the meeting recording online here: <https://alexandria.granicus.com/player/clip/6967>.

PUBLIC TESTIMONY: Joe Dresson testified in support.

Karl Calbacher testified in opposition to Concept C and in support of Concept 1.

Coutney Ripkin testified in opposition to adding parking and loading on Russell Road.

Marta Schantz testified in opposition to adding parking and loading on Russell Road.

BOARD ACTION: Ms. Phelps made a motion, seconded by Mr. Lauritzen, to recommend the Director of T&ES approve the following parking modifications:

- Addition of up to five on-street parking spaces on the 600 block of Russell Road,
- Addition of two loading zone spaces on the 600 block of Russell Road, with the following restrictions: Monday – Friday, 7 a.m. – 3 p.m., and
- Addition of up to six on-street parking spaces on the 700 block of Johnston Place.

The motion failed with six Board members against and Mr. Stout in favor (1 in favor, 6 against).

Ms. Mihalik made a motion, seconded by Mr. Lauritzen, to recommend the Director of T&ES not approve the following parking modifications:

- Addition of up to five on-street parking spaces on the 600 block of Russell Road,
- Addition of two loading zone spaces on the 600 block of Russell Road, with the following restrictions: Monday – Friday, 7 a.m. – 3 p.m., and
- Addition of up to six on-street parking spaces on the 700 block of Johnston Place.

The motion carried with four Board members in favor and Mr. Stout, Ms. Spano, and Mr. Bernier against.

INFORMATION ITEMS

14. STAFF UPDATES: Ms. McGraw provided the Board with an update regarding the Board's legislative priorities. The Board discussed ideas and decided to finalize said priorities via email.

15. COMMISSIONER UPDATES:

- Ms. Phelps updated the Board that, at their most recent meeting, the Transportation Commission discussed their legislative priorities and approved the GO Alex budget.

ADJOURNMENT

Ms. Phelps moved to adjourn the meeting, seconded by Ms. Spano. The motion carried unanimously. The meeting adjourned at 11:42 p.m.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: December 8, 2025

DOCKET ITEM: 4

ISSUE: No Turn on Red – Mount Vernon Avenue/Glebe Road and Quaker Lane/Janney’s Lane/Seminary Road

REQUESTED BY: T&ES Staff

LOCATION: Mount Vernon Avenue/Glebe Road
Quaker Lane/Janney’s Lane/Seminary Road

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES install No Turn on Red restrictions at all approaches of the intersections of Mount Vernon Avenue/Glebe Road and Quaker Lane/Janney’s Lane/Seminary Road

BACKGROUND: In 2017, the City adopted the Vision Zero Action Plan to eliminate traffic fatalities and severe injuries. Additionally, the City’s Safe Routes to School Program aims to improve safety for students walking and biking to school. The Alexandria Mobility Plan also calls for focusing on vulnerable road user crashes to achieve Vision Zero and calls for a creating a safe, well-maintained, and comfortable walking environment.

DISCUSSION: The intersection of Mount Vernon Avenue and Glebe Road is located in the Arlandria neighborhood on the northeast end of Alexandria (Attachment 1). Both streets are classified as minor arterial roadways. The intersection provides access to commercial and retail areas, houses of worship, schools, parks and residential neighborhoods.

The intersection of Quaker Lane and Janney’s Lane/Seminary Road is located in central Alexandria in the Seminary Hill neighborhood (Attachment 2). Quaker Lane and Seminary Road are classified as minor arterials, and Janney’s Lane is classified as a local street. The intersection provides access to residential neighborhoods, schools, and houses of worship.

Alexandria City Public Schools staff has relayed concerns from families about safety needs at these intersections. The City has also directly received complaints from residents about safety concerns. While substantial changes require longer-term planning, community engagement, and design, potential short-term measures include No Turn on Red (NTOR) restrictions and leading pedestrian intervals (LPIs). Currently, the intersection of Mount Vernon and Glebe Road only has NTOR for the Glebe Road approach. The intersection of Quaker Lane/Janney’s Lane/Seminary Road has No Turn on Red When Pedestrians Are Present signs. However, these

signs are outdated, do not align with current national engineering standards, and are not enforceable by police.

Leading Pedestrian Interval (LPI)

LPIs are classified by the Federal Highway Administration (FHWA) as a proven safety countermeasure. LPIs give people walking a head start into the intersection while all vehicle traffic is stopped. This allows people crossing to better establish their presence in the crosswalk before vehicles begin making turns. LPIs increase visibility of people crossing, reduce conflicts between people driving and walking, increase likelihood of drivers yielding to people in the crosswalk, and enhance safety for people who may be slower to start into the intersection.

No Turn on Red

No Turn on Red restrictions are recommended to be installed alongside LPIs to increase the effectiveness of the LPI. Additionally, No Turn on Red restrictions can also create safer conditions for drivers by minimizing the risk of crashes between drivers turning right on red and other drivers who have the green signal. According to the Manual on Uniform Traffic Control Devices, No Turn on Red restrictions should be considered when one or more of the following conditions exists:

- A. Inadequate sight distance to vehicles approaching from the left (or right, if applicable);
- B. Geometrics or operational characteristics of the intersection that might result in unexpected conflicts;
- C. An exclusive pedestrian or bicycle phase;
- D. An unacceptable number of conflicting pedestrian movements with right-turn-on-red maneuvers, especially involving children, older pedestrians, or persons with disabilities;
- E. More than three right-turn-on-red crashes reported in a 12-month period for the particular approach; or
- F. The skew angle of the intersecting roadways creates difficulty for drivers to see traffic approaching from their left (or right, if applicable).

Given the numerous complaints about drivers failing to yield to pedestrians at these locations, staff recommend implementing No Turn on Red restrictions for all intersection approaches. These will improve safety by creating more predictability and reducing turning conflicts with pedestrians. They will also complement the LPIs that can also reduce conflicts between people driving and people walking. These changes would have negligible impacts on traffic operations.

OUTREACH: City staff coordinated with Alexandria City Public Schools and issued a press release with the proposed changes.

ATTACHMENT 1: PROJECT LOCATION – INTERSECTION OF MOUNT VERNON AVENUE & GLEBE ROAD



ATTACHMENT 2 – PROJECT LOCATION – INTERSECTION OF QUAKER LANE/JANNEY’S LANE/SEMINARY ROAD



City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 26, 2026
DOCKET ITEM: 5
ISSUE: No Turn on Red – Old Town

REQUESTED BY: T&ES Staff

LOCATION: Old Town

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES install No Turn on Red restrictions at all signalized intersections in the area bounded by First Street to the north, the City boundary to the south, Telegraph Road and the railroad tracks to the west, and the Potomac River to the east.

BACKGROUND: In 2017, the City adopted the Vision Zero Action Plan to eliminate traffic fatalities and severe injuries. That plan calls for using crash data to prioritize improvements and for implementing near-term safety treatments. The City also uses a systemic approach to improving safety by targeting locations for safety improvements with a fatal or severe crash history or a high risk of fatal or severe crashes.

The Alexandria Mobility Plan also includes a policy to focus on vulnerable street user crashes to help achieve Vision Zero. The plan also includes a key performance indicator to reduce the total number of crashes involving people walking and biking. However, the total number of pedestrian crashes has trended upward over the last five years.

The City has also been coordinating with Alexandria City Public Schools on identifying safety improvements in student walk zones. The project area includes attendance zones for Lyles Crouch Traditional Academy, Jefferson Houston K-8 School, George Washington Middle, and Naomi Brooks Elementary.

DISCUSSION: Of 145 fatal or severe crashes in Alexandria between 2020 and 2025, 56 (39%) involved people walking. Pedestrian crashes consistently comprise the largest share of fatal and severe crashes. People walking and biking are especially vulnerable to fatal or severe injury in the event of a crash due to the lack of protection of a vehicle. Children and older adults also face a higher risk of fatal or severe injury.

Between 2020 and 2025, there were 318 reported pedestrian crashes in Alexandria (Attachment 2). Of those, 121 (38%) occurred in the greater Old Town and Carlyle area, east of the railroad

tracks. Of those, 73 (60%) occurred at signalized intersections. The majority of these crashes involved drivers failing to yield to pedestrians when turning left or when turning right on red. These crashes were not limited to certain intersections, but instead were spread across the greater Old Town area. To minimize the risk of future crashes, staff recommend two treatments to be applied holistically across all signalized intersections in this area:

Leading Pedestrian Interval (LPI)

LPIs are classified by the Federal Highway Administration (FHWA) as a proven safety countermeasure. LPIs give people walking a head start into the intersection while all vehicle traffic is stopped. This allows people crossing to better establish their presence in the crosswalk before vehicles begin making turns. LPIs increase visibility of people crossing, reduce conflicts between people driving and walking, increase likelihood of drivers yielding to people in the crosswalk, and enhance safety for people who may be slower to start into the intersection. According to FHWA, LPIs can reduce pedestrian crashes at intersections by 13%.

No Turn on Red

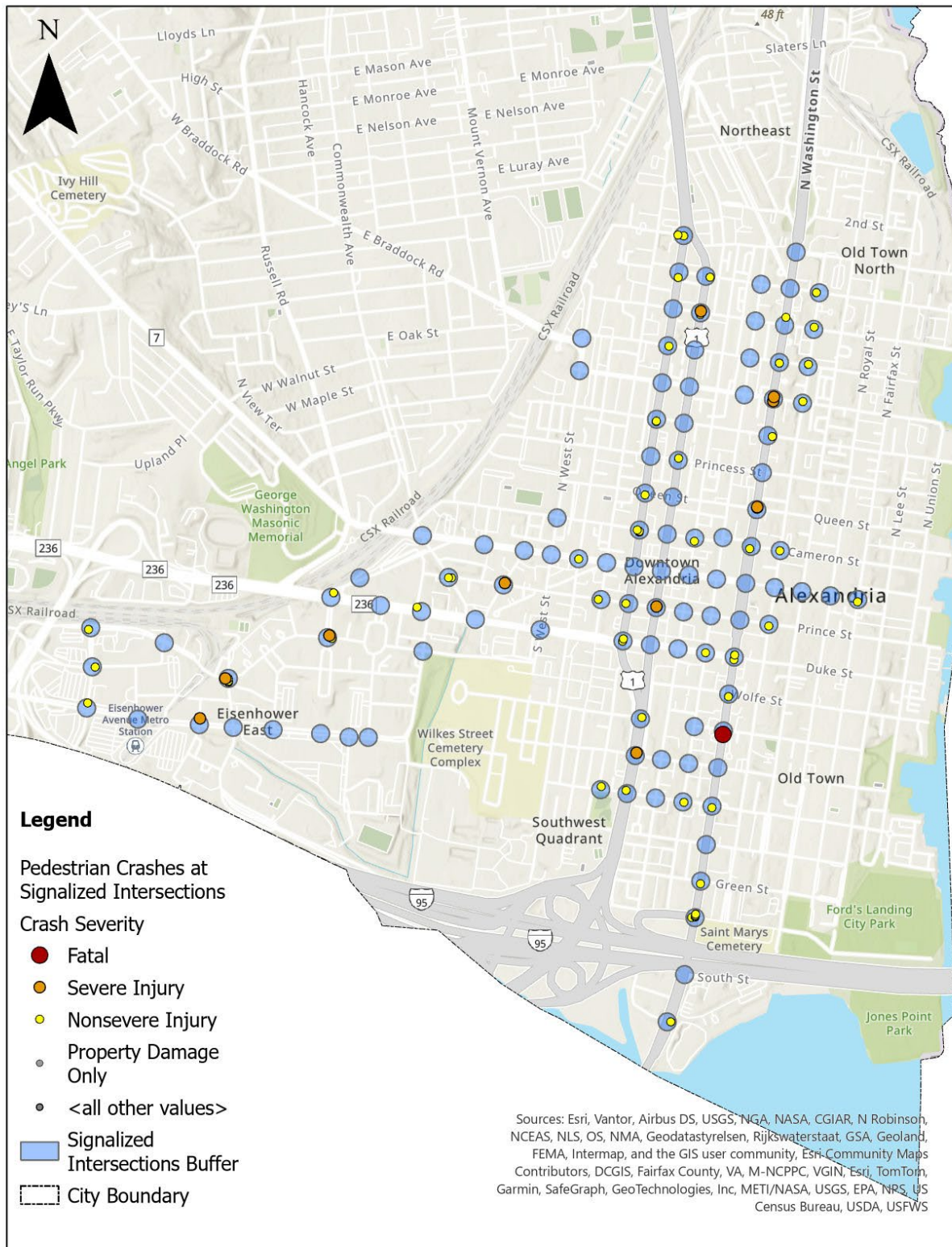
No Turn on Red restrictions are recommended to be installed alongside LPIs to increase the effectiveness of the LPI. Additionally, No Turn on Red restrictions can also create safer conditions for drivers by minimizing the risk of crashes between drivers turning right on red and other drivers who have the green signal. According to the Manual on Uniform Traffic Control Devices, No Turn on Red restrictions should be considered when one or more of the following conditions exists:

- A. Inadequate sight distance to vehicles approaching from the left (or right, if applicable);
- B. Geometrics or operational characteristics of the intersection that might result in unexpected conflicts;
- C. An exclusive pedestrian or bicycle phase;
- D. An unacceptable number of conflicting pedestrian movements with right-turn-on-red maneuvers, especially involving children, older pedestrians, or persons with disabilities;
- E. More than three right-turn-on-red crashes reported in a 12-month period for the particular approach; or
- F. The skew angle of the intersecting roadways creates difficulty for drivers to see traffic approaching from their left (or right, if applicable).

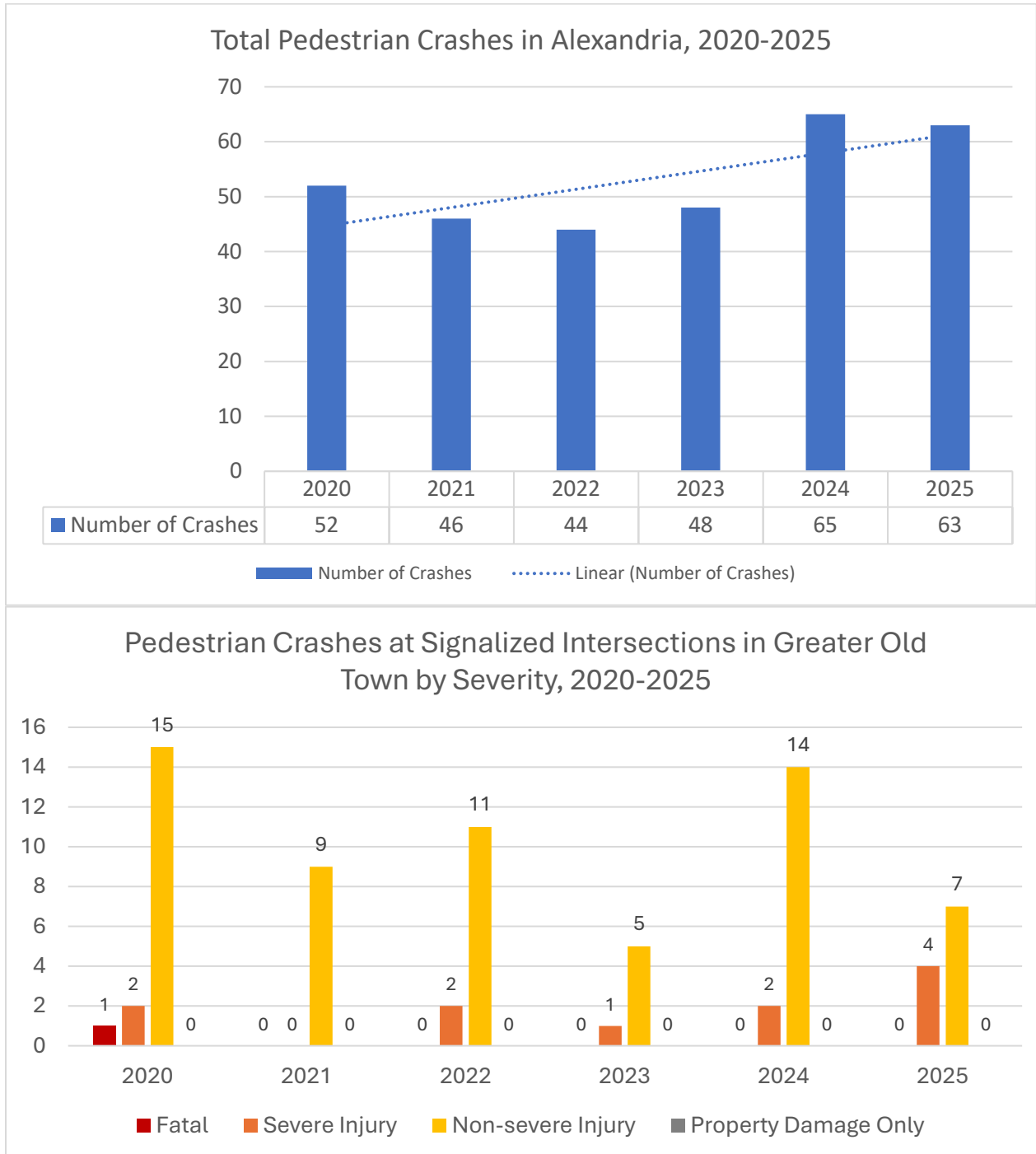
Given the history of pedestrian crashes in the greater Old Town area, the common risk factors present across the network, and the high volume of people walking, staff recommend installing No Turn on Reds where applicable across the network. There are approximately 100 signalized intersections in the project area (Attachment 1). Of these, roughly half have some form of No Turn on Red restriction present. Establishing area-wide No Turn on Red restrictions would also establish greater clarity and consistency for all roadway users in this dense area with high levels of pedestrian activity.

OUTREACH: City staff issued a press release with the proposed changes and shared the information with local civic groups, including the Old Town Civic Association, Old Town Business Association, West Old Town Civic Association, Old Town North Community Partnership, Carlyle Council, Alexandria Families for Safe Streets, and the Alexandria Bicycle and Pedestrian Advisory Committee

ATTACHMENT 1: PROJECT LOCATION



ATTACHMENT 2. CRASH DATA



City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 26, 2026

DOCKET ITEM: 6

ISSUE: Residential Permit Parking – 1000 Block of Princess Street

REQUESTED BY: Residents of the 1000 Block of Princess Street

LOCATION: 1000 block of Princess Street (Residential Permit Parking District 3)

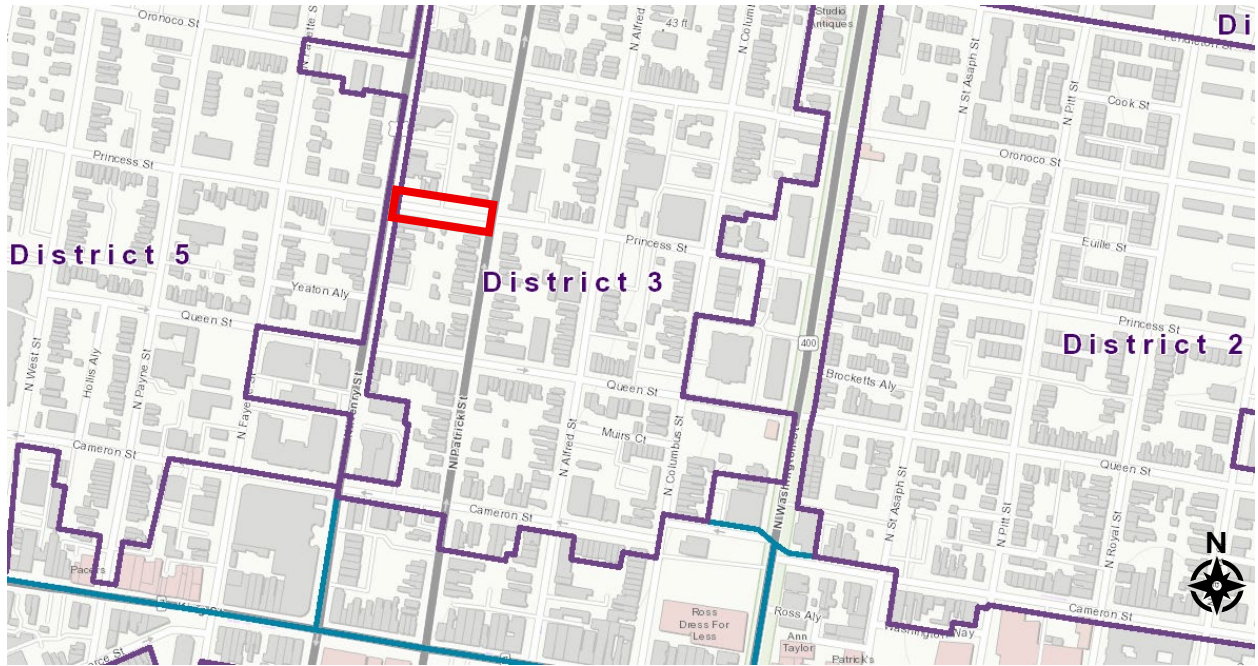
STAFF RECOMMENDATION: That the Board recommend the Director of T&ES install 2-hour parking restrictions from 8 a.m. to 5 p.m., Monday through Friday, Residential Permit Parking District (RPPD) 3 permit holders exempt on the 1000 block of Princess Street.

BACKGROUND: The 1000 block of Princess Street has 14 unrestricted on-street parking spaces, with seven on the west side and 14 on the east side (Attachment 1). All surrounding blocks already have posted Residential Permit Parking restrictions for similar hours and days as proposed for this block.

DISCUSSION: In order to add signage within an existing district, Section 5-8-75 of the Code requires a petition be submitted by more than 50% of the residents on the block. The requestor garnered signatures from four out of seven verified households on this block to meet the minimum 50% threshold stipulated by the City Code (Attachment 2).

OUTREACH: Staff notified the West Old Town Citizens Association of this petition on October 13, 2026. Mr. Drudi of the West Old Town Citizens Association acknowledged receipt of the notification but did not indicate any concerns with the proposal.

ATTACHMENT 1: LOCATION (AERIAL)



STREET VIEW



ATTACHMENT 2: PETITION



**Petition for Adding, Modifying, or Removing
Residential Permit Parking Signage in an Existing District**

Block Contact: SAGE GOYDA
Address: 1015 PRINCESS ST
Telephone: 703-302-9100 Email: SAGEGOYDA@GMAIL.COM
District: 3

Proposed Change (Select one)

☒ Add new signage ☐ Modify existing signage ☐ Remove existing signage

Block (e.g. the 100 block of Main Street):

1000 BLOCK OF PRINCESS ST

Current Restrictions (e.g. 2 hours, 8AM-5PM, Monday-Friday):

NONE

Proposed Restrictions (Select an option on each line):

☒ Two Hours ☐ Three Hours
☒ 8AM-5PM ☐ 8AM-11PM ☐ 8AM-2AM (next day)*
☒ Monday-Friday ☐ Monday-Saturday
☒ No Sunday Restrictions ☐ Sunday 11AM-11PM ☐ Sunday 11AM-2AM (next day)*

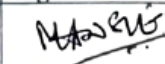
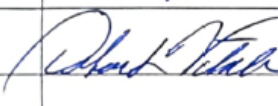
*Must receive prior approval by the Director of T&ES per Sec. 5-8-72

Submit Completed Petition to:

Mail: Department of Transportation and Environmental Services
Mobility Services Division – 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 change the existing signage on the following blocks within residential permit parking district number 3: 1000 BLOCK OF PRINCESS ST (e.g. the 100 block of Main Street, the 200 block of Main Street, and east the 500 block of Side Street). We propose restrictions for the days and times indicated above. We understand that the restrictions will apply to all non-residents of the district, residents will be required to pay an annual fee for resident parking stickers for each vehicle, and we will also need to obtain guest passes to allow guests/contractors to park on the street beyond the posted restrictions.

Resident Name (Printed)	Resident Signature	Address	Email (Optional)	Date
MANSIE IYER		1017 PRINCESS ST ALEXANDRIA, VA 22314		Aug 19, 2026
MATTHEW HASKINS		1000 PRINCESS ST ALEXANDRIA, VA 22314		AUG 21 2026
Deborah Vitek		1013 PRINCESS ST ALEXANDRIA, VA 22314	vitek.dave@ 901.com	9-30-26
SAGE GOYDA		1015 PRINCESS ST ALEXANDRIA, VA 22314	SAGE GOYDA@ Gmztl.com	9-30-26

Please note signatures from residents who are not the listed owner of the residence.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 26, 2026

DOCKET ITEM: 7

ISSUE: Consideration of a motion to rescind the vote denying approval of the curb cut at 411A Clifford Avenue and potential consideration of the curb cut appeal at 411A Clifford Avenue

REQUESTED BY: Appeal requested by residents of 409 and 413 Clifford Avenue

LOCATION: 411A Clifford Avenue

STAFF RECOMMENDATION: The Board uphold the approval of the curb cut application.

BACKGROUND: It is expected that a motion to rescind the Board's September 28, 2026 decision on the 411A Clifford Avenue curb cut appeal will be introduced. If this motion passes, a discussion of this same curb cut is expected to follow.

The City Code Section 5-2-14 establishes a process for reviewing and approving new or modified curb cuts to ensure that driveway access points balance property access needs with public safety, pedestrian mobility, and streetscape design. A person seeking a permit for a new curb cut or repair must obtain an application from the Director of T&ES. As part of this application process, the adjacent property owners are notified and may submit comments on the proposed curb cut. Once all information has been received, the application and supporting documents are routed for review by Planning and Zoning (P&Z), T&ES, and Recreation, Parks, and Cultural Affairs (RP&CA). Following this review, a notice of the decision to approve or deny the curb cut application is sent to the applicant and any opposing property owners. Within 15 days of this decision, the applicant or the opposing owner can appeal the decision to the Traffic and Parking Board.

The Board's role in these cases is to evaluate the appeal based on the standards of the City Code and the impact on traffic operations, pedestrian safety, and adjacent on-street parking. Pursuant to City Code Section 5-2-14(e):

The board may affirm, modify or overturn the decision; provided, however, that it may modify or overturn the decision only if it concludes that the director of transportation and environmental services or any designated agent clearly erred in applying the factors in subsection (c)(1) through (5) to the application. The decision of the board shall be final, and no further appeal shall lie to city council.

DISCUSSION: The property at 411 Clifford Avenue (Attachment 1) currently has a 2-story single family dwelling on a lot that has been subdivided into a new separate lot. The new lot is currently being developed under a grading plan (GRD2026-00022) for the construction of a new 2-story semi-detached dwelling (Attachment 2 & 3). The application was approved under the criteria outlined in Section 5-2-14(c) but adjacent property owners submitted objections to that approval under Section 5-2-14(e). The appeal was brought before the Board for consideration on September 28, 2026, and the Board effectively voted to overturn staff's approval of the curb cut.

Following the decision, a concern was raised on behalf of the applicant about whether the Board applied the "clear error" standard, articulated in City Code Section 5-2-14(e), to its decision. To eliminate any room for doubt, it is expected that a member of the Board will introduce a motion to rescind the Board's September 28, 2026 vote denying approval of the curb cut at 411A Clifford Avenue. The underlying basis for this motion will be to clarify for the record whether members of the Board applied the appropriate standard of review when making its decision at the September 28, 2026 meeting. If the motion to rescind passes, it will be immediately followed by a hearing on the appeal of staff's curb cut approval at 411A Clifford Avenue, and a new vote on whether to affirm, modify or overturn the approval.

The property is located in the Del Ray neighborhood. The applicant has requested a curb cut onto Clifford Avenue at the front of the new property. The curb cut will provide access from the street to a proposed driveway/parking area on private property mirroring the existing dwelling. The dimension of the driveway will be 8' X 17' (Attachment 5).

The adjacent property owners submitted an appeal (Attachment 6) for review by the Board, noting this would reduce on-street parking available to all the residents on this block. The Board may affirm, modify or overturn staff's approval of the curb cut. However, the Board can only overturn the decision if it concludes that staff clearly erred in applying the factors in subsection (c)(1) through (5) to the application.

Staff recommends the Board uphold approval of the curb cut based on staff review.

OUTREACH: As part of the application process, the applicant was required to notify adjacent property owners.

ATTACHMENT 1: LOCATION

411 Clifford Avenue



ATTACHMENT 2: APPLICATION



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

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

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

Applicant Email Address: _____

Property Address: 411 Clifford Ave

Curb Cut Street Name: Clifford Avenue

Request for a New Curb Cut? Yes ☒ No ☐ What is the Requested Width? 8.0'

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

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

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

Property Owner Name: Teresa Elaine Lustig

Street Name and No.: 411 Clifford Avenue

City: Alexandria

State: Virginia

Zip Code: 22305

Home Phone: _____

Work Phone: _____

Cell Phone: _____

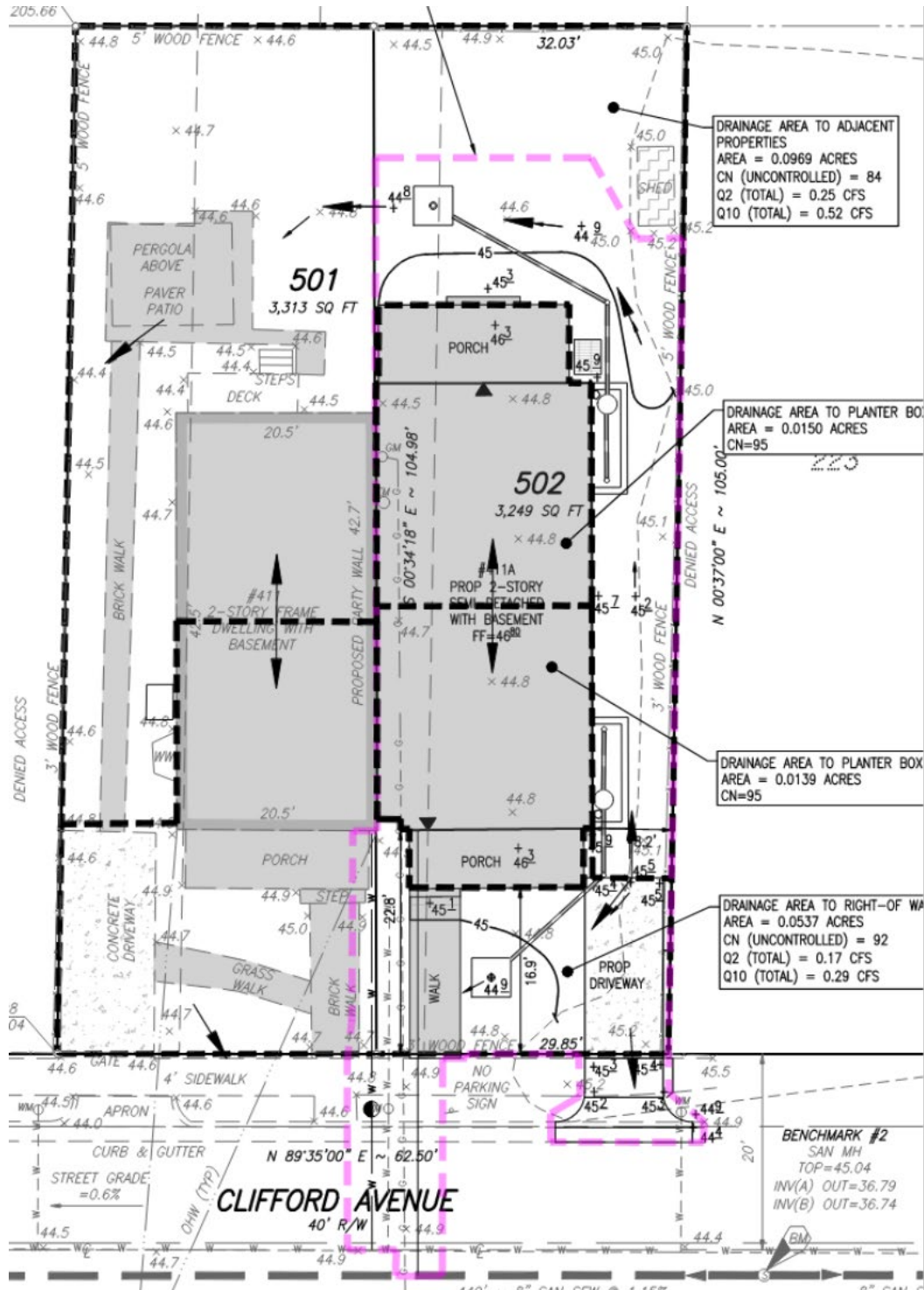
Mailing Address (if different from above): _____

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

Property Owner Signature: Teresa E. Lustig

Date: 06/18/26

ATTACHMENT 3: PLAN



ATTACHMENT 4: DENIAL LETTER



DEPARTMENT OF TRANSPORTATION AND ENVIRONMENTAL SERVICES

P.O. Box 178 - City Hall
Alexandria, Virginia 22313

alexandriava.gov

703.746.4035

August 5, 2026

Teresa Lustig
411 Clifford Avenue
Alexandria, VA 22305

Re: 411A Clifford Avenue – New Curb Cut Approval Letter

Property Owner:

The application for a new curb cut to serve the property under development at **411 Clifford Avenue**, under **Grading Plan GRD2026-00022**, has been approved. However, our office has received an objection from an adjacent property owner.

Under Section 5-2-14(e) of the Code of the City of Alexandria, notice of the curb cut approval is being sent to both the applicant and the adjacent property owner(s) who objected. (See attached.)

The adjacent property owner has **fifteen (15) days** from the date of this notice to appeal the approval to the Traffic and Parking Board.

- If **no appeal** is filed within 15 days, a follow-up letter will be prepared confirming the curb cut approval and allow review of the grading plan to proceed.
- If an **appeal is filed**, the case will be scheduled for the next regular meeting of the Traffic and Parking Board. The Board will consider the appeal and may affirm, modify, or overturn the approval.

Please note that the grading plan cannot be approved until the 15-day appeal period has ended or, if an appeal is filed, until the Board has made its final decision.

If you have any questions, please contact our office at **703-746-4035**.

Sincerely,

A handwritten signature in black ink, appearing to read "Andre S. Williams".

Andre S. Williams
Permits Manager
Department of Transportation & Environmental Services

[illegible]

ATTACHMENT 6: NEIGHBOR OBJECTION LETTER

409 Clifford Avenue

To whom it may concern,

My wife and I object to the approval of the new curb cut on Clifford Ave.

Reason for objection:

Currently 3 cars can park on the street between existing driveways and this new driveway would take away one of those spots, permanently reserving it for a house that does not yet exist. The applicant has towed cars too close to her driveway so attempting to squeeze into the remaining space does not seem viable. This is a bigger deal on our block because we only have parking on one side of the street and regularly have businesses/commuters who use open spaces throughout the day. Our own home doesn't have a driveway and we are unable to add one, so losing this space will significantly impact my family of 4 on a daily basis. Additionally, the applicant has not discussed these plans with any neighbors. Bottom line is that this driveway takes away something that everyone on our block relies upon, benefiting only one new residence.

Thank you,

Kyle Williams (409 Clifford Ave)

413 Clifford Avenue

August 20, 2026

Mr. Din,

We are writing to appeal the approval of a new curb cut at 411A Clifford Avenue (GRD2026-00022). We are adjacent neighbors at 413 Clifford. For the reasons we stated in our initial objection and as explained below, we believe the approval should be overturned.

A new curb cut and the associated driveway would benefit an as-yet nonexistent new resident to the detriment of current residents, solely to profit the selling owner. There are other houses on the block without their own driveway, and so a prospective owner would not be alone in not having a driveway.

Street parking on Clifford is limited to one side of the street. Due to the many driveways that already exist, there is already limited space. Add into this that there is a short-term rental unit without its own driveway, and that many workers and customers of the nearby businesses park on our street (often in violation of the stated time limits), it can be challenging to find parking. This is exacerbated by the Mother of Light Center, which allows its volunteers and clients to park on the street. At certain times of the week, the entire block is taken up with MOLC clients.

Getting rid of more street parking in what is a blatant cash-grab would create even more difficulty for current residents who need to park here. Taking kids to/from school, coming back from grocery shopping, being close to your car when you have to shovel it out from the snow. all of these are things that having more street parking improves for the people who currently live here. The City should protect this and prioritize the current, longstanding residents over future purchasers.

We also note that the new curb cut could require cutting down a tree (it wasn't clear to us if the plans address this). Our block desperately needs more tree canopy, not less. The City ought to protect the established trees that we have.

Thank you for considering this appeal.

Sincerely,
Sarah Friedman
Max Wolson
413 Clifford

City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 26, 2026

DOCKET ITEM: 8

ISSUE: Old Town Parking Changes – Modifications to Loading Zones, Taxi Stands, and Motorcoach Loading Spaces, and Parking Additions

REQUESTED BY: Staff

LOCATION: Various locations in Old Town, West of Washington Street, East of Fayette Street, South of Queen Street, North of Duke Street

STAFF RECOMMENDATION: That the Board recommend that the Director of T&ES make the following changes to on-street parking restrictions:

1. Remove the traditional loading zones, motorcoach loading zones, disability parking spaces, and 20-minute parking areas in the following locations and replace with parking spaces with the prevailing restriction on the block:
 - a. East side of the 100 block of South Washington Street, near King Street
 - b. West side of the 100 block of South Washington Street, near Prince Street
 - c. West side of the 100 block of North Columbus Street, near King Street
 - d. South side of the 800 block of King Street, mid-block
 - e. North side of the 800 block of King Street, near North Alfred Street
 - f. North side of the 900 block of King Street, near North Alfred Street
 - g. East side of the 100 block of South Alfred Street, mid-block, south of alley
 - h. West side of the 100 block of North Fayette Street, mid-block
2. Add parking to the following locations with the prevailing restriction for the block:
 - a. Six spaces on the west side of the 100 block of North Washington Street, between the motorcoach loading zone and the bus stop zone
 - b. One space on the east side of the 100 block of North Columbus Street, near King Street
 - c. One space on the north side of the 1100 block of King Street, near North Henry Street
 - d. Twelve spaces on the east side of the 600 block of North Washington Street
 - e. Seven spaces on the east side and seven spaces on the west side of the 800 block of North Washington Street

- f. Three spaces on the south side of the 700 block of King Street, near South Columbus Street (allow for loading 7am-2pm Monday-Friday, metered parking 2 to 9 p.m. Monday through Friday, and metered parking 8 a.m. to 9 p.m. on Saturdays)
3. Modify the restrictions in the following locations as indicated below:
- a. Modify the hours of the loading zone in front of 112 South Columbus Street to 8 a.m. to 3:30 p.m. Monday through Friday
 - b. Modify the metered parking restrictions on the 200 and 300 blocks of North Washington Street to end at 5 p.m.
 - c. Add metered parking restrictions on the west side of the 100 block of South Patrick Street from 8 a.m. to 9 p.m. Monday through Saturday
 - d. Add a 60-foot loading zone (8 a.m. to 5 p.m. Monday through Saturday) to the east side of the 100 block of North Alfred Street, near King Street

BACKGROUND: Much of the on-street parking west of Washington Street serves the commercial areas along and adjacent to King Street and has 2-hour metered parking restrictions Monday-Saturday from 8 a.m. to 9 p.m. Some of these blocks have traditional loading zones that have been in place for many years. Others have newer pick-up and drop-off (PUDO) zones that have been administratively approved through the process implemented after the pandemic and approved by the Board in 2023. The PUDO zones are reviewed by staff each year, while the traditional loading zones are typically only changed if the businesses request changes.

In early 2026, the 180-space Market Square Garage and most of the on-street parking spaces abutting Market Square were removed for the City Hall Renovation project. Although there are several other off-street parking facilities in the area and these spaces will be returned once the City Hall Renovation project is complete, businesses have noted an impact from the loss of parking. In May 2026, several businesses in Old Town shared concerns with the City Manager and T&ES staff regarding parking availability and requested staff evaluate the number of loading areas that have been implemented. Staff evaluated curbside conditions west of Washington Street and informally met with some business owners to understand how loading zones were being used. The outreach found broad support for maintaining some existing loading zones, while the evaluation identified several underutilized curb spaces that could be repurposed or modified to better serve current needs.

DISCUSSION: Through this process, staff sought to balance the needs of individual businesses with the City's goal of ensuring the highest and best use of limited public curb space. While dedicated delivery spaces may benefit specific businesses, curb space is a shared public asset that must accommodate a variety of users and activities throughout the day. As a result, staff focused on opportunities to maximize overall curb utilization and turnover while continuing to support business operations, deliveries, and customer access. Staff identified 18 curbside locations where existing regulations may no longer reflect current demand and could be updated to better serve today's parking, loading, and access needs (Attachment 1). Changes to these locations returns approximately 48 spaces to Old Town that can further support the businesses (Attachment 2).

1. Removal of traditional loading zones, motorcoach loading zones, disability parking spaces, or short-term parking areas - The following locations were identified as no longer needed for loading activities or disability parking and are recommended for removal to be replaced with the prevailing parking restriction on the block.

- a. East side of the 100 block of South Washington Street, near King Street (4 spaces) – This motorcoach loading zone is adjacent to ground-level retail and not immediately near to a major destination for large tourist groups, therefore the zone goes largely unused throughout the year.
- b. West side of the 100 block of South Washington Street, near Prince Street (1 space) – This traditional loading zone is typically abused by drivers given its low visibility and low and infrequent demand for loading activities as a result of the lack of ground-floor retail nearby.
- c. West side of the 100 block of North Columbus Street, near King Street (2 spaces) – These 20-minute parking spaces are typically abused by drivers because 20-minute parking is lengthy and burdensome to enforce and inconsistent with the PUDO zone signage that accommodate short-term parking for quick stops.
- d. South side of the 800 block of King Street, mid-block (1 space) – This loading zone was used by the former retailer at 814 King Street for customers for picking up furniture. However, that retailer has since vacated the space, and mid-block loading zones are typically underutilized due to the difficulty of parallel parking a large delivery vehicle.
- e. North side of the 800 block of King Street, near North Alfred Street (2 spaces) – In October 2022, the Board supported a business owner’s request to move the loading zone on the 100 block of North Alfred Street to the 800 block of King Street to allow for a parklet to be built and operated on North Alfred Street. However, Sweetgreen has removed its parklet, no longer has a parklet permit, and does not intend to re-apply. Given the strategic location for loading at the start of the block and immediately adjacent to Sweetgreen with its high volume of takeout orders, staff recommends moving the loading zone back to its original location, between Peoples Drug and King Street, and adding more customer parking to King Street (see 3.d. below).
- f. North side of the 900 block of King Street, near North Alfred Street (1 space) – This loading zone is extremely short which renders it largely unusable by most delivery vehicles. With the addition of the longer loading zone on North Alfred Street, this short zone should be eliminated.
- g. East side of the 100 block of South Alfred Street, mid-block, south of alley (2 spaces) – This taxi stand has become obsolete due to the prevalence of on-demand rideshare options in the area. Furthermore, the privately owned alley in front of the Morrison House Hotel’s front entrance should be used for passenger pick-up rather than the right-of-way. The hotel’s general manager is supportive of this change, citing drivers misusing the taxi stand for parking.

- h. West side of the 100 block of North Fayette Street, mid-block (1 space) – This disability parking space is one of two disability parking spaces on the block and is located in front of shoe cobbler and a massage spa. Neither business indicated a need for the disability parking space for their customers. The space has been in place for over two decades, so is likely a vestige from a time when the space was needed for a specific business.

2. Add parking - The following areas were identified as suitable for adding parking and staff recommend applying the prevailing parking restriction on each respective block to the new spaces.

- a. Six spaces on the west side of the 100 block of North Washington Street, between the motorcoach loading zone and the bus stop zone – Historically, parking was prohibited along 45 feet of curb space on North Washington Street immediately north of the motorcoach loading zone in front of Christ Church Memorial Parish House and cemetery, except Sunday mornings. The motorcoach loading zone was 175 feet long, and the ‘No Parking Bus Stop’ zone was 90 feet long. Given the high demand for customer and parishioner parking and relatively low demand for motorcoach loading in this location, staff recommends shortening the motorcoach loading zone to 90 feet and moving it northward to abut the crosswalk for Cameron Street and adding six metered parking spaces between the alley and the relocated motorcoach loading zone.
- b. One space on the east side of the 100 block of North Columbus Street, near King Street – Given the future bus stop improvements planned for the 700 block of King Street near North Columbus Street, staff recommend relocating the existing scooter corral on North Columbus Street to be in front of 721 King Street and adding more parking to the 100 block of North Columbus Street to ensure that there is no wasted curb space.
- c. One space on the north side of the 1100 block of King Street, near North Henry Street – Parking has been prohibited on the north side of the 1100 block of King Street near the corner with North Henry Street for over two decades, which may have served as informal on-street loading for businesses near this intersection. The City now uses permanent signage to designate a loading zone. Prohibiting parking in this location also does not increase visibility of pedestrians in a meaningful way because of its position in the intersection—parked vehicles will not obstruct drivers’ sightlines when making a right onto King Street from North Henry Street, and drivers cannot make a left onto North Henry Street from King Street because it is one-way southbound.
- d. Twelve spaces on the east side of the 600 block of North Washington Street – Most blocks of North Washington Street permit on-street parking on both sides of the block, with 2-hour No Parking restrictions to allow for an additional travel lane during morning and afternoon rush hours. However, parking is prohibited all day long on the east side of the 600 block. This may have been a condition put in place when the adjacent development was built to preserve sightlines. However, this can easily be addressed by ensuring that parking is not permitted too close to the one mid-block curb cut. Adding parking along this curb would mimic the travel lane and parking lane configurations that

exist on the blocks to the south and would provide a physical buffer for pedestrians when parking is permitted. To remain consistent with existing restrictions on the block, staff recommends restricting parking to two hours, 9 a.m. to 5 p.m., Monday through Friday.

- e. Seven spaces on the east side and seven spaces on the west side of the 800 block of North Washington Street – Most blocks of North Washington Street permit on-street parking on both sides of the block, with 2-hour No Parking restrictions to allow for an additional travel lane during morning and afternoon rush hours. However, parking is prohibited all day long along both sides of the 800 block likely due to sightline concerns given the formerly high density of curb cuts. Now that the parcels on the west side of the block have been or will be redeveloped, staff recommend adding seven on-street parking spaces to that side closest to the intersection with Madison Street. On the east side of the block, staff recommend adding seven on-street spaces closest to the intersection with Montgomery Street (Montgomery Street is one-way westbound, therefore parking can be permitted right up to the intersection without hindering driver sightlines). Adding parking along this curb would mimic the travel lane and parking lane configurations that exist on the blocks to the south and would provide a physical buffer for pedestrians when parking is permitted. To remain consistent with existing restrictions on the block, staff recommends restricting parking to two hours, 9 a.m. to 5 p.m., Monday through Friday, with parking prohibited during the respective rush-hour restrictions.
- f. Three spaces on the south side of the 700 block of King Street, near South Columbus Street (allow for loading 7am-2pm Monday-Friday, metered parking 2 to 9 p.m. Monday through Friday, and metered parking 8 a.m. to 9 p.m. on Saturdays) – Despite its high visibility and repeated enforcement, drivers continue to unload and park on the south side of the 700 block of King Street. To accommodate this demand, staff recommend permitting loading along the curb between 7 a.m. and 2 p.m., Monday through Friday, between the fire hydrant and the ‘No Parking Bus Stop’ zone. After 2 p.m. and all day on weekends, the 60-foot-long zone could accommodate three new customer parking spaces that also help to create a physical buffer between pedestrians and vehicular traffic.

3. Modify restrictions – Staff recommends modifying the restrictions in the following areas to strategically improve the management of the curb in each location and maximize utilization.

- a. Modify the hours of the loading zone in front of 112 South Columbus Street to 8 a.m. to 3:30 p.m. Monday through Friday – The 40-foot-long loading zone in front of 112 South Columbus Street was installed and continues to be used primarily as a drop off and pickup (DOPU) area by the two adjacent schools. After discussions with the leadership at both schools, staff recommend changing the hours of the loading zone to align better with the schools’ DOPU hours and to provide additional afternoon/Saturday parking spaces on this retail-dense block. Changing the zone’s hours to 8 a.m.-3:30 p.m., Monday through Friday, would add 28 more hours of on-street parking to this block per week.
- b. Modify the metered parking restrictions on the 200 and 300 blocks of North Washington Street to end at 5 p.m. – The parking restrictions on the 200 and 300 blocks of North Washington Street currently are in effect until 9 p.m., however, parking occupancy data

shows that drivers tend to avoid parking on both blocks, especially in the evenings, likely due to the cost to park and the low density of retail and other destinations for short-term visits. The City charges for parking on high-demand blocks as a way to compel turnover and mitigate long-term parking next to customer-facing businesses. Given the low demand for customer parking on these two blocks and the high demand for evening residential parking in the general area, staff recommends ending the parking restrictions on these two blocks at 5 p.m. to relieve residential parking pressures. Note that this change will require approval by City Council to change the hours on these blocks.

- c. Add metered parking restrictions on the west side of the 100 block of South Patrick Street from 8 a.m. to 9 p.m. Monday through Saturday – The 100 block of South Patrick Street is a retail-dense block immediately adjacent to retail-dense King Street. The east side of the block is already metered, whereas this side of the block just has general 2-hour restrictions. Parking turnover on the west side of the block tends to be lower than on nearby metered blocks. To better support the nearby businesses, staff recommend adding meter restrictions to the west side of this block to further compel turnover and create consistent parking restrictions on all of the blocks.
- d. Add a 60-foot loading zone (8 a.m. to 5 p.m. Monday through Saturday) to the east side of the 100 block of North Alfred Street, near King Street – In tandem with recommendation 1.e. above, this recommendation would result in the net loss of one on-street parking space, but will provide this retail-dense intersection with a sorely needed well-positioned loading zone that is easily accessible and sufficiently long for larger or multiple vehicles.

Public curb space is meant to evolve and adapt to the needs of the changing land uses and development patterns of the buildings that front the street. It is important to evaluate the effectiveness of how our curbs are being managed on a frequent basis to address the needs of the businesses, residents, and visitors that come and go, particularly in a mixed-use and ever-evolving neighborhood such as Old Town. As e-commerce continues to grow and expand, staff have tried to accommodate the number of very short-term deliveries, pickups, drop-offs conducted citywide. However, given the temporary loss of parking as a result of the renovation of City Hall, staff is now recommending to convert underutilized and/or misused curb space into new parking spaces to accommodate Old Town businesses and visitors.

Given the proximity to various businesses, residences, tourist destinations, and public transit, staff recommend these spaces be time-restricted and metered to encourage high turnover and discourage Old Town employees from parking in said spaces. The proposed restrictions and payment requirements mimic the existing conditions on similarly commercial blocks in the neighborhood.

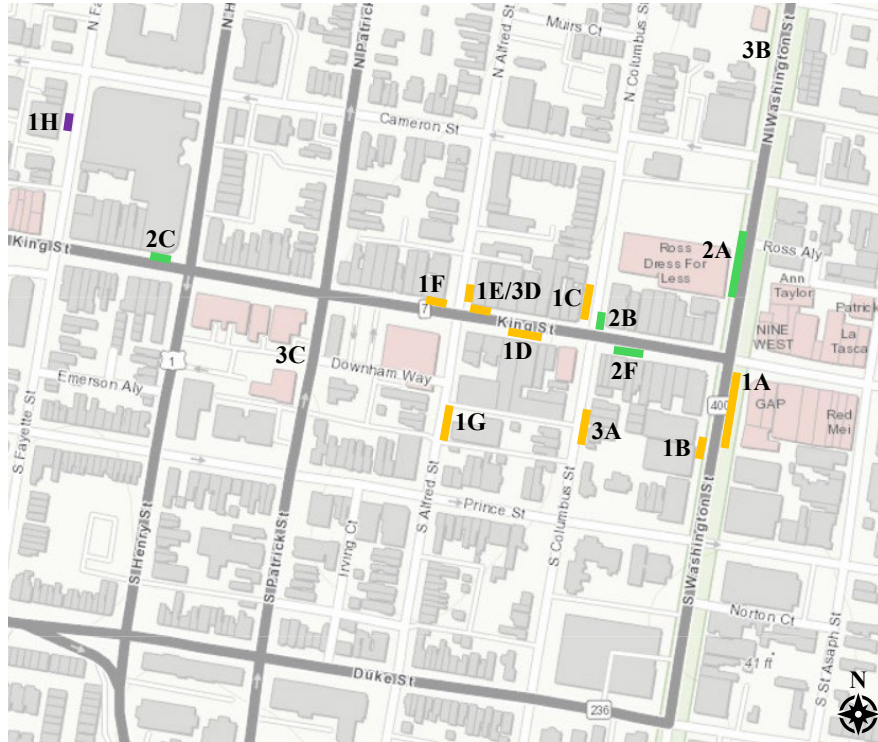
OUTREACH: Staff notified the businesses that had met with the City Manager and staff about the proposal and asked them to share with other businesses. Staff also discussed these proposed changes with the following businesses and organizations directly to garner feedback given the likely impact on their operations:

- Old Town Montessori School

- The school is supportive of reducing the hours of the loading zone at 112 South Columbus Street but is opposed to removing the loading zone altogether given parents' reliance on the zone for dropoff and pickup.
- Washington Street Preschool
 - The preschool is supportive of reducing the hours of the loading zone at 112 South Columbus Street but is opposed to removing the loading zone altogether given parents' reliance on the zone for dropoff and pickup.
- Bittersweet Catering
 - The owner of Bittersweet Catering is also the property owner of 101 North Alfred Street. The owner submitted the original request to have the loading zone moved from North Alfred Street to King Street to accommodate Sweetgreen's parklet. Staff propose moving the loading zone back to North Alfred Street which the property owner of 101 North Alfred Street is opposed to given the noise generated by trucks unloading in the mornings.
- Morrison House Hotel
 - The Area Managing Director of the hotel is supportive of the removal of the taxi stand at 116 South Alfred Street.
- Malee Massage Spa
 - Malee is supportive of the removal of the disability parking space at 124 North Fayette Street.
- Alexandria Shoe Repair
 - As of October 20, City staff has not received a response from Alexandria Shoe Repair regarding the removal of the disability parking space at 124 North Fayette Street.
- Alexandria Lyceum
 - The Deputy Director of the Lyceum is not supportive of the removal of the motorcoach loading zone on the 200 block of South Washington Street but did not indicate concerns with removing the motorcoach loading zone on the 100 block.
- DASH
 - DASH is supportive of adding 55 feet of loading and parking spaces on the south side of the 700 block of King Street given the accommodation provided for the eastbound bus stop.

City staff notified the Old Town Civic Association, the West Old Town Citizens Association, the Alexandria Economic Development Partnership, and Visit Alexandria of this wider proposal on October 20 via email. As of the posting of this docket report, staff had not heard back.

ATTACHMENT 1: LOCATIONS



Zones Proposed for Modification

- Loading Zone Removal/Mod
- Disability Parking Removal
- Adding Parking

ATTACHMENT 2 – SITE SPECIFIC LOCATIONS

LOCATION 1A - EAST SIDE OF THE 100 BLOCK OF SOUTH WASHINGTON STREET, NEAR KING STREET (*REMOVE MOTORCOACH LOADING, ADD PARKING*)



LOCATION 1B - WEST SIDE OF THE 100 BLOCK OF SOUTH WASHINGTON STREET, NEAR PRINCE STREET (*REMOVE LOADING, ADD PARKING*)



**LOCATION 1C - WEST SIDE OF THE 100 BLOCK OF NORTH COLUMBUS STREET,
NEAR KING STREET (*CONVERT 20-MINUTE PARKING TO TWO-HOUR PARKING*)**



**LOCATION 1D - SOUTH SIDE OF THE 800 BLOCK OF KING STREET, MID-BLOCK
(*REMOVE LOADING, ADD PARKING*)**



**LOCATION 1E - NORTH SIDE OF THE 800 BLOCK OF KING STREET, NEAR
NORTH ALFRED STREET (*REMOVE LOADING, ADD PARKING*)**



**LOCATION 1F - NORTH SIDE OF THE 900 BLOCK OF KING STREET, NEAR
NORTH ALFRED STREET (*REMOVE LOADING, ADD PARKING*)**



**LOCATION 1G - EAST SIDE OF THE 100 BLOCK OF SOUTH ALFRED STREET,
MID-BLOCK, SOUTH OF ALLEY (*REMOVE TAXI STAND, ADD PARKING*)**



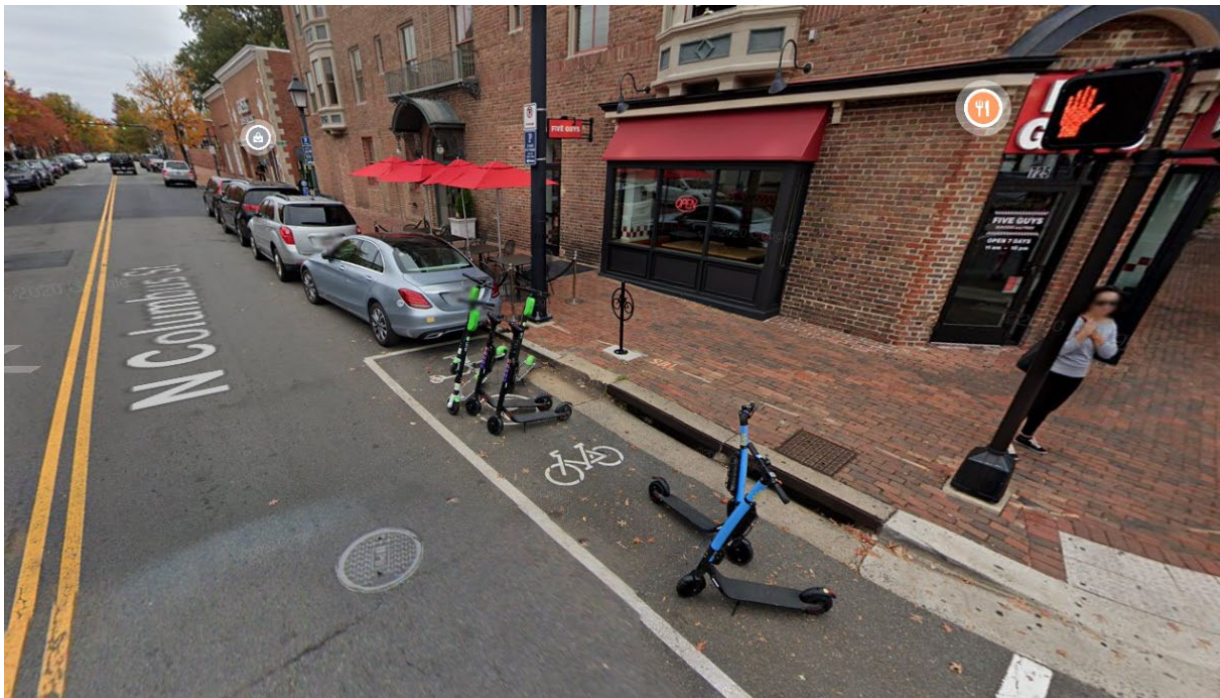
**LOCATION 1H - WEST SIDE OF THE 100 BLOCK OF NORTH FAYETTE STREET,
MID-BLOCK (*REMOVE DISABILITY SPACE, ADD PARKING*)**



LOCATION 2A - WEST SIDE OF THE 100 BLOCK OF NORTH WASHINGTON STREET, BETWEEN THE MOTORCOACH LOADING ZONE AND THE BUS STOP ZONE (*SHORTEN MOTORCOACH LOADING, ADD PARKING*)



LOCATION 2B - EAST SIDE OF THE 100 BLOCK OF NORTH COLUMBUS STREET, NEAR KING STREET (*RELOCATE SCOOTER CORRAL, ADD PARKING*)



**LOCATION 2C - NORTH SIDE OF THE 1100 BLOCK OF KING STREET, NEAR
NORTH HENRY STREET (*ADD PARKING*)**



**LOCATION 2D - EAST SIDE OF THE 600 BLOCK OF NORTH WASHINGTON
STREET (*ADD PARKING*)**



LOCATION 2E - BOTH SIDES OF THE 800 BLOCK OF NORTH WASHINGTON STREET (ADD PARKING)



West side



East side

LOCATION 2F - SOUTH SIDE OF THE 700 BLOCK OF KING STREET, NEAR SOUTH COLUMBUS STREET (*ADD LOADING/PARKING*)



LOCATION 3A - 112 SOUTH COLUMBUS STREET (*MODIFY LOADING HOURS*)



**LOCATION 3B - 200 AND 300 BLOCKS OF NORTH WASHINGTON STREET
(REDUCE METER HOURS)**



**LOCATION 3C - WEST SIDE OF THE 100 BLOCK OF SOUTH PATRICK STREET
(ADD METER RESTRICTIONS)**



**LOCATION 3D - EAST SIDE OF THE 100 BLOCK OF NORTH ALFRED STREET,
NEAR KING STREET (*REMOVE PARKING, ADD LOADING*)**



City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 26, 2026

DOCKET ITEM: 9

ISSUE: Taxicab Biennial Review

REQUESTED BY: City of Alexandria

LOCATION: Citywide

STAFF RECOMMENDATION: That the Board accepts the biennial taxicab review (Attachment 1) and maintains current taxicab regulations.

BACKGROUND: City Code requires a review of the taxi industry by staff every two years. Since the last report was issued, a new company has been approved and is operating in the City. Taxicab code changes were also approved by the Board and City Council in order to make the code more compatible with market conditions.

At the September 2025 meeting, the Board heard from a new proposed taxicab company, City Cab LLC, and recommended that the City Manager grant a certificate of public convenience and necessity for the new company and authorize 180 certificates. The City Manager granted a certificate of public convenience and necessity to City Cab LLC and authorized 80 taxicab certificates in December 2025.

At the September 2025 meeting, the Board voted to reduce the minimum required number of affiliated cabs from 40 to 10 and to continue to require a dispatch service for all companies, but remove dispatch requirements around dispatch call volumes and trips. In November 2025, City Council approved these changes.

At that time, taxicab companies also asked staff to remove section 9-12-32(f) that mandates ADA compliant handicap accessible transportation, but staff did not recommend that change and the Board did not vote to change that requirement.

The last year has seen a dramatic rise in fuel costs. In response, in May, the City Manager authorized taxicabs to charge a one dollar per trip surcharge due to the rising cost of fuel (attachment 2). This surcharge has been in effect since May and will continue until the City Manager recommends it ends or one year from when it was issued, whichever is sooner.

DISCUSSION: The 2025-2026 Biennial Taxicab Review is included as Attachment 1 and summarizes the state of the industry as well as recent taxicab code considerations and changes that have been made over the past several years. The Biennial Review shows that the City currently has some of the highest fares in the region as well as some of the highest vehicle age limit requirements. Because the City is leading in the region on these regulations and because the Board and City Council recently considered changes to taxicab regulations in 2025, no additional changes are proposed with this biennial review.

Even though no code changes are recommended through the biennial review process, the City will continue to work with the taxicab companies to ensure they are meeting the current code requirements in conjunction with the Hack Office.

OUTREACH: As part of the biennial review process, staff reached out to the taxicab companies to get data required as part of the process and let them know the biennial review would be considered by the Board at a public hearing.

ATTACHMENT 1: 2025-2026 BIENNIAL TAXICAB REVIEW

City of Alexandria

Biennial Taxicab Review 2025-2026

PURPOSE: The Biennial Taxicab Review is required by the Alexandria City Code (Section 9-12-31) every two years. During this review, the Traffic and Parking Board shall receive comment at a public hearing as to the economic condition of the taxicab industry, the adequacy of public service rendered by the industry, and whether any changes to the regulation of the industry are necessary or desirable, including changes to the number of taxicabs authorized for each taxicab company holding a valid certificate. This document provides a summary of the existing conditions and considers recommendations.

RECOMENDATIONS: No changes to taxi regulations or company vehicle authorizations are proposed with this biennial review.

STATE OF THE INDUSTRY: The taxi industry continues to face challenges resulting from increased competition from Transportation Network Companies, such as Uber and Lyft. The potential introduction of autonomous vehicles (AVs) in the region in the next decade could begin to reshape the taxicab industry. The City and taxicab industry will continue to keep an eye on any impacts AVs could have if self-driving, ride-hailing services are introduced in the region. At this time, it is unknown if commercial AVs will be deployment in the region.

In recent years, some Alexandria taxi companies have reported having trouble attracting new drivers given the different processes required for TNC drivers versus taxi drivers. In May 2024, City Council increased taxicab fares to help the taxi industry. In November 2025, City Council also approved changes to taxicab regulations including the minimum number of affiliated cabs and dispatch service requirements to help smaller companies.

The majority of trips for Alexandria taxi companies is driven by travel to and from the Reagan National Airport. The airport is a large market for Alexandria company taxi trips.

BACKGROUND: Over the past six years, the City has worked with the taxicab industry as it has faced challenges resulting from increased competition from Transportation Network Companies, such as Uber and Lyft. The City has reduced fees and regulation and oversight to make operating in the City easier and less expensive for taxicab companies. The City has increased meter charges so that we have some of the highest rates in the region. The City has increased the vehicle age limit to allow taxicabs that pass inspection to continue to operate in the city for longer. In the past year, the City reduced the minimum requirement for affiliated number of cabs and dispatch operations to meet current taxicab company needs. In the last year, the City also granted a certificate of public convenience and necessity for a new company to operate in the City, City Cab LLC. Below is a summary of the changes that have been made to taxicab regulations over the past five years.

Summary of Taxicab Changes 2021-2026

2021

- Reduced fees for taxi companies and drivers
- Reduced regulation and oversight

2023

- Increased initial meter charge from \$3 to \$4
- Increased vehicle age limit to 15 years and 17 years for hybrid vehicles
- Began Taxicab subcommittee and hosted three subcommittee meetings in 2023/2024

2024

- Increased initial meter charge to \$5.00 and raised the per mile charge to \$2.60 per mile

2025

- Reduced the minimum number of affiliated cabs from 40 to 10
- Reduced dispatch service requirements
- Granted City Cab LLC a certificate of public convenience and necessity

2026

- Implemented \$1 per trip gasoline surcharge in May

TAXI FARES: At the May 18, 2024 meeting, City Council voted to increase the initial meter charge to \$5.00 and raised the per mile charge to \$2.60 per mile. The existing taxicab fares for Alexandria and surrounding jurisdictions are provided below as a comparison.

Table 1: Current Regional Taxicab Fares by Jurisdiction

Jurisdiction	Initial Charge	Per Mile	Cost for Distance Traveled
City of Alexandria	\$5.00	\$2.60	\$0.52 for each additional one-fifth of a mile
Arlington County	\$4.50	\$2.60	\$0.52 cents for each additional one-fifth of a mile
Montgomery County	\$4.00	\$2.50	\$0.50 cents for each additional one-fifth of a mile
Prince George's County	\$3.50	\$2.10	\$0.30 cents for each additional one-seventh of a mile
Fairfax County	\$4.00	\$2.40	\$0.40 cents for each additional one-sixth of a mile
Washington DC	\$4.50	\$2.56	\$2.56 per mile
Washington Flyer	\$3.50	\$2.16	\$0.54 for each additional one-fourth of a mile

As can be seen in the table, the City of Alexandria currently has the highest initial charge rate and matches Arlington County and Washington DC for the higher per mile rates in the region. Due to this, no additional changes to taxicab fares are proposed with this review.

AGE REQUIREMENT FOR VEHICLES: Currently, Section 9-12-81 regulates how old a taxicab can be to obtain a permit to operate in the City. Vehicle permits are not issued for standard vehicles older than 15 years or for hybrid or alternative fuel vehicles older than 17 years. City Council voted in May 2024 to maintain the current age requirements for vehicles.

Because the City has some of the highest vehicle age requirements in the region, no additional changes to vehicle age requirements are proposed with this review.

Table 2: Current Regional Taxicab Vehicle Age Requirements by Jurisdiction

Jurisdiction	Taxi Vehicle Age Requirements
City of Alexandria	15 years for standard vehicles 17 years for hybrid or alternative fuel vehicles
Arlington County	12 years for gasoline-only powered non-wheelchair accessible vehicles 15 years for wheelchair accessible vehicles 15 years for hybrid, plug-in hybrid, and/or electric vehicles
Fairfax County	12 years for gasoline-only powered non-wheelchair accessible vehicles 15 years for hybrid, plug-in hybrid, electric and wheelchair accessible vehicles
Montgomery County	10 -year-old vehicle or newer standard vehicles 12-year-old vehicle or newer for hybrid, electric, or wheelchair accessible vehicles
Washington, DC	15-year-old vehicle or newer for DC 20-year-old vehicle or newer for hybrid, electric, or wheelchair accessible vehicles
Prince George's County	10-year-old vehicle or newer Maximum odometer mileage of 300,000

GASOLINE PRICES: In May, as allowed by City Code, the City Manager authorized taxicabs to charge a one dollar per trip surcharge due to the rising cost of fuel (attachment 2). This surcharge has been in effect since May and will continue until the City Manager recommends it ends or one year from when it was issued, whichever is sooner. Taxicabs are required to post a copy of the memo in their vehicle in order to apply the surcharge.

NEW CAB COMPANY: At the September 2025 meeting, the Board heard from a new proposed taxicab company, City Cab LLC, and recommended that the City Manager grant a certificate of public convenience and necessity for the new company and authorize 180 certificates. The City Manager granted a certificate of public convenience and necessity to City Cab LLC and authorized 80 taxicab certificates in December 2025. City Cab LLC officially began operations in February. They provided an update letter on current operations (attachment 3).

NUMBER OF CABS: City Cab LLC submitted a request for an authorization of 80 additional taxicabs for its fleet (attachment 4). The proposal would bring their total authorizations from 80 to 160. City Cab submitted the request for additional authorizations and City staff reviewed dispatch records submitted with the request and biennial review. City staff reviewed dispatch records submitted and with only 26 dispatch trips submitted, do not believe the dispatch records demonstrate a need for additional vehicles.

Staff didn't receive any additional requests and proposes maintaining the current authorizations and not to change the allocations of taxis for any other companies shown in Table 3.

Table 3: Summary of Taxi Reauthorizations, Requests, and Recommendations

Company	2024 Authorization	2026 Recommendation
Alexandria Yellow Cab	180	180
Alexandria Union Cab	225	225
City Cab LLC	80	80
King Cab Company	126	126
VIP Cab Company	63	63
Total	594	594

COMPLIANCE: At the last biennial review hearing in 2024, issues around compliance with taxicab requirements were raised. The City and Hack office worked with the companies to understand each company's compliance issues. As a result, code changes were passed by City Council in 2025 to reduce the minimum requirement for affiliated number of cabs and dispatch operations requirements to meet current market conditions. At that time, taxicab companies also asked staff to remove section 9-12-32(f) that mandates ADA compliant handicap accessible transportation, but staff did not recommend that change and the Board did not vote to change that requirement.

In preparation for the biennial review, taxicab companies were asked to provide information on their compliance with code section 9-12-32, requirements for certificate holders. Based on the information received from the companies, a couple companies are not meeting the ADA compliant handicap accessible transportation requirement.

PROPOSED CITY CODE CHANGES: Because City Council reduced the minimum requirement for affiliated number of cabs and dispatch operations in 2025, no additional changes are proposed with this review.

The City is monitoring decision around AVs in the region. If AVs with self-driving, ride-hailing services are introduced in the region, adjustments to the taxicab code may be needed. At this time, the City is not proposing any changes with this biennial review, but will continue to keep an eye on the taxicab industry if further changes unfold.

The City will continue to work with the Hack office to ensure taxicab companies are meeting the current code requirements.

ATTACHMENT 2: TAXICAB GASOLINE SURCHARGE

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 4, 2026
TO: JAMES F. PARAION, CITY MANAGER
THROUGH: LEAH RILEY, DIRECTOR, T&ES *Leah Riley*
FROM: KATYE NORTH, DIVISION CHIEF OF MOBILITY SERVICES, T&ES
SUBJECT: TAXICAB GASOLINE SURCHARGE

I am recommending the City Manager authorize taxicabs to charge a \$1.00 per trip surcharge due to rapidly increasing gasoline prices.

City Code Section 9-12-132(a) allows the City Manager to authorize taxis to apply a surcharge to taximeter fares in the event of a sudden increase in the cost of gasoline. The American Automobile Association's (AAA) fuel cost survey (Attachment 1) shows the average per gallon price of regular gasoline in the Washington, DC metropolitan area is currently \$4.30 per gallon, which represents an increase \$1.15 from the price one year ago.

Per the City Code, this surcharge will be in effect until the City Manager recommends otherwise, but not to exceed one year. Taxicabs must post notice in the taxicab adjacent to the farecard in order to apply the surcharge.


James F. Parajon, City Manager

5.6.26
Date

Attachment: AAA Latest Fuel Prices

cc: Hillary Orr, Deputy Director, T&ES, Transportation
Katie North, Division Chief, T&ES, Division of Mobility Services
Sheila McGraw, Curbside and Parking Program Manager, T&ES
Lt. Nick Lion, APD
Sgt. Jamie Gernatt, APD
Simone Henderson, Hack Officer, APD
Alicia Wright, Assistant Director *Alicia Wright*

ATTACHMENT 1

AAA Fuel Cost¹

Washington (Entire Metro Average)				
	Regular	Mid	Premium	Diesel
Current Avg.	\$4.300	\$4.784	\$5.149	\$5.738
Yesterday Avg.	\$4.296	\$4.793	\$5.154	\$5.735
Week Ago Avg.	\$4.087	\$4.603	\$4.964	\$5.731
Month Ago Avg.	\$4.179	\$4.690	\$5.048	\$5.890
Year Ago Avg.	\$3.152	\$3.683	\$4.034	\$3.690
HIGHEST RECORDED AVERAGE PRICE				
	Price		Date	
Regular Unleaded	\$5.064		6/15/22	
Diesel	\$5.961		6/13/22	

¹ Source: [AAA Fuel Prices](#) Data retrieved May 4, 2026

ATTACHMENT 3: CITY CAB LLC UPDATE

Date October 17,2026

To: - Ms. Sheila McGrow

Curbside and parking

Program Manager,

City Of Alexandria, Virginia

Subject: Biennial review of the City of Alexandria Cabs.

Dear Ms. Sheila McGrow,

On behalf of City Cab, I am submitting our to the City of Alexandria and providing an update on our responsibilities as City authorized, Driver Owned Taxi company.

Despite the challenges and restrictions, we have faced since the beginning of operations, we have continued working to establish and strengthen our services. We are investing significant time and effort in advertising, promoting City Cab, and attracting new customers. Although the transportation industry is highly competitive, particularly because of strong presence of Uber and Lyft, and other providers, we remain committed to serving Alexandria's residents and visitors professionally and reliably.

City Cab was established to give the local taxi drivers an opportunity to work together, serving the community, and build a sustainable business. We recognize the responsibility entrusted to us by the City of Alexandria and your colleagues, and we are committed to meeting that responsibility.

As part of our efforts to modernize and improve operations, we have implemented computerized dispatch and recording system through Taxi admin. We are encouraging our members to download use the application to improve dispatching, increase driver participation, track incoming calls, and provide more efficient and accurate services to customers.

The attached report was generated from our computerized system and documents the calls we have received and registered, along with available customer feedback and complaints. Although it may not capture every effort we have made, it provides a

documented overview of our progress and our continued work to develop the company. As you may recall, our operations officially began in February after several challenges delayed our launch. Since then, we have worked to overcome those obstacles, expand our customer base, improve our technology, and strengthen our ability to compete in the transportation market. Considering these efforts, we respectfully ask the City of Alexandria to consider our progress, recognize the challenges facing a newly established driver-owned company, and allow us the time and opportunity necessary to grow. We also request approval for additional membership and driver participation to strengthen our operations and expand our company's capacity to serve the community.

- Our dispatch system is Taxi Admin, one of computerized systems working in the transportation world.
- Our dispatch service is administered manually at the same time auto dispatch.
- One ADA compliance is one Van we have right now. The city needs 1/100 ADA, so we are complying. When the city gives us some more numbers we will get more.
- The ADA cab operates for 12 hours
- The current Stand due is 75.00 per month.

We sincerely appreciate your guidance, cooperations, and continued support. City Cab remains committed to transparency, accountability, technological improvement, and providing professional taxi services to the city of Alexandria.

Thank you for your time and consideration. We look forward to continuing our partnership with the city and demonstrating further progress in the months and years ahead to come.

Sincerely,

Jemal Said

City Cab Chairman.


10/17/2020

ATTACHMENT 4: CITY CAB LLC REQUEST FOR AUTHORIZATION OF 80 ADDITIONAL TAXICABS



113T-2 North Ripley Street
Alexandria VA, 22314
(703) 200-4298
citycabforhire@gmail.com

August 3, 2026

Via Email

City Manager
Traffic & Parking Board
City of Alexandria
2900 Business Center Drive
Alexandria, VA 22314

Subject: Request City the City Manager and the Alexandria Traffic & Parking Board to
Approve City Cab LLC's Renewal of its Certificate of Public Convenience and Necessity
with an Authorization for an Additional 80 Taxicabs

Dear City of Alexandria City Manager and Traffic & Parking Board,

Please accept this letter as City Cab LLC's initial notice to renew and amend our taxicab certificate to authorize eighty (80) additional taxicab certificates/vehicles submitted in accordance with the regulatory procedures governing the biennial review of the taxicab industry.

Pursuant to City of Alexandria taxicab regulations, certificate holders may apply for an amendment to the number of authorized vehicles during the biennial review by August 1.

City Cab LLC is submitting this request to be considered during the current review cycle and respectfully requests that this notice and forthcoming additional information about City Cab's operations since the issuance of its certificates since February of 2022 be considered by the City Manager and be included in the public hearing agenda held by the Board.

In support of this request, and in accordance taxicab regulations, City Cab LLC presents the following factors demonstrating the public convenience and necessity for these additional vehicles:

City Cab Letter Requesting Renewal and Additional Vehicle Authorization
Page 1 of 3

Operational Readiness: Since it's initial taxicabs authorization City Cab LLC has developed the cooperative governance, infrastructure, staffing, maintenance options, and administrative capacity to integrate 80 additional vehicles seamlessly into full operational service. City Cab revised its member-owned cooperative governance and ownership that includes the present driver-owners and strengthened its operational oversight and transparency. See the 7/18/26 amendment to its operating agreement approved by the City Cab General Assembly at TAB A.

Regulatory Compliance & Service Quality: City Cab LLC remains committed to upholding all safety standards, vehicle conditions, driver qualifications, and local regulations mandated by the City Manager's oversight. This includes the steady transmission of dispatch data. The data thus far, however, has been spotty at best due to various reasons.

First, very few people know about the existence of City Cab in Alexandria. As a result, there have been few calls or texts for service. In response, City Cab is developing and implementing a marketing plan with Suhyoon Wood, a Small Business Consultant providing no-cost assistance through City Cab's relationship with the Alexandria Economic Development Partnership. City Cab expects a rise in calls for Service in the upcoming months.

Second, due to upfront costs, City Cab decided to utilize Taxi Admin <https://citycabstaxi.com/> as its primary application to obtain and dispatch calls for service. Since City Cab resolved its governance and ownership issues, it will mandate all driver-owners to embed this application to record all calls for service. City Cab reports will be forwarded to the City as agreed.

Again, City Cab is a driver member owned limited liability company. City Cab holds a waiting list of drivers who want to become members upon City Cab's additional taxicab authorization. These driver owners come from existing taxicab companies licensed in the City of Alexandria. They seek to join City Cab due to its transparent and collaborative ownership model to provide a valuable and necessary service to the residents, businesses, and visitors of the City of Alexandria.

City Cab respectfully requests that:

1. The Board schedule this request for the public hearing held as part of the biennial review and issue a favorable recommendation to the City Manager.
2. The City Manager approve the request for 80 additional authorized vehicles as part of the formal order setting forth the conditions of the taxicab industry.

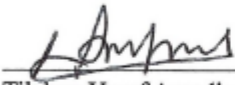
Again, thank you for your time and consideration of City Cab's request. We look forward to discussing this matter further and providing any additional information deemed necessary to support this request.

(Signatures on Next Page)

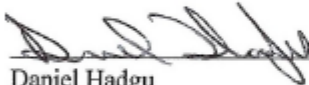
Sincerely,



Surafel B Woldemariam
President



Tilahun Yesuf Amedie
Treasurer



Daniel Hadgu
Secretary



Abriham Demissie
Board Member

Attachment: TAB A City Cab Amended Operating Agreement 7/18/2026

City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 26, 2026

DOCKET ITEM: 10

ISSUE: City Code Amendment – Update to the On-street Carshare Policy

REQUESTED BY: Staff

LOCATION: Citywide

STAFF RECOMMENDATION: That the Board make a recommendation to the City Council to repeal the On-street Carshare Policy (Resolution No. 2540) and amend the City Code to add a new chapter establishing a Carshare Program.

BACKGROUND: Carsharing is a short-term vehicle rental model where users rent cars by the hour, day, or minute through self-service mobile apps or websites, bypassing traditional rental agency counters.. Carsharing supports the goals of complementing and extending the reach of transit and other travel options such as biking and walking, alleviating parking and traffic congestion, reducing greenhouse gases and particulate emissions, reducing personal vehicle ownership and household transportation costs, and increasing travel convenience and accessibility. On-street stationary carshare trips start and end in parking spaces reserved exclusively for carsharing, which the carshare company pays for annually to lease from the City. Currently, one company—Zipcar—operates stationary carshare service in Alexandria. Free-floating carshare trips start and end in non-designated locations throughout Alexandria, as well as the greater region wherever free-floating carshare is permitted.

The first on-street carshare policy was Resolution No. 2540 (Attachment 1), adopted by the City Council on January 22, 2013. The resolution does not explicitly permit free-floating carshare, and requires that:

- Any on-street carshare parking spaces leased from the City be located in either Old Town or Carlyle
- Carshare companies request on-street parking spaces from the Board
- Vendors are selected through a competitive process
- There be no more than two carshare spaces per block
- Carshare companies sign leases of two years minimum
- The per-space rate be based on meter revenue

Currently, the City leases two parking spaces to Zipcar for them to offer stationary carshare services to residents. One space is located in the parking lot owned by the City at 916-920 King Street, which is considered an off-street space despite the lot being City property. The second space is located at 2034 Ballenger Avenue in Carlyle.

Staff is only aware of one free-floating carshare operator, Free2Move, that has historically offered services in the DC area. However, the company withdrew all US operations this past summer. Staff expect that other vendors will either form or commence operations in the DC area in the near future to meet demand given the lack of options at this time.

DISCUSSION: Much has changed in the last 13 years with regards to multimodality and how people choose to get around Alexandria. Bikeshare—and cycling as well as cycling facilities in general—has skyrocketed in popularity and presence relative to 2013. Rideshare companies, such as Uber and Lyft, have become much more commonly used across Alexandria and the DC area as a whole. Dockless micromobility companies entered the Alexandria market in 2018 followed by a pilot program in 2019 and a permanent program in 2021 which is ongoing and permits both electric scooters and electric bikes for longer distances and hillier terrain. Finally, DASH buses were made entirely free to ride throughout the city in 2021. These additional and/or expanded transportation options have continued to provide Alexandrians with ways other than driving alone for getting around which can help to reduce single-occupancy vehicle miles traveled, among many other benefits. However, Alexandria’s carshare program has not evolved in the same way nor at the same rate as the other aforementioned programs, which has resulted in frustration for some Alexandrians looking to go car-free.

Staff is proposing to establish a permanent carshare program and permit process within the City Code. This will make the stationary on-street carshare policy more flexible and permit stationary on-street carshare citywide, as well as permit free-floating carshare to operate within the city. The intent of this program is to incentivize companies to provide stationary and free-floating carshare services throughout Alexandria to provide residents with more transportation options that don’t require owning a car.

Staff propose permitting stationary and free-floating carshare companies to operate citywide under a fee structure set by City Council resolution. Stationary carshare companies would be required to obtain a business license from the City and submit an annual application to T&ES. A carshare parking space permit per designated space would be required annually and would be reviewed by the Board at a public hearing before initial issuance.

If approved, free-floating carshare companies would be required to first obtain a business license from the City, followed by an application permit obtained from T&ES annually, and would be required to pay a per-device operations fee for each vehicle permitted to deploy in the city. Free-floating carshare operations would not be subject to review by the Board, but will have to meet certain performance metrics laid out in the application requirements to continue operating in the city, similar to the dockless mobility program. Free-floating vehicles would also be identified with paint and/or signs displayed on the exterior of each vehicle and would be allowed to be parked for free in metered spaces, as well as in Residential Permit Parking Districts (RPPDs) without a Residential Parking Permit (RPP) for up to 72 hours.

Currently, only one on-street parking space in Alexandria is being leased by stationary carshare companies—in contrast to over 15 locations in both DC and Arlington—suggesting that the current policy is too inflexible and makes the return on investment for these companies too low to expand in Alexandria. Staff believes that making the policy more flexible and expanding the number of options for carshare companies will result in higher utilization rates and fewer single-occupancy vehicle miles traveled, and will not have a substantial impact on parking availability. Staff has coordinated with curbside management staff from County of Arlington and District Department of Transportation since 2023 to understand how their carshare programs were initiated, how they operate, and their impacts on residents’ quality of life and on-street parking supply. This information has been incorporated into the draft program and City Code language for Alexandria.

Following consideration by the Board, the structure of the associated ordinance may change but none of the underlying substance will, and the proposed amendment will be brought to City Council in December. If approved, the new program would be implemented in 2027.

OUTREACH: Expanding and facilitating carshare options for residents in Alexandria has been a key goal of the Long-Range Interdepartmental Work Plan for several years, which is a framework that is reviewed and approved by the Planning Commission and the City Council at public hearing. Staff has also discussed potential carshare program updates at past Board meetings.

ATTACHMENT 1: Resolution No. 2540

RESOLUTION NO. 2540

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;

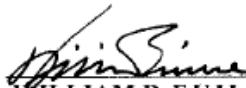
**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL
OF THE CITY OF ALEXANDRIA, VIRGINIA:**

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:

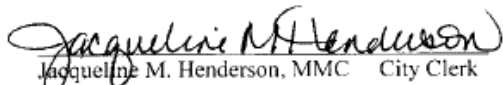
Old Town: \$2,300 per space

Carlyle: \$1,500 per space

Adopted: January 22, 2013


WILLIAM D. EUTILLE MAYOR

ATTEST:


Jacqueline M. Henderson, MMC City Clerk

ATTACHMENT 2: Proposed Carshare Chapter

ORDINANCE NO. _____

AN ORDINANCE to [insert] of the Code of the City of Alexandria, Virginia, 1981, as amended.

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That Title 9 of the Code of the City of Alexandria, Virginia, 1981, as amended, be, and the same hereby is, amended by adding a new Chapter 17 to read as follows:

Sec.9-17-1 – Purpose, persons covered, and administration.

- (a) Purpose. The purpose of this section is to regulate carshare programs in the City of Alexandria, the operation of such services, the qualification of businesses providing such services through this issuance of permits, and the compliance and enforcement of such permits in order to preserve the health, safety, and welfare of residents and the public at-large, achievement of city transportation goals and objectives, as well as assuring competition among providers that results in high-quality carshare options throughout the city.
- (b) Persons covered. Any person who provides carsharing services or applies to provide such service in the City of Alexandria shall be governed by the provisions of this chapter.
- (c) Unless otherwise stated, the director of transportation and environmental services or designee shall be charged with administering the provisions of this chapter.

Sec. 9-17-2 - Definitions.

The following words and terms, when used in this Chapter, shall have the following meanings unless the context clearly indicates otherwise:

- (a) "Applicant" means any individual, company, corporation, partnership or other such legal entity that seeks a permit, or an amendment, modification, or revision to such permit.
- (b) "Carsharing service" is a membership-based service available to the general public that provides access to a dispersed fleet of vehicles intended for short-term use, for which members are charged based on actual use as determined by time, mileage, or similar means.
- (c) "Carshare vendor" is an organization that provides its members with access to a fleet of shared-use vehicles at geographically distributed locations.
- (d) "Carshare fleet" refers to the total amount of vehicles made accessible by a carshare vendor for the use of its members.
- (e) "Carshare vehicle" is a vehicle made accessible by a carshare vendor for use by its

members.

- (f) "Carshare parking space" refers to one or more spaces on public right-of-way or located in City-owned parking facilities within the city designated, reserved, and maintained by the City for the provision of carsharing services.
- (g) "Director" refers to the director of transportation and environmental services.
- (h) "Free-floating carshare" refers to a carsharing service in which users can retrieve and return the service's carshare vehicle from and to any legal on-street parking space within the City or other localities where the free-floating carshare vehicle is permitted to park.
- (i) "Permit" means the permit issued by the City of Alexandria to a carshare vendor as provided in this chapter.
- (j) "Permit holder" means any carshare vendor that has been granted a permit.
- (k) "Revoke" or "revocation" means the removal of rights and privileges conferred through a permit.
- (l) "Stationary carshare" refers to a carsharing service that requires users to retrieve and return the service's carshare vehicle from and to the same carshare parking space.
- (m) "Suspend" or "suspension" means the temporary removal of rights and privileges conferred through a permit.

Sec. 9-17-3 – General carsharing requirements and procedures.

- (a) All applicants shall possess a valid City of Alexandria business license.
- (b) *Application Fee.* The fee structure for permit applications as provided in this chapter shall be set by resolution of the city council.
- (c) *Permit Fee.* The fee structure for each permit issued by the City of Alexandria as provided in this chapter shall be set by resolution of the city council.
- (d) *Per Device Operations Fee.* The fee structure for each permit issued by the City of Alexandria as provided in this chapter shall be set by resolution of the city council.
- (e) Suspension or revocation of permits; hearing procedure.
 - 1. The director or designee may, after providing the opportunity for a hearing as provided herein, suspend or revoke a permit issued under the provisions of this section if the director or designee finds that the permit-holder has violated any provision of this chapter or permit agreement on three or more occasions within a 12-month period.
 - 2. Prior to ordering the suspension or revocation of a permit, the director shall notify,

in writing, the permit holder, stating the reasons for the suspension or revocation. This notice shall be mailed, postage prepaid, to the permit holder at the business address appearing on the permit holder's permit application. The notice shall state that the permit will be suspended or revoked unless a written request for hearing is filed with the director, by the permit holder within 10 business days of the date the notice is mailed. If no request for a hearing is filed within this 10-business day period, the permit shall be suspended or revoked by order of the director or designee, and the suspension or revocation shall be final.

3. If the permit holder files a request for a hearing in accordance with this provision, the director, shall give written notice of the hearing to the permit holder at a time and place designated by the director or designee. If, after the hearing and consideration of the facts, the director or designee determines that a suspension or revocation is warranted, then the permit holder shall be so notified in writing within 10 days of the hearing and the permit shall be suspended or revoked as provided in such notice. Such action shall be effective upon receipt by the permit holder of such written notice, by certified mail or hand delivery.
4. If the director or designee revokes a permit, then the prior holder of the revoked permit shall not engage in the free-floating carshare business in the City of Alexandria, unless and until the prior permit holder reapplies for a permit in accordance with the application process of this chapter and is issued a permit. The prior permit holder shall be entitled to reapply for a permit not sooner than 365 calendar days after the effective date of the revocation.

(f) Service Requirements

1. User safety training. Upon registration, the permit holder shall require each registrant to review the driver requirements pursuant to the Alexandria City Code, and any relevant State driving laws.
2. Customer service. The permit holder shall have a website and customer service phone number for reporting safety concerns, complaints, and questions that is live 24 hours a day and has a Spanish language ability.

(g) The authorized carshare vehicles shall clearly display the carshare vendor's logo.

Sec. 9-17-4 - Stationary carsharing.

- (a) The director or designee is authorized to establish a reserved-space carshare program allowing on-street space in the right of way to be reserved by permit for exclusive use by authorized carshare vendors and their members.

(b) Carshare parking space permit.

1. Application required. A carshare vendor seeking a permit for a carshare parking space must submit a permit application for each requested carshare parking space to the director in compliance with this chapter and the application rules and procedures promulgated by the director or designee. It shall be unlawful for any person knowingly to make or cause to be made, either directly or indirectly, any materially false statement on any application, accompanying documents, or reports

submitted pursuant to this chapter. Any such application containing a materially false statement may be rejected by the director or designee. Upon rejection of the application due to such a false statement, the applicant shall not be permitted to resubmit an application for a period of two years after the date of the application containing the false statement(s).

2. Application evaluation and criteria.
 - i. The director or designee will evaluate each application.
 - ii. In evaluating each application and the corresponding potential carshare parking space or spaces, the director or designee may consider the area's rate of car ownership, density, and demand for such services as well as on-street parking generally, the applicant's compliance with the requirements of this chapter, the city's transportation and land-use planning goals, any other application rules and procedures promulgated by the director, and any other relevant information as the director deems appropriate.
 - iii. The director or designee, upon review and recommendation by the traffic and parking board, may establish or remove one or more designated carshare parking spaces on the public right-of-way.
 3. Permit Term. Each carshare parking space may be permitted for a term of (1) year, renewable on an annual basis. To continue service for an additional term, the permit holder shall re-apply for a permit annually.
- (c) Carshare parking spaces will be for the exclusive use of the carshare vendor with an active permit to use that space, along with their members when using the stationary carshare service. Unauthorized vehicles are prohibited from parking in carshare parking spaces. Any violations of this subsection shall be punishable as a violation of 10-4-2, parking contrary to an official sign.
- (d) If a carshare parking space is located in an area with parking meters or pay-by-phone parking, the carshare vendor and any user of a carshare vehicle permitted to park in the carshare parking space are exempt from paying any parking meter or pay-by-phone parking fees associated with the carshare vehicle being parked in the carshare parking space. If a carshare parking space is located in a residential permit parking district or an area with other time restrictions, the carshare vendor and its vehicles will be exempt from the posted residential permit parking restrictions.

Sec. 9-17-5 - Free-floating carsharing.

- (a) The director or designee is authorized to establish a free-floating carshare program allowing vehicles in a permitted carshare fleet to be parked in any legal on-street parking space.
- (b) Citywide permit cap. The director or designee may establish, modify, or eliminate a cap on the total number of free-floating carshare vehicles permitted to operate under this program when the director or designee determines that such action is appropriate considering factors such as the public's safety, health and welfare, as well as any other factors or considerations included as application evaluation criteria below.

(c) Permit for carshare fleet.

1. Application required. A carshare vendor seeking authorization for a carshare fleet to operate as a part of the free-floating carshare program must submit a free-floating carshare program application, with application fee, to the director or designee in compliance with this chapter and the application rules and procedures promulgated by the director or designee. It shall be unlawful for any person knowingly to make or cause to be made, either directly or indirectly, any materially false statement on any application, accompanying documents or reports submitted pursuant to this chapter. Any such application containing a materially false statement may be rejected by the director or designee. Upon rejection of the application due to such a false statement, the applicant shall not be permitted to resubmit an application for a period of two years after the date of the application containing the false statement(s).
2. Application evaluation and criteria. The director or designee will evaluate each application and notify the applicant in writing about its decision to approve or deny an application, and if approved, the number of carshare vehicles that the applicant can have permitted in the city. In making such an approval or denial, the director or designee may consider the established citywide permit cap on total number of carsharing vehicles in the city, the compliance with the requirements of this chapter, demand for services, support for an open marketplace, the city's transportation and land-use planning goals, any other application rules and procedures promulgated by the director or designee, and any other relevant information as the director deems appropriate.
3. An applicant must request an initial allocation of carshare vehicles. In consideration of the application evaluation criteria listed above, the director or designee will determine the initial number of carshare vehicles approved under the permit. The applicant must pay a per-vehicle operations fee amount outlined in the permit application for each approved carshare vehicle for a 365-day permit term.

(d) Changes in the number of permitted carshare vehicles per permit holder while a permit is active.

1. The permit holder is responsible for maintaining its fleet size within the city to no more than 105 percent of their permitted number of carshare vehicles, subject to provisions below.
2. Increases.
 - i. A permit holder may request in writing to the director or designee, no more than once every three months, a permit amendment to expand its fleet. For amendment approval, the permit holder shall demonstrate compliance with this chapter's requirements and shall demonstrate the maximum permitted carshare vehicles are being consistently used.
 - ii. The request must be accompanied by an amendment application fee amount outlined in the permit application. For every approved additional carshare vehicle, the per device operations fee must be paid.
 - iii. Such expansion requests may or may not be approved pursuant to considerations under this chapter.
3. Decreases.

- iv. A permit holder may request in writing to the director or designee, no more than once every three months, a permit amendment to decrease its fleet.
- v. The director or designee may decrease the permit holder's permitted fleet size by any amount when the permit holder does not meet code provisions or permit requirements.
- vi. The director or designee may also decrease the permit holder's permitted fleet size at renewal pursuant to considerations under this chapter.
- vii. Permit fees shall not be refunded to the permit holder in the event that their permitted fleet size is decreased for failure to meet the code provisions or permit requirements.

(e) Permit Term.

- 1. Each permit for a carshare vendor to participate in the free-floating carshare program shall be for a term of (1) year, renewable on an annual basis. To continue service for an additional term pursuant to renewal, the permit holder shall re-apply for a permit annually. Upon renewal, the permit holder is responsible for paying the per-vehicle operations fee as specified in their permit, or as amended by the city council. Such fee is nonrefundable. The director or designee may limit the fleet size eligible for renewal pursuant to considerations under this section.
- 2. The carshare vendor shall submit the vehicle registration and license plate information associated with each vehicle for the city's records.
- 3. *Non-renewal.* Failure to remove all carshare vehicles from the city right-of-way and streets prior to expiration of the non-renewed permit may result in impoundment of the carshare vehicles pursuant to Sec. 5-8-24. The city has the right to charge for the costs of removal and may utilize the surety bond to pay fees.

(f) Parking

- 1. Carshare vehicles are not permitted to park in one location longer than 72 consecutive hours without moving, and, unless stated otherwise, all other citywide parking-related rules in Chapter 10-4 of the City Code and 'Temporary Reserved Parking' restrictions also apply.
- 2. Within two hours of reporting by the city or others, the permit holder shall correct a carshare vehicle parked in violation of this section or otherwise in conflict with applicable laws and regulations.
- 3. *Exemptions to post parking restrictions.*
 - i. Anyone operating a carshare vehicle is exempt from paying any parking meter or pay-by-phone parking fees associated with the location in which the carshare vehicle is parked.
 - ii. A carshare vehicle may be parked in excess of a location's specific parking duration, including in residential permit parking districts, restricted overnight parking districts, and restricted daytime parking districts.
- 4. Failure to adhere to these parking requirements may result in the city impounding the carshare vehicle, with the permit holder responsible for all costs associated with towing and storage of carshare vehicles so removed, in addition to any applicable fines or fees, or other penalties as appropriate under the law. The city may consider permit holder's carshare vehicles abandoned and dispose of them if the permit holder fails to retrieve the vehicle within seven days upon being notified of removal and storage, pursuant to the procedure stipulated under Sec. 5-8-27.

Notwithstanding, the city's ability to remove improperly parked carshare vehicles, such removal shall not waive any other legal remedies available to the city, including but not limited to, the director's or designee's authority to pursue suspension or revocation of a permit holder's permit for any violation of this chapter.

- (g) The director or designee may establish, in consultation with permit holders, requirements to ensure that access to these services is made as broad as possible among members of the community. The baseline requirements are as follows:
 - 1. A minimum of 30 percent of vehicles from a carshare fleet that is permitted to participate in the free-floating carshare program must be deployed in areas as defined in the permit application. The director or designee may amend the percentage or geographic specificity of the distribution requirements.
 - 2. Carshare vehicles may not be deployed by the permit holder or its contractors within the boundaries of a Residential Parking Permit District, Daytime Parking District, or Overnight Parking District.
 - 3. To account for time required to move cars, carsharing vendors shall be allowed a maximum of two (2) hours with zero (0) vehicles in an area.
- (h) Communication. Except as otherwise specified in this chapter, the permit holder shall respond within five business days regarding issues or questions raised by the city, in meetings, through telephone inquiries, or any other form of correspondence.
- (i) Operations center. The permit holder shall have a staffed operations center in the Washington, D.C. region to adequately and timely address any operational concerns that arise from providing service in the city.
- (j) The permitted free-floating carsharing vendor shall provide the City with data on a monthly basis to help evaluate the impact of the program. The City shall provide the carsharing vendor with the specific performance measures outlined in the permit application and the dates that information shall be provided to the City.
- (k) The permit holder shall ensure each deployed carshare vehicle is fully operable, free of defects, conforms to relevant safety standards, and is well-maintained and clean.
- (l) If a permit holder's carshare vehicle is reported in need of maintenance and/or cleaning, the permit holder shall immediately prevent further use of the vehicle, and within one day of notification, shall either remove it from city right-of-way or resolve the reported concern.
- (m) Insurance Requirements
 - 1. The permit holder must abide by the insurance requirements promulgated by the director or their designee.

Section 2. That Resolution No. 2540 be repealed in its entirety.

Section 3. That Chapter 17, Title 9 pursuant to Section 1 of this ordinance, be, and the same hereby, is reordained as part of the Code of the City of Alexandria.

Section 4. That this ordinance shall become effective upon the date and at the time of its final passage.

ALYIA GASKINS
Mayor

Introduction: DATE, 2026
First Reading: DATE, 2026
Publication: DATE, 2026
Public Hearing: DATE, 2026
Second Reading: DATE, 2026
Final Passage: DATE, 2026

City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 26, 2026

DOCKET ITEM: 11

ISSUE: Written Staff Updates & Public Hearing Follow-up

A. West End Transportation Open House

The Transportation Branch is hosting a West End Transportation Open House on Thursday, October 29 from 5 – 8 p.m. in the Forum at Minnie Howard (3775 W Braddock Road). The Open House will include representatives from various City transportation projects across the planning, design and construction phases in a convenient location to share information and engage directly with the community. Learn more about the open house and sign up for event updates on the [event webpage](#).

B. ACPS Walk Zones Update

At its September meeting, the Traffic & Parking Board requested an update on walk zones for Alexandria City Public Schools (ACPS). ACPS, in coordination with the City, established walk zones for the new school boundaries for the 2026-2027 school year. Those walk zones were developed based on ACPS's [Policy EEA-R/EEAB-R](#) (<https://go.boarddocs.com/va/acps/Board.nsf/goto?open&id=D7GQ9Y684A07>).

As part of that process, families were able to request reconsideration of their walk zone status. ACPS evaluated all requests, and ultimately approved 183 requests for special bus service, which granted walk zone exceptions to over 450 students. The majority of the approved requests were for students attending the following schools:

- Douglas MacArthur Elementary School
- Mount Vernon Community School
- William Ramsay Elementary School
- Charles Barrett Elementary School

Meanwhile, the City and ACPS are continuing to coordinate on prioritizing infrastructure improvements near schools, in addition to the City's ongoing Safe Routes to School project efforts. Two locations are proposed for near-term safety improvements at this October Traffic & Parking Board Public Hearing, and if approved, would be implemented this fall. Further improvements, including updated school zone boundaries and enforcement, are under development.

C. Russell Road Safe Routes to School Project Update

The Russell Road Safe Routes to School Project that was brought before the Board for consideration at their July and September meetings was appealed and will be brought before City Council for consideration at their November 14 meeting. Council will consider the appeals and review the full project to reach a final decision.

D. Wilkes Street Bike Connection Update

At the September meeting, Board members asked that staff look into the Wilkes Street Bike Connection that has been closed due to recent development. The Bike Connection on the Wilkes Street West Parcel, located between South Patrick Street and South Alfred Street, should be reopened in Q1 of 2027. The developer will continue work on the West Park Parcel afterward, but the bike trail will remain open. The East Parcel, located between South Alfred Street and South Columbus Street, will likely be under reconstruction in the next 12-18 months during which time the bike connection between South Alfred Street and South Columbus Street will be affected. A detour likely on Wolfe Street will be provided during that time.