Submission to the Traffic and Parking Board

Referencing the OTC Stop Rebalancing

January 20, 2026

Summary

This submission and recommendation to the Board is being respectfully submitted by three long-time residents who are stakeholders in the proposed relocation of the bus stops on the routes of the Old Town Circulator (OTC):

- Scott Corzine - 300 Queen Street, at the southwest corner of the intersection of Queen and N. Fairfax Streets
- Christopher Brown - 226 N. Fairfax Street
- Timothy Chase - 224 N. Fairfax

We fully support the objectives of the Dash Board of Directors for the bus route rebalancing but feel that the Board's objectives can be implemented more effectively with some changes implemented in a way that helps all affected stakeholders.

The Old Town Circulator Stop Rebalancing Plan

In addressing the impetus behind the Old Town Circulator Stop Rebalancing, the Board Packet for the BOD's January 14, 2026 meeting acknowledged that, as one of Alexandria's highest-ridership bus corridors, service improvements to the OTC routes must include better stop spacing. The report recommended that the Board expand our current average bus stop spacing of approximately 598 feet to a distance that more closely aligns with to the NACTO urban average of 1,320 feet. It explains that this differential contributes to slower travel times and reduced reliability.

The Board Packet proposed an OTC stop rebalancing plan to:

- Improve bus speed and schedule reliability
- Enhance passenger accessibility and comfort
- Support ADA upgrades at key stops
- Better align stop locations with new and emerging development

The proposal includes removal of 8 existing stops and addition of 5 new stops. It acknowledges that "some on-street parking removal is required to support ADA-compliant boarding areas, parking will be restored at other locations along the corridor." It is consideration of these associated parking modifications that is before the Traffic and Parking Board on January 26.

Submission to the Traffic and Parking Board

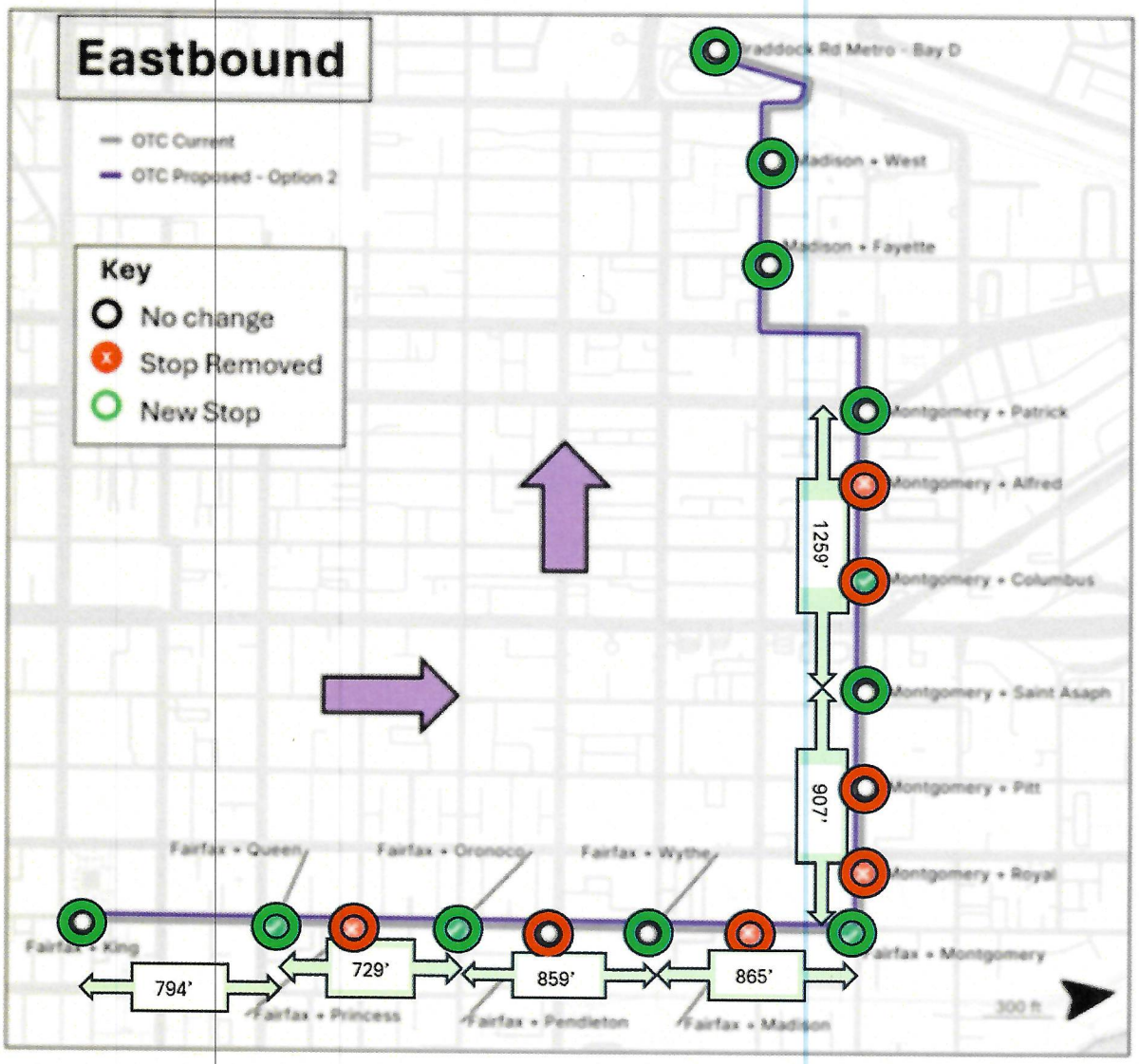
Referencing the OTC Stop Rebalancing

January 20, 2026

Discussion

The Dash plan for the OTC route concludes with a total of 13 Eastbound stops and 12 Westbound stop, for a total of 25 OTC stops. We propose an alternative plan that concludes with 10 Eastbound stops and 9 Westbound stops, totaling 19 – a reduction of 6 additional stops.

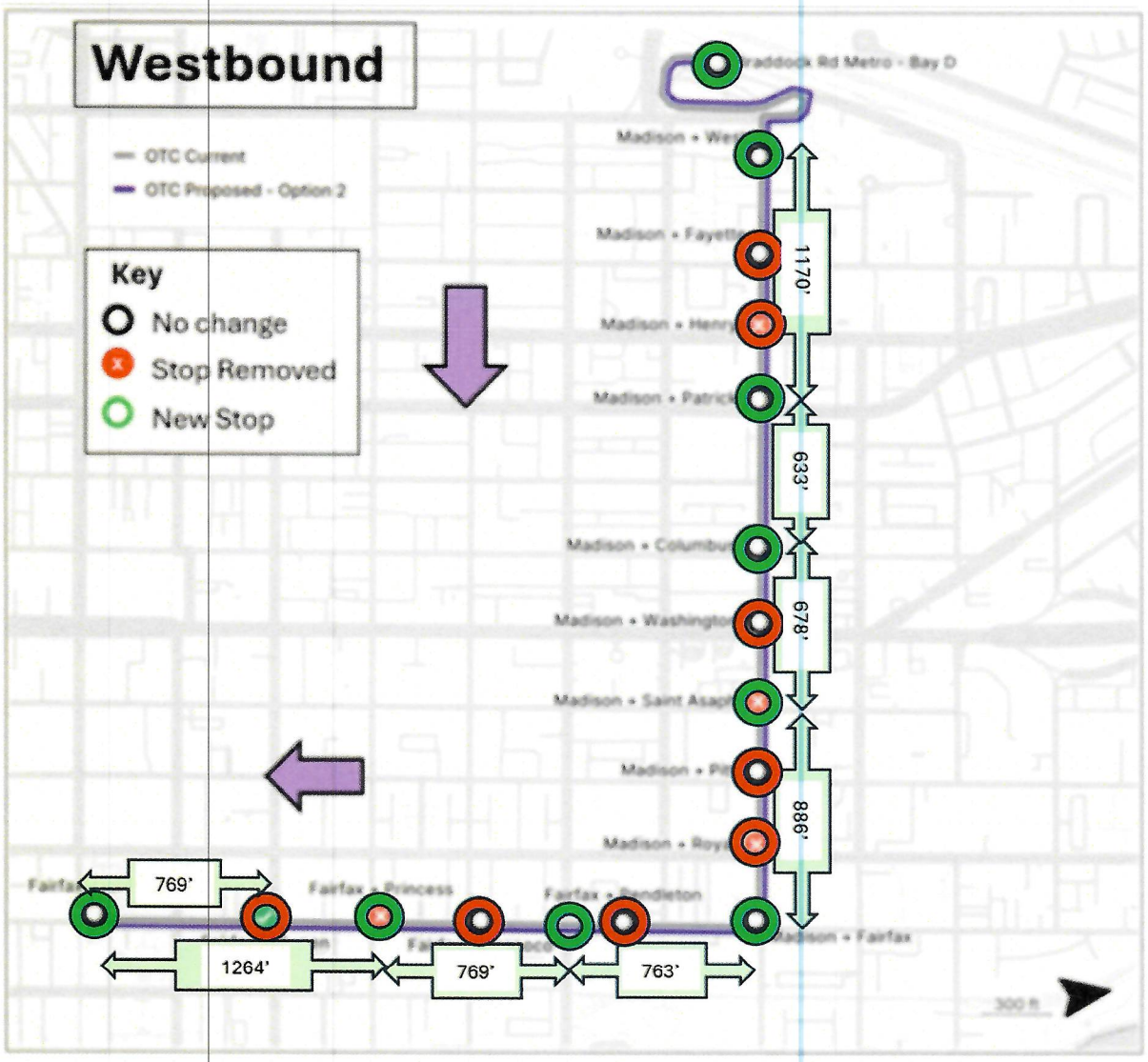
Along much of the Eastbound and Westbound routes we used the City's GIS measuring tool to show the distances between the stops proposed by Dash and those that we propose. In our plan, Dash and the City will establish bus stop spacing that is roughly twice that of the Dash Board's plan, and moves us closer to the NACTO target average of 1320 feet without ever exceeding it:



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Legend:

- Small circles are the Dash plan to remove (red "X"), keep (open circle) or add (green "check") stops.
- The larger donut circles are our alternative proposal – red donuts for stop removal, and green donuts for those that should be kept or added.
- The stop spacing is closely accurate but inexact.

Submission to the Traffic and Parking Board

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January 20, 2026

Improved Results

We believe that our alternative plan:

- better meets Dash's stated objectives for spacing, ADA access, more frequent and reliable service, and improved ridership;
- continues to support neighborhoods that are likely to be high ridership blocks;
- more conveniently supports new riders expected from the residential developments at 333 and 301 N. Fairfax Streets (that will encompass the entire block bordered by Fairfax, Princess, Lee and Queens streets);
- keeps the stops near Harris Teeter for the convenience of riders with heavy grocery bags; and
- imposes the least negative impact on parking space removal and encroachment on active driveways.

In our alternative plan, Dash and the City will establish bus stop spacing that is roughly twice that of the Dash Board's plan, moving Alexandria closer to the 1320-foot NACTO target average.

Impacts from the Proposed Westbound Stop at Queen & Fairfax

Our homes - at 300 Queen Street, and 224 and 226 N. Fairfax Street – sit on two streets close to City Hall and King Street that have major parking problems. Locating a Westbound stop there, as proposed, would create several significant problems that our alternative plan resolves.

- These three homes already face a material increase in vehicular traffic from the 67 cars that will exit the proposed 48-unit condominium at 301 N. Fairfax Street directly onto Queen and N. Fairfax Street intersection. Placing a bus stop directly blocking those that turn southbound on N. Fairfax will introduce traffic congestion and back-ups that are unsafe in an already highly trafficked intersection.
- The 300 Queen Street property lacks a driveway and relies totally on District 2 on-street parking. While the 224 and 228 N. Fairfax Street properties have driveways, both owners also utilize on-street parking. Removing the parking spaces there will result in a materially negative impact at a time when spillover parking on Queen and Fairfax Streets from the

many new residents living at 301 N. Fairfax will already drastically reduce our access to the on-street parking that is already quite limited.[1]

- Moving the current stop at Fairfax and Princess 1 block south to the corner of Queen will disenfranchise AHRA residents living on the southeast corner of the community, forcing them to walk blocks farther northward or southward to catch the bus.
- The proposed stop at Queen/Fairfax will make it more difficult to meet ADA compliance. The large sycamore tree and fenced tree well on the site will block or partially block ADA access at the back door of buses, leaving only the front door for handicapped access. This would force buses to either stop even farther south, blocking the driveway at 226 N. Fairfax and impacting the north-most parking space in front of 224 N. Fairfax Street, or to stop shorter and risk the back of buses blocking the crosswalk at Queen and Fairfax. That would be a danger to both vehicles and pedestrians, especially because this heavily-trafficked intersection is favored by dog walkers and waterfront tourists all day long. Removal of that mature tree should never be on the table, especially since the city granted the developer of 301 N. Fairfax St. a 60% reduction in required green cover there. Losing the sycamore would be further devastating and environmentally unwise.
- The proposed Queen/Fairfax stop will align far less well than alternatives in meeting Dash's goal to support expected new residents of 301 N. Fairfax and 333 N. Fairfax development sites who may be bus riders. The planned Westbound stop will be as close to the center of the 300 block of N. Fairfax as it will to the Queen Street intersection, because Westbound buses will have to pass the 40-foot bus bulb at 301 before they can pull to the curb to embark/disembark riders from both developments. (See figure 1 on page 7.)
    - Our plan keeps the stop at Princess and Fairfax because it serves these riders better and has the great advantage of making it far easier on residents of AHRA housing. There will be a pedestrian walkway between the proposed 301 and 333 Queen Street developments approximately 75 feet from the Princess and Fairfax intersection, where residents from both 301 and 333 buildings can use to walk over

[1] 48 of the 67 underground spaces being planned for 301 N. Fairfax (72%) are unrealistically designated for compact cars and cost $30,000 to purchase. It is predictable that many owners – especially those with larger cars - will elect to forgo paid underground parking and "take their chances" with street parking, because they will not be issued District 2 permits, per the Traffic and Parking Board's decision. Unless the city commits to aggressive, continuous enforcement, the addition of those cars competing for rare Queen and Fairfax Street spaces, will render our ability to park in our neighborhood even more challenging. (Note that the Fairfax bus bulb will remove another approximately eight spaces along the east side of the 300 block.)

and board at the mid-block Eastbound stop and the Westbound stop we prose should remain at Princess and Fairfax.

- Even if there is some compelling reason to not keep the Princess/Fairfax Westbound stop, two far more effective and less disruptive alternatives are available for this stop:
    - The most effective would be to locate the stop directly across the block from the northbound stop. This location better serves riders from the new developments and fits perfectly in front of a commercial establishment (hair salon) which operates only limited hours during the day and enjoys a 50-foot length between curb cuts (versus the 39-foot length at the currently proposed Queen/Fairfax stop). This choice does not result in the loss of 2-3 rare parking spaces in high demand from residents without driveways. All residents on either side of this mid-block stop in front of the salon enjoy two off-street parking spaces each, so they will never be affected, unlike residences affected by the proposed site, who would lose valuable parking spaces and face encroachment on their ingress and egress from active driveways.
    - The second option would be to place the stop at the northwest corner of the Queen/Fairfax intersection because it offers 67 feet of curb space (versus the 39 feet at the currently proposed corner) and in no way would encroach on the ability of residents of 301 Queen to use their driveway. Once again, all Fairfax-facing residents nearby enjoy off-street parking, so they would never be affected.
- Finally, locating the bus stop as proposed is likely to turn the stoops of 226 and 224 N. Fairfax into makeshift bus benches by riders awaiting the bus there, an encroachment on the owners' private entrances and their unimpeded freedom to enter and exit their own homes. Moreover, the proposed bus stop will be directly in front of the driveway at 226 N. Fairfax Street, blocking entry and exit whenever one of the many 30, 31 and 34 buses stop there. There are only 39 feet on this corner between the intersection and the 226 N. Fairfax driveway, while the Princess/Fairfax or mid-block options are far longer – 50 feet and 67 feet.

Summary Recommendations

For all these reasons, we respectfully ask the Board to consider our suggested alterations to the OTC Stop Rebalancing. They will be more operationally cost-effective, support increased ridership, shorten wait times and improve reliability, and move this route much closer to the target NACTO stop spacing – all Dash objectives.

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January 20, 2026

As for the proposed Queen/Fairfax Westbound stop, we feel that selecting one of the three alternatives we describe will be beneficial to all stakeholders and superior to the current proposal. We greatly appreciate the Commission's consideration of our submission. We plan to be present for discussion of this request at your scheduled January 26 Traffic and Parking Board meeting.

Respectfully yours,

Scott Corzine

Christopher Brown

Timothy Chase

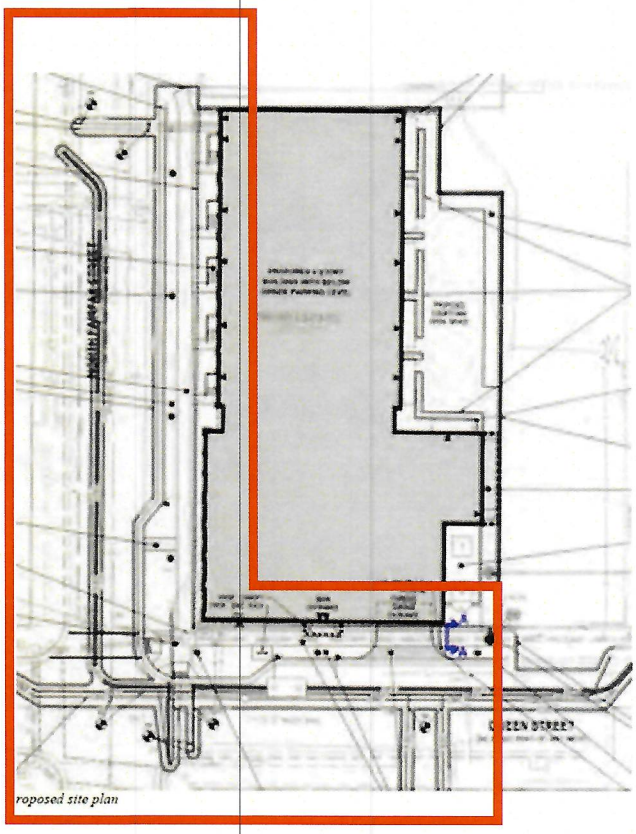


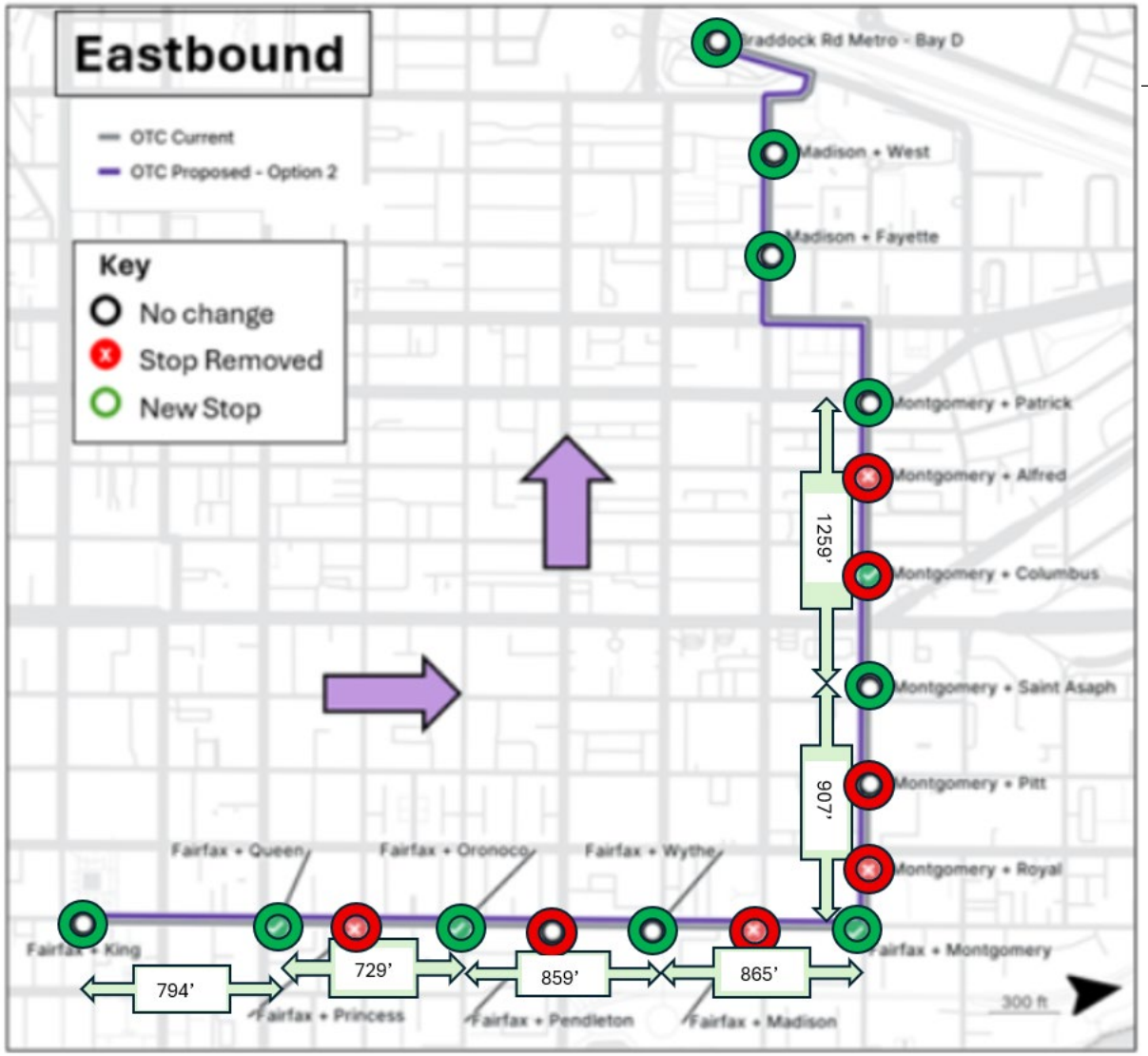
Figure 1 – Proposed Bus Bulbs at 301 N. Fairfax



ALTERNATIVE SITES FOR STOPS ON OTC ROUTE

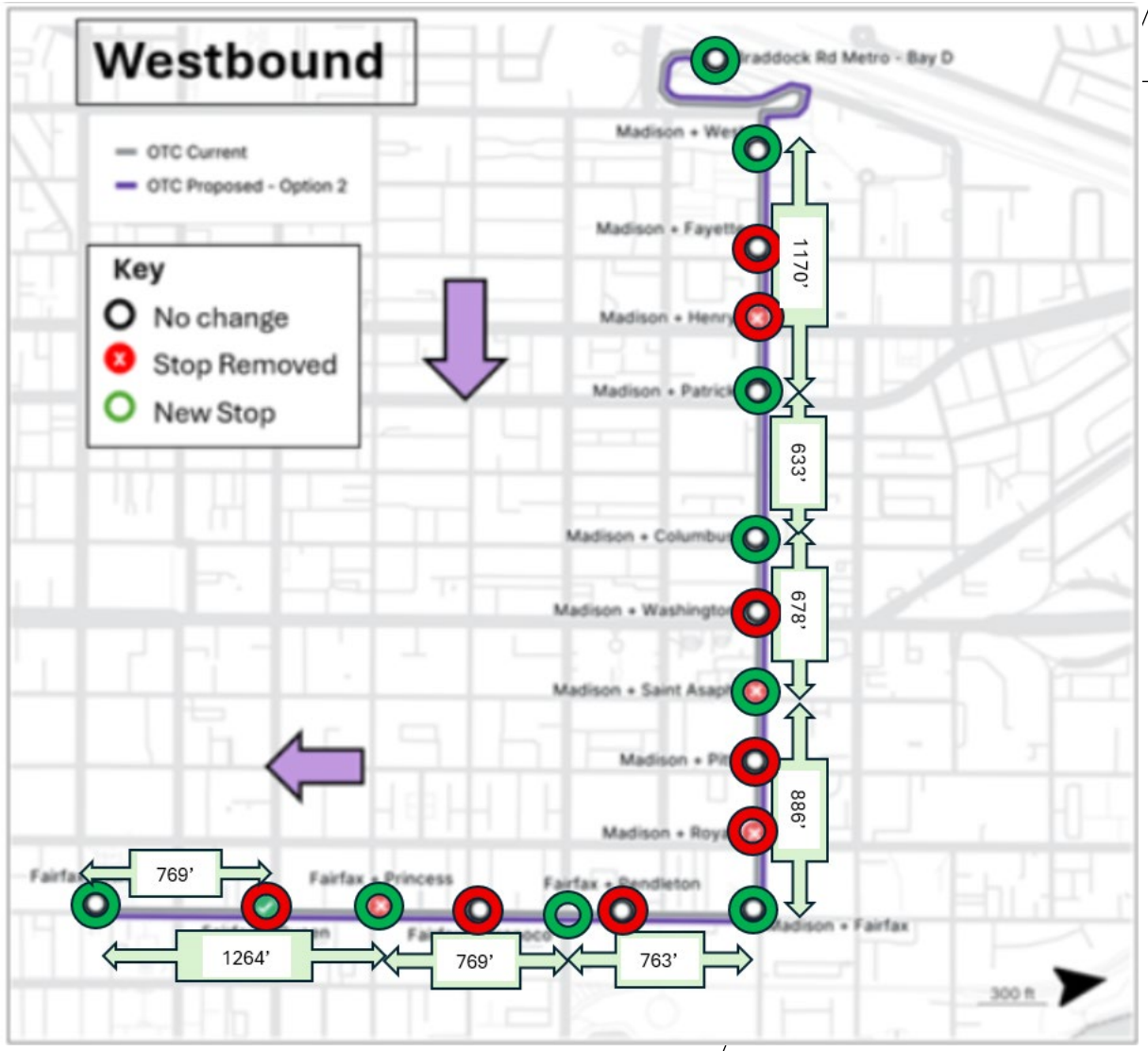
SCOTT CORZINE
300 QUEEN STREET

IMPROVEMENTS TO THE OTC STOP REBALANCING PLAN



IMPROVEMENTS TO THE OTC STOP REBALANCING PLAN

- ✓ Better meets Dash's spacing objectives – 1320 ft. NATCO target - for better frequency and reliability.
- ✓ Reduces vehicular and pedestrian safety issues at over-transited intersections, especially Fairfax/Queen.
- ✓ Eliminates fewer critical parking spaces.
- ✓ Reduces ADA access issues.
- ✓ Better supports both new riders from 301 & 333 N. Fairfax and ARHA riders.
- ✓ Supports Harris Teeter shoppers.
- ✓ Eliminates 6 unnecessary stops, saving DASH money.



Next slide...

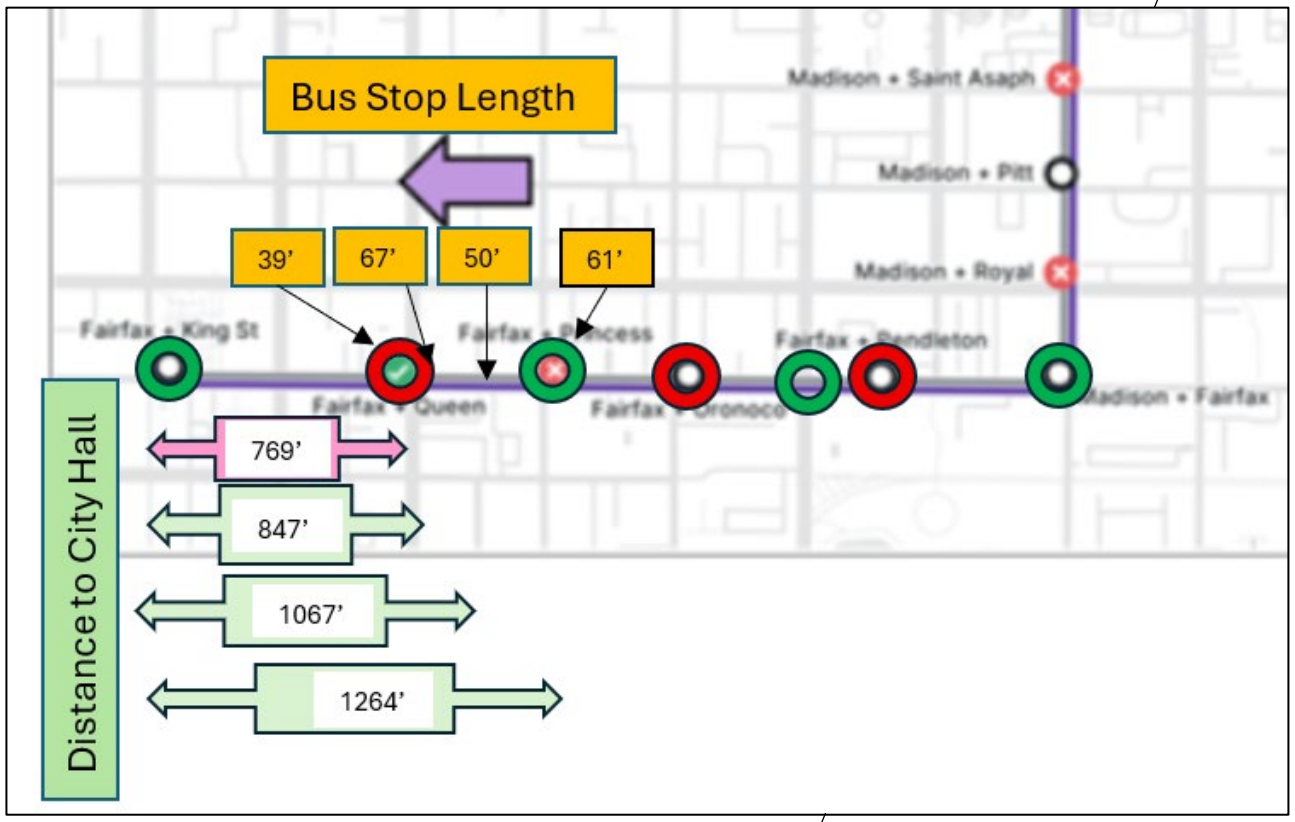
POOR BUS INGRESS & EGRESS AT THE FAIRFAX/QUEEN STOP



3 BETTER ALTERNATIVES TO THE FAIRFAX/QUEEN STOP

- ✓ Far longer curb spaces.
- ✓ Eliminate fewer critical parking spaces.
- ✓ Eliminate encroachment on active drives, because residents on both sides of these alternative spots have off-street parking, which we don't.
- ✓ Reduce traffic congestion & pedestrian safety risk at Fairfax/Queen, especially during the months when huge daily tour buses will have to wait for Dash buses to leave the SW corner of Queen/Fairfax before they can turn onto Fairfax...a congestion nightmare contrary to Vision Zero safety goals.
- ✓ The alternative stops do not have mature trees that block back door access and create ADA issues.
- ✓ They are more convenient to riders from both 333 and 301 N. Fairfax developments and from residents of ARHA housing.

Westbound OTC



THANK YOU

Scott Corzine

300 Queen Street

scorzine54@gmail.com

From: Frank Purcell
To: TES-Traffic and Parking Board
Cc: Christine G Purcell
Subject: [EXTERNAL]T&PB Meeting Jan 26 2026 - Public comment about proposed Beverley Hills ROPD
Date: Wednesday, January 21, 2026 4:14:26 PM

You don't often get email from purcell.frank.j@gmail.com. Learn why this is important

Dear Neighbors -

I am writing to submit public comment about Alexandria Traffic and Parking Board Jan 26 2026 meeting docket #8, Overnight Parking District Beverley Hills.

I request that implementation of a proposed Beverley Hills ROPD, if it is adopted, make reasonable accommodation for nearby resident and guest parking on its public streets.

I am an Alexandria city resident living at 3805 Courtland Cir, across W. Glebe Rd. from the proposed ROPD, in the Lenox Place at Sunnyside (LPAS) townhome community. LPAS has far fewer common area and street parking places than its 122 townhomes. Several of our townhomes have no driveways or garages; those residents rely on common area and public street parking entirely. The only public parking available to me and my guests is on nearby Old Dominion north of W. Glebe (located in the middle of numerous apartment complexes and frequently packed overnight), on Elbert St (lined with numerous townhomes including some LPAS homes, plus single family homes and apartment complexes), and the nearby Beverley Hills community public streets south of W. Glebe.

Personally I have parked one or more of our cars, or those of our guests, on Beverley Hills public streets 10-12 times per year.

Though LPAS residents rely at least somewhat on Beverley Hills public streets for parking, and have an interest in this city public policy issue, I am not aware that any LPAS resident was surveyed by City staff or consulted by Beverley Hills representatives about this proposal affecting me and my neighbors.

I concur it is important for persons parking on public streets do so in a neighborly manner, refraining from leaving trash or parking a vehicle an extended period in violation of other City policy.

I appreciate the Board's consideration and am happy to take questions about these interests and concerns.

Sincerely,
Frank

Frank Purcell
3805 Courtland Cir
Alexandria VA 22305
c 703-447-9809

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From:	Mark A. Makary
To:	TES-Traffic and Parking Board
Subject:	Re: ELBERT AVE: Some comments for the Alexandria Traffic and Parking Board Jan 26 2026 meeting agenda, #8 on the docket.
Date:	Friday, January 23, 2026 1:49:57 PM

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Please confirm receipt, if nothing else. Thank you

To Alexandria Traffic and Parking Board,
Re: ELBERT AVE and the Jan 26 2026 meeting agenda, #8 on the docket.

This comment is submitted for the Alexandria Traffic and Parking Board meeting on January 26, 2026, Agenda Item #8.

While I am speaking as an individual and not formally representing the street, I wanted to share context and history that have been expressed by multiple residents of Elbert Avenue.

Residents of Elbert Avenue have long sought parking limits for the street. Recently, I became aware of renewed discussions among residents following news that Beverly Hills is seeking approval for a residential parking permit program. If approved, many believe parking on Elbert Avenue may become even more difficult than it already is.

I raise this not to object to the Beverly Hills proposal. The proposal seems good. I write to highlight that many Elbert Avenue residents have sought similar considerations for years rom the city. Elbert is a very busy cut-through street connecting West Glebe and South Glebe Roads, and it is surrounded by several sizable apartment complexes. Between traffic volume and density, parking is already challenging for many homeowners.

One resident summarized it well when reviewing the Beverly Hills proposal:
“Ironically, the spillover into their neighborhood is due to the parking issues in our street/area (Elbert Ave), which the city is not addressing.”

It was brought up to the city in the past that the spillover from Elbert Ave to Beverly Hills and the city's rules have precluded Elbert Ave from permitted parking when members spoke at the city council planning meeting for the approved Community Lodgings building redevelopment on Elbert Ave. It should be in the minutes..

Over the past 6+ years, Elbert Avenue residents report having taken multiple steps:

• Multiple emails sent to the City regarding parking concerns and with specific challenges cited
• Communications with both the former and current Mayor
• Phone calls to the appropriate city contacts for this matter
• Speaking at City Council and Planning meetings, including during the Community Lodgings redevelopment process
• A written document circulated among Elbert Avenue residents and submitted to the City at that time

Residents have also attempted informal data collection. One text shared today stated:

“Beverly Hills is asking for restrictions on overnight parking on select streets to be limited to vehicles registered in Alexandria or to vehicles with a guest pass. Anyone with a car registered in Alexandria would be able to park on their designated streets overnight without a permit. A recent study showed that over 70 % of the cars parked overnight there were not registered in ALX with many coming from MD.”

But it we turn to Elbert Ave, on just one night this past year, I found over one-third of vehicles on Elbert were out of state when I checked at 11pm on a weekday (I didn’t even check on a weekend). If additional data is required, please advise.

If Beverly Hills followed steps that Elbert Avenue did not, **what were those steps? What do you need? And what specific action items can be provided to Elbert Avenue residents so this issue can finally move forward?**

I am not the point of contact for this matter.

Should there be limited attendance from Elbert Avenue residents on January 26, I want to note that many of the most active residents have moved in recent years, some citing parking as an issue, and newer residents may be less aware of this long-standing concern or less inclined to engage at this level. I am conveying the experiences of several current and former Elbert Avenue residents who have repeatedly raised these concerns in the past but feel they were not meaningfully addressed and, as a result, some have disengaged.

I should also note that while I do not object in principle to the Beverly Hills overnight permit proposal, I do want to raise an important caveat shared by several Elbert Avenue residents: approving overnight permits for Beverly Hills without extending similar consideration to Elbert Avenue would materially worsen existing conditions on our street. After many years of Elbert Avenue residents raising the same concerns, this outcome would be viewed as inequitable. I am not the street POC and have tried to stay out of these matters because 1) they are tiring and 2) the city never does anything in the end. I would however welcome an answer to this email. Thank you

Re:
https://alexandriava.gov/sites/default/files/2026-01/TrafficParkingBoardDocketJanuary2026.pdf

Thank you for your consideration.

Warm regards,
Mark
202-306-0090

From: Xander Jacoby
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Elbert Ave Parking Consideration
Date: Thursday, January 22, 2026 10:23:44 PM

You don't often get email from xanderjacoby@gmail.com. Learn why this is important

This week residents of Elbert Ave who have long sought Parking Permits for Elbert, have just learned Beverly Hills is submitting for permit residential parking. If passed, many believe parking will be worse off than it already is on Elbert Avenue. This is not an objection as much as it is a request. For 6+ years Elbert Ave residential homes have sought their own parking permits. As you know, Elbert has many apartment complexes and already parking is challenging for many. I am not writing for my needs at all but only for what I believe most others want so I am sharing to make the city aware other residents. To quote a fellow Elbert ave resident, 'Ironically, the spillover into their (Beverly Hills) neighborhood is due to the parking issues in our street/area (Elbert Ave), which they (the city) are not addressing.

I believe in the past Elbert Ave residents sought parking permits for residential homes. I am not the POC for this matter. I just thought to share the view of some Elbert Avenue residents who may not know this meeting is going on but have concerns.

Re: https://alexandriava.gov/sites/default/files/2026-01/TrafficParkingBoardDocketJanuary2026.pdf

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From: Chrissy Randall
To: TES-Traffic and Parking Board
Subject: Fwd: Public comment submission re: ALX Traffic & Parking Board Meeting (1.26.26)
Date: Monday, January 26, 2026 2:38:39 PM

You don't often get email from chrissylebo@gmail.com. Learn why this is important

This comment is in regards to the Alexandria Traffic and Parking Board Meeting on January 26, 2026 Agenda item 8 (Overnight Parking District – Beverly Hills)

To the Members of the Board,

I am requesting that the proposed overnight parking district be enacted **and that it explicitly include Elbert Avenue.**

One of the primary contributors to the parking challenges in Beverly Hills is the lack of available parking on Elbert Avenue. I frequently observe residents parking on our street because they are unable to find spaces elsewhere. This issue is exacerbated by individuals intentionally occupying two parking spaces to reserve one for a family member or guest, then relocating their vehicle when that person arrives. Furthermore, work vehicles (mainly large white vans and pick up trucks not tagged as work vehicles but that clearly are) are consistently parked overnight on the street taking up multiple spaces despite being against the rules.

Additional factors have further reduced parking availability. Since the end of street cleaning and associated winter parking restrictions, several vehicles—at least three cars or trucks—have remained unmoved since before the new year. In addition, multiple households on the street have three or more vehicles, which intensifies the strain on limited parking.

For these reasons, any overnight parking district implemented in Beverly Hills should include Elbert Avenue.

Excluding our street would significantly worsen an already challenging situation. The new apartment buildings currently under construction on West Glebe and the proposed redevelopment of the apartment building on Elbert Ave are only going to worsen the parking situation - especially if Elbert Ave is not included in this overnight parking restriction.

I would welcome the opportunity to discuss this further with a member of your team, either in person or by phone, if that would be helpful.

Sincerely,
Chrissy Randall

Resident at 3900 Elbert Ave, Alexandria, VA 22305

202-400-0271

From: Gregory Diercks
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Parking on Old Dominion Blvd.
Date: Sunday, January 25, 2026 11:31:48 AM

[You don't often get email from gregorlib@aol.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

We are in favor of overnight parking restrictions for non-residents, other than overnight houseguests, on Old Dominion Boulevard from West Glebe Road up to the circle at Chalfonte Street.
In addition we feel that the 72 hour parking restriction in front of one's home with no history of neighborhood complaints inadvertently discriminates against older retired residents who do not use their cars everyday.
Elizabeth and Gregory Diercks
3301 Old Dominion Boulevard
Sent from my iPad

_____

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From: John Randall
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Comment for Alexandria Traffic and Parking Board Meeting 1/26
Date: Monday, January 26, 2026 2:01:37 PM

You don't often get email from jrandall95@gmail.com. Learn why this is important

I am writing about Issue #8 for the upcoming meeting, Overnight Parking District – Beverley Hills. I am asking that this overnight parking district be enacted, and also include Elbert Ave. One of the reasons for the parking issue in Beverly Hills is the lack of parking on Elbert Ave. I frequently see my neighbors' cars parked there because they cannot find a spot on the street. This is partly due to many people intentionally taking up two spots to save one spot and then moving their car when their family/friend arrives.

There are other reasons that cause issues, including the end of street cleaning and subsequent parking restrictions over the winter. Currently, there are at least three cars/trucks that have not moved since before the new year. There are also several homes with 3+ cars, which does not help either.

Any enactment of an overnight parking district in Beverly Hills should include Elbert Ave for the reasons I have outlined above. Not including our street would make a bad situation worse. I am happy to meet directly with any team member (in person or via a phone call) to discuss this matter further if that would be helpful.

John Randall
3900 Elbert Ave, Alexandria, VA 22305
202-236-9060

Thank you.

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From: meredithtaylor507@yahoo.com
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Beverley Hills Parking District
Date: Sunday, January 25, 2026 5:51:48 PM

You don't often get email from meredithtaylor507@yahoo.com. Learn why this is important

Dear Board members,

I am writing in support of the petition to establish an overnight parking district in Beverley Hills.

When we purchased our house nine years ago, parking was rarely an issue. However, over the past six years, our streets have increasingly filled at night with commercial and construction vans, Uber and Lyft vehicles, and out-of-state cars; some left for days with flat tires or severe damage. On some blocks, ride-share vehicles now rival the resident cars. Consistent with the contractor's report related to this petition, these vehicles appear to be largely unregistered in Alexandria.

These vehicles contribute to congestion on already narrow streets, hindering emergency vehicles, school buses, and trash collection. Large commercial vans obstruct sightlines at and park too closely to critical intersections, such as at Tennessee, North Overlook, and Old Dominion. This congestion and reduced visibility has coincided with multiple serious night-time accidents on Tennessee. My own car and several neighbors' cars have been totaled in separate night-time accidents. And those are just the most significant accidents… not counting the minor side swipes, fender benders, and other damage that we have observed and been victims of. My own previous counts indicated that almost 20% of the cars were not registered in the state of Virginia.

We have also seen an increase in trash and inappropriate activity near where these vehicles park: recurrent litter, the smell of marijuana from occupied parked cars, beer bottles, and even a disturbing incident in which an Uber/Lyft driver approached a child with an offer of money. Neighbors outside the proposed district do not experience these issues to the same degree.

These vehicles also create challenges for Beverley Hills Church Preschool. Many of the same cars remain parked overnight and into morning drop-off times, limiting safe parking options on North Overlook and Old Dominion. As a result, I have observed unsafe parental behaviors like double-parking and jaywalking across Old Dominion.

For these safety, traffic, and community-impact reasons, we urge you to approve this petition in favor of all Alexandrians.

Sincerely,

Meredith Taylor

507 Tennessee Avenue

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From: Rachelle LaVolpe
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Public Comment – Docket #8: Beverley Hills ROPD Implementation Concerns
Date: Friday, February 20, 2026 8:19:08 PM

You don't often get email from rachelgamil1@yahoo.com. Learn why this is important

Dear Members of the Alexandria Traffic and Parking Board,

I am writing to submit public comment for the February 23, 2026 meeting regarding **Docket #8: Overnight Parking District – Beverley Hills**.

I have been an Alexandria City resident for over 20 years and have owned a home on Elbert Ave for 18 years. My request is that, if a Beverley Hills ROPD is adopted, the implementation must include **reasonable accommodation for nearby resident and guest parking on surrounding public streets**, including Elbert Ave.

My concern—and the concern shared by many long-term residents—is that the current proposal does **not** address the underlying issue affecting our neighborhood: **area saturation, chronic parking overflow, and insufficient planning that accounts for how interconnected these streets truly are**.

Parking here has become increasingly unmanageable over the past several years, an issue we have raised repeatedly during city council planning meetings and through correspondence with the Mayor. Many of the vehicles parked on Elbert Ave are **out-of-state**, and based on observed patterns—vehicles arriving at all hours to swap cars or drop passengers at out-of-state vehicles—it is questionable whether many of these vehicles even belong to residents of our street.

Additionally, behaviors such as intentionally poor parking to “hold” multiple spaces have become common. These issues, while only a small portion of the broader challenges, reflect the **systemic congestion and misuse** of limited on-street parking that our neighborhood has been absorbing for years.

Despite this, I am not aware of **any** LPAS residents—including myself—having been surveyed by City staff or consulted by Beverley Hills representatives about this proposal, even though it directly impacts us. It appears that only the more affluent area now experiencing spillover has been engaged in the discussion. However, the **spillover originates in the oversaturation of the surrounding areas**, not from Elbert Ave alone. Addressing only one neighborhood will simply redirect the pressure rather than solving it.

I fully agree that persons parking on public streets should do so in a neighborly manner—refraining from leaving trash, avoiding long-term unattended parking, and complying with all city policies. But these are **symptoms**, not root causes.

To create a fair and effective solution, the City must **evaluate and plan for the entire parking ecosystem**, especially the streets that have borne these pressures long before spillover reached Beverley Hills.

I appreciate the Board's consideration of these concerns and interests, and I am happy to answer any questions or provide additional information.

Sincerely,
Rachelle LaVolpe
3830 Elbert Ave

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From:	Anne.Malinee@lw.com
To:	TES-Traffic and Parking Board; Michael Moon; Hillary Orr; Christopher Ziemann; Ryan Knight; Alexandria Carroll; Bryan Hayes
Cc:	LFields@KSLAW.com
Subject:	[EXTERNAL]FOR RECORD: OPPOSITION to traffic flow reversal on W. Alexandria Avenue
Date:	Friday, October 3, 2025 11:27:28 AM
Attachments:	image001.png

Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

My husband Luke Fields and I reside at 120 West Alexandria Avenue, at the corner of Braddock/Russell, with our three children ages five and under.

We write to express our opposition to proposed plans reversing the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

The proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, poses a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks.

Specifically, the proposal poses a danger to our family. Our house was constructed in 2019, and the mouth of our driveway is on West Alexandria Avenue, a car's length away from Russell Road. This configuration currently does not pose a problem with one-way westbound traffic. But under the proposed plan, we would need to back out of our driveway toward (and almost into) the intersection in order to go east. Yet all of the signals at the Braddock/Russell/W. Alexandria intersection are not visible from our driveway, and there is no good way to gauge oncoming traffic (whether from Braddock or Russell, in either direction) before pulling out. Moreover, drivers on Braddock/Russell—particularly those seeking to turn right at the light from Braddock to Russell, and then east onto West Alexandria Avenue—do not have good visibility onto our street and would have insufficient time to react. If they *did* manage to see us pulling out and slam on the brakes, they would be doing so in the middle of a busy intersection just as other cars are accelerating. This is an accident waiting to happen – specifically, to my husband and to me and to the three little children who ride in our back seat every day. We understand from neighbors who are longtime residents of our block that before one-way westbound traffic was implemented, safety issues and sideswiping-of street-parked vehicles was common on the part of the street where our house now stands.

We are perplexed that the City did not solicit feedback from us (or any of the people who live on our street), specifically, before proposing this plan. Our house is pictured in all of the City's design plans, and we will be immediately and profoundly affected by the proposed change.



We could not have a stronger interest in this development, but had no idea that this was even being contemplated. Even if we had received the flyer announcing the March 2025 survey soliciting feedback on this project (we did not), the flyer gave no indication that our street would be affected, and the survey results purportedly supporting this project make scant mention of West Alexandria Avenue.

The City has not demonstrated that this particular change is necessary (or even relevant) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, despite our neighbors' repeated requests, the City has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show this change will enhance the project's stated aims of improving safety, efficiency, or accessibility. To the extent the City has data demonstrating the proposed reversal of West Alexandria Avenue will achieve these goals, please share it. At present, this proposed change appears to be arbitrary and unsupported.

We urge you to oppose this proposal regarding West Alexandria Avenue. We are happy to speak with you further about this issue and invite you to stand on our lawn and observe this intersection for yourselves. You will see, immediately, that his proposed change is ill-considered and should be rejected.

Please include this correspondence in the official project record.

Regards,
Anne Malinee

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From: Charles Dorsey
To: Michael Moon; Bryan Hayes; Alexandria Carroll; Ryan Knight; Christopher Ziemann; Hillary Orr; TES-Traffic and Parking Board
Subject: [EXTERNAL]FOR RECORD: OPPOSITION to traffic flow reversal on W. Alexandria Avenue
Date: Friday, October 3, 2025 10:59:49 AM

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Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

My wife Barbara and I reside at 10 West Alexandria Avenue.

We write to register our strongest opposition to proposed plans reversing the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

The proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, poses a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks.

The City has not demonstrated that this change is necessary (or even relevant) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, it has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show the change will enhance the project's stated aims of improving safety, efficiency, or accessibility.

We urge you to oppose this proposal regarding West Alexandria Avenue.

Please include this correspondence in the official project record.

Regards,
Barbara and Charles Dorsey
10 West Alexandria Avenue

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From:	Jennifer Hargis
To:	Bryan Hayes; Alexandria Carroll; Ryan Knight; Christopher Ziemann; Hillary Orr; Michael Moon; TES-Traffic and Parking Board
Subject:	[EXTERNAL]West Alexandria Ave. Traffic Reversal/Braddock Corridor Revision
Date:	Friday, October 3, 2025 2:48:06 PM

You don't often get email from stonehouse116@gmail.com. Learn why this is important

Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

I reside at 116 West Alexandria Avenue.

I write in opposition to proposed plans to reverse the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

The proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, poses a **danger** to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks.

The City has ***not demonstrated that this change is necessary*** (or even **relevant**) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, it has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show the change will enhance the project's stated aims of improving safety, efficiency, or accessibility.

I urge you to oppose this proposal regarding West Alexandria Avenue.

Please include this correspondence in the official project record.

Regards,
Jennifer Hargis

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From:	Joe Rancour
To:	TES-Traffic and Parking Board; Michael Moon; Hillary Orr; Christopher Ziemann; Ryan Knight; Alexandria Carroll; Bryan Hayes
Cc:	Kimberly D. Rancour
Subject:	[EXTERNAL]OPPOSITION to traffic flow reversal on W. Alexandria Avenue - FOR RECORD
Date:	Friday, October 3, 2025 12:56:02 PM

You don't often get email from joerancour@gmail.com. Learn why this is important

Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

We live at 109 West Alexandria Avenue and wish to make known our strong opposition to the City's proposal to reverse traffic on West Alexandria Ave as part of the Braddock Road Trail Access and Corridor Improvement project. As parents of two small children (ages 6 and 4) we are extremely concerned that reversing the flow of traffic on our street would severely impact the safety of the street. Our street would inevitably become a relief valve for arterial Braddock Road and Russell Road traffic and would lead to congestion that our street is not capable of handing and would jeopardize the safety of residents on the street. We previously lived on Mount Vernon Ave near the intersection of Braddock Road so know very well the day-to-day danger posed by traffic on Alexandria's major streets when drivers fail to obey traffic laws and drive without regard for the safety of residents with homes on those streets. While West Alexandria Ave intersects with major roads at Braddock and Russell, the current one-way traffic restriction on our street substantially enhances the safety of the street.

We understand that residents petitioned the City to convert West Alexandria to its current one-way direction in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions. That change made sense then and maintaining the current flow of traffic on the street makes even more sense today given the growth of the Del Ray area and the corresponding increase in traffic. The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, would undoubtedly make the street less safe and would pose a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks.

The City has not demonstrated that this change is necessary to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project, and indeed, we and other residents on this street do not understand how these changes are even relevant to the stated goals of the project. Further, the City has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show the change will enhance the project's stated aims of improving safety, efficiency, or accessibility. We urge you to oppose this proposal regarding West Alexandria Avenue. If the proposal proceeds notwithstanding the lack of findings to support it, and the clear and universal opposition by the residents of the street it will directly impact, we will continue to take up our opposition with the City Council and Mayor's office.

Thank you,

Joe and Kim Rancour

109 W. Alexandria Ave

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From:	kkuehnast@aol.com
To:	TES-Traffic and Parking Board; Michael Moon; Hillary Orr; Christopher Ziemann; Ryan Knight; Alexandria Carroll; Bryan Hayes
Subject:	Re: West Alexandria Avenue FOR RECORD: OPPOSITION to traffic flow reversal on W. Alexandria Avenue
Date:	Friday, October 3, 2025 1:13:39 PM

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To whom it may concern,

My family and I have lived at 7 W. Alexandria Avenue for the last 27 years. We are firmly against any idea of reversing the one way traffic pattern on West Alexandria Avenue. The complication that such a move will make for entry onto Commonwealth Avenue or across Commonwealth Avenue has not been studied at all.

It seems foolish to solve a perceived traffic issue on Braddock and Russell Roads by actually creating a problem and compounding it further down the street.

We are disappointed in the lack of research, evidence, and community outreach that the City Of Alexandria has done around this perceived problem.

A complete study was done in the 1980s on the one-way orientation for safety reasons to make it a west-direction one way street. Please reconsider your unfounded decision to reverse the one way West Alexandria Avenue.

For the record and may it appear in the record, we are opposed to the plan of reversing the one way direction toward an East-direction pattern.

Sincerely yours,

Kathleen Kuehnast Family
7 West Alexandria Avenue

From:	Kathy Upchurch
To:	TES-Traffic and Parking Board; Michael Moon; Hillary Orr; Christopher Ziemann; Ryan Knight; Alexandria Carroll; Bryan Hayes
Cc:	robhargis2@gmail.com
Subject:	[EXTERNAL]W Alexandria Ave traffic reversal - opposition
Date:	Friday, October 3, 2025 1:58:48 PM

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I reside at 105 West Alexandria Avenue.

I am writing to register my strongest opposition to proposed plans reversing the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

The proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, poses a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks.

The City has not demonstrated that this change is necessary (or even relevant) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, it has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show the change will enhance the project's stated aims of improving safety, efficiency, or accessibility.

I urge you to oppose this proposal regarding West Alexandria Avenue.

Please include this correspondence in the official project record.

Regards,
Kathleen Upchurch
10 W Alexandria Ave

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From:	Drew Robbert
To:	TES-Traffic and Parking Board; Michael Moon; Hillary Orr; Christopher Ziemann; Ryan Knight; Alexandria Carroll; Bryan Hayes
Cc:	Kim Robbert
Subject:	[EXTERNAL]FOR RECORD: OPPOSITION to traffic flow reversal on W. Alexandria Avenue
Date:	Friday, October 3, 2025 4:18:31 PM

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Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

We reside at 110 West Alexandria Avenue.

We write to register our strongest opposition to proposed plans reversing the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

The proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, poses a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks.

The City has not demonstrated that this change is necessary (or even relevant) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, it has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show the change will enhance the project's stated aims of improving safety, efficiency, or accessibility.

We urge you to oppose this proposal regarding West Alexandria Avenue.

Please include this correspondence in the official project record.

Regards,

Kim and Drew Robbert

110 W. Alexandria Ave.

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From: Kim Michael
To: Bryan Hayes; Alexandria Carroll; Ryan Knight; Christopher Ziemann; Hillary Orr; TES-Traffic and Parking Board; Michael Moon
Subject: [EXTERNAL]Opposition to Street Reversal - West Alexandria Ave
Date: Friday, October 3, 2025 8:55:56 PM

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Hello all,
I live at 100 West Alexandria Avenue. I am writing to you in opposition to the proposed plans to reverse the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

The proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, poses a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks. As the mother of elementary and pre-school-aged children, this is particularly concerning.

The City has not demonstrated that this change is necessary (or even relevant) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, it has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show that the change will enhance the project's stated aims of improving safety, efficiency, or accessibility.

I urge you to oppose this proposal regarding West Alexandria Avenue.

Please include this correspondence in the official project record.

Thank you,
Kim Michael & Michael Gonzalez
100 West Alexandria Ave
703-801-6481

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From:	Leigh Borghesani
To:	Hillary Orr; Bryan Hayes; Alexandria Carroll; Ryan Knight; Christopher Ziemann; TES-Traffic and Parking Board; Michael Moon
Subject:	[EXTERNAL]FOR RECORD: OPPOSITION to traffic flow reversal on W. Alexandria Avenue
Date:	Friday, October 3, 2025 5:55:08 PM

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Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

We reside at 112 West Alexandria Avenue.

We write to register our strongest opposition to proposed plans reversing the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

The proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, poses a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks.

The City has not demonstrated that this change is necessary (or even relevant) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, it has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show the change will enhance the project's stated aims of improving safety, efficiency, or accessibility.

We urge you to oppose this proposal regarding West Alexandria Avenue.

Please include this correspondence in the official project record.

Regards,
Leigh Borghesani and Neal Ashby
112 W Alexandria Avenue

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From:	Luke Fields
To:	TES-Traffic and Parking Board; Michael Moon; Hillary Orr; Christopher Ziemann; Ryan Knight; Alexandria Carroll; Bryan Hayes
Cc:	Anne.Malinee@lw.com; anne.malinee@gmail.com; lukefields@gmail.com
Subject:	[EXTERNAL]FOR RECORD: OPPOSITION to traffic flow reversal on W. Alexandria Avenue
Date:	Friday, October 3, 2025 12:56:40 PM
Attachments:	image001.png image002.png Braddock Road - Open House and Questions.msg RE Update West Alexandria Avenue.msg

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Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

Together with my wife, Anne Malinee, and our three children (ages 5, 2, and 1), I reside at 120 West Alexandria Avenue, at the corner of Braddock Avenue and Russell Road.

Anne and I are writing to reiterate our complete opposition to proposed plans reversing the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

I have repeatedly communicated this concern to project management, and so has Anne. As you likely know, the proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

As relayed to us by neighbors and with no advance notice from project management or even a direct invitation to participate in the initial survey that squarely affects our home, the proposal that is currently under consideration will divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, and pose a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks.

Anne has already written to this group earlier today to expressly state this unique concern for our family, and I join her completely. The proposal poses specific danger to our family and its young children. Our house was constructed in 2019, and the mouth of our driveway is on West Alexandria Avenue, a car's length away from Russell Road. This configuration currently limits safety risks with one-way westbound traffic (although we already grapple with wrong-way traffic down our street, previewing the exact danger that will be multiplied if the proposed project is approved).

Under the proposed plan, we would need to back out of our driveway toward (and almost into) the intersection in order to travel east. Yet all of the signals at the Braddock/Russell/W. Alexandria intersection are not visible from our driveway, and there would be safe way to gauge oncoming traffic (whether from Braddock or Russell, in either direction) before pulling out of our residence. Moreover, drivers on Braddock/Russell—particularly those seeking to turn right at the light from Braddock to Russell, and then east onto West Alexandria Avenue—do not have good visibility onto our street and would have insufficient time to react. If they *did* manage to see us pulling out and slam on the brakes, they would be doing so in the middle of a busy intersection just as other cars are accelerating. This is literally an accident waiting to happen – specifically, to my wife and to me and to the three little children who ride in our back seat of our cars every day. We understand from neighbors who are longtime residents of our block that before one-way westbound traffic was implemented, safety issues and sideswiping-of street-parked vehicles was common on the part of the street where our house now stands.

We are perplexed that the City did not solicit feedback from us (or any of the people who live on our street), specifically, before proposing this plan. Our house is pictured in all of the City's design plans, and we will be immediately and profoundly affected by the proposed change.



We could not have a stronger interest in this development, but had no idea that this was even being contemplated. Even if we had received the flyer announcing the March 2025 survey soliciting feedback on this project (we did not), the flyer gave no indication that our street would be affected, and the survey results purportedly supporting this project make scant mention of West Alexandria Avenue.

The City has not demonstrated that this particular change is necessary (or even relevant) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, despite our neighbors' repeated requests, the City has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show this change will enhance the project's stated aims of improving safety, efficiency, or accessibility. To the extent the City has data demonstrating the proposed reversal of West Alexandria Avenue will achieve these goals, please share it. At present, this proposed change appears to be arbitrary and unsupported.

We urge you to oppose this proposal regarding West Alexandria Avenue. We are happy to speak with you further about this issue and invite you to stand on our lawn and observe this intersection for yourselves. You will see, immediately, that his proposed change is ill-considered and should be rejected.

I have attached my prior correspondence with project management on this matter here. Please include all of this correspondence in the official project record.

I am pleased to discuss. Thanks.

Lucas M. Fields
Partner

T: +1 202 626 2399 | lfields@kslaw.com | Bio | vCard

King & Spalding LLP
1700 Pennsylvania Avenue, NW
Suite 900
Washington, D.C. 20006

kslaw.com

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From:	Mary and Phillip Battey
To:	Bryan Hayes; Alexandria Carroll; Ryan Knight; Christopher Ziemann; Hillary Orr; Michael Moon; TES-Traffic and Parking Board
Cc:	Mary & Phillip Battey
Subject:	[EXTERNAL]West Alexandria Avenue reversal proposal
Date:	Friday, October 3, 2025 6:12:16 PM

You don't often get email from mgbandjpb@gmail.com. Learn why this is important

Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

We reside at 101 West Alexandria Avenue, and have done so for the past 43 years.

We are writing in opposition to proposed plans to reverse the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

The proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that we residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, poses a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as all of the families who live on West Alexandria Avenue and neighboring blocks.

The City has not demonstrated that this change is necessary (or even relevant) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, it has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show the change will enhance the project's stated aims of improving safety, efficiency, or accessibility.

We urge you to oppose this proposal regarding West Alexandria Avenue.

Please include this correspondence in the official project record.

Regards,
Mary and J. Phillip Battey

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From:	Philip J Hopko
To:	TES-Traffic and Parking Board; Michael Moon; Hillary Orr; Christopher Ziemann; Ryan Knight; Alexandria Carroll; Bryan Hayes
Subject:	[EXTERNAL]FOR RECORD: OPPOSITION to traffic flow reversal on W. Alexandria Avenue
Date:	Saturday, October 4, 2025 7:31:22 AM

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Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

We reside at 113 West Alexandria Avenue.

We write to register our strongest opposition to proposed plans reversing the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

The proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, poses a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks.

The City has not demonstrated that this change is necessary (or even relevant) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, it has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show the change will enhance the project's stated aims of improving safety, efficiency, or accessibility.

We urge you to oppose this proposal regarding West Alexandria Avenue.

Please include this correspondence in the official project record.

Regards,
Philip Hopko and Adriana Barturen
113 W Alexandria Avenue

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From:	Rob Hargis
To:	TES-Traffic and Parking Board; Michael Moon; Hillary Orr; Christopher Ziemann; Ryan Knight; Alexandria Carroll; Bryan Hayes
Subject:	[EXTERNAL]FOR RECORD: OPPOSITION to traffic flow reversal on W. Alexandria Avenue
Date:	Friday, October 3, 2025 10:49:15 AM

You don't often get email from robhargis2@gmail.com. Learn why this is important

Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

We reside at 116 West Alexandria Avenue.

We write to register our strongest opposition to proposed plans reversing the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

The proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, poses a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks.

The City has not demonstrated that this change is necessary (or even relevant) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, it has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show the change will enhance the project's stated aims of improving safety, efficiency, or accessibility.

We urge you to oppose this proposal regarding West Alexandria Avenue.

Please include this correspondence in the official project record.

Regards,
Rob and Jennifer Hargis
116 W Alexandria Avenue

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From:	Nancy Lacey
To:	Tom Lacey
Cc:	TES-Traffic and Parking Board; Michael Moon; Hillary Orr; Christopher Ziemann; Ryan Knight; Alexandria Carroll; Bryan Hayes
Subject:	[EXTERNAL]FOR RECORD: OPPOSITION to traffic flow reversal on W. Alexandria Avenue
Date:	Sunday, October 5, 2025 5:36:51 AM

You don't often get email from nancy.lacey@corcoranmce.com. Learn why this is important

Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

We reside at 108 West Alexandria Avenue.

We strongly agree and stand by Rob Hargis's Friday email to you.

We write to register our strongest opposition to proposed plans reversing the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

The proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, poses a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks.

The City has not demonstrated that this change is necessary (or even relevant) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, it has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show the change will enhance the project's stated aims of improving safety, efficiency, or accessibility.

We urge you to oppose this proposal regarding West Alexandria Avenue.

Please include this correspondence in the official project record.

Regards,
Tom and Nancy Lacey
108 W Alexandria Avenue

Nancy Lacey | Realtor® | Licensed in VA





c. 571.436.4961
e. nancy.lacey@corcoranmce.com
109 South Pitt Street, Alexandria, VA 22314
NancyLacey.com

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EXTERNAL EMAIL: This message was sent from outside the City of Alexandria email system. DO NOT CLICK any links or download attachments unless the contents are from a trusted source.

From: Asa Orrin-Brown
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]In support of Braddock Rd safety improvements, resubmitted as it was not forwarded to you by Sheila or Max
Date: Saturday, December 6, 2025 6:42:16 AM

You don't often get email from asaorrinbrown@gmail.com. Learn why this is important

Dear Traffic and Parking Board Members,

For the past 3 years my daughter attended ACHS Satellite Campus one block from the Braddock metro station and we would cross Braddock Road at the crosswalk by the train tracks almost daily. I can't begin to tell you how many times we were almost hit. Having two lanes in each direction at a crosswalk is a deadly combination. Whenever one car did stop and we began to venture across the road, we had to peer around the car at the second lane. Speeding cars would regularly swerve past the stopped drivers to blow through the crosswalk. My daughter has graduated but I still use the Potomac Yard trail weekly, and I still have lots of near misses with inattentive drivers at the Braddock crossing. The design is reckless and needs to be improved.

I recently helped advise a group of parents at Brooks with starting a bike bus in this area as well. Our school has had a small bike bus on the West End for the last couple of years, and members of the Environmental Policy Commission reached out to help us and ask us for tips to support the creation of other bike buses in Alexandria. The Brooks bike bus already has 50+ participants after two months and there is every reason to think it will continue to grow. They use Braddock road but there is no protected bike infrastructure for their kids. There are also many middle school students who use Braddock road as pedestrians and cyclists every day. We recently had another teen hit while riding a scooter near the high school school in Alexandris. These crashes need to end, and safe infrastructure with education is the way make that happen. All of these students deserve safe infrastructure.

I would also like to point out that this entire study area is within a mile and a half of the metro station and one of the busiest multi-use trails in Alexandria. Prioritizing free street parking in such a critical transit zone is unconscionable. This area is also already identified in the mobility plan to have bike lanes added and is one of very few East-West bike routes through the city. I understand there are a few people complaining but many more would like to see these improvements made. It is inevitable that the areas around metro stations change and become more dense. It is impossible to safely accommodate that density with car only infrastructure. If there is future demand for more parking this should really be addressed by developers adding paid parking garages to lower levels of buildings as they build them. The city's valuable land doesn't need to be given away to subsidized free parking in a transit zone where people have so many other free and accessible options. I hope that you will vote to remove street parking throughout the study area so the safest buffered/protected bike lanes can be added when the presentation and design comes to you in the new year.

Thank you for your consideration and service.

Best regards,
Asa Orrin-Brown

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From: Jacquelyn Kittredge
To: TES-Traffic and Parking Board; Sheila McGraw
Subject: [EXTERNAL]Braddock Road Trail Access and Corridor Improvements
Date: Sunday, December 7, 2025 6:53:15 PM

You don't often get email from healthitgirl@gmail.com. Learn why this is important

Dear Members of the Traffic & Parking Board,

I would like to voice my support for the following improvements to Braddock Road Trail Access and Corridor:

Segment 1 - Russell to Commonwealth

I am in favor of Option 1b which installs separated bike lanes in both directions, as dedicated bike lanes are safer than Sharrows.

Segment 2 - Commonwealth to Mt. Vernon Ave

I am in favor of Option 2A which installs bike lanes in both directions.

Segment 3 - Mt. Vernon Ave to N West St

I am in favor of Option 3 which installs a bike lane, protected cycle track, and single car lanes in each direction. This option is *much* safer for people who are walking (especially those who are in the crosswalk), cycling and driving.

Thank you,
Jacquelyn Kittredge
1 W. Oak St
Alexandria VA 22301

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From:	Nancy Lopez
To:	TES-Traffic and Parking Board; Michael Moon; Hillary Orr; Christopher Ziemann; Ryan Knight; Alexandria Carroll; Bryan Hayes
Subject:	[EXTERNAL]Braddock Road Trail Access & Corridor Improvements Project
Date:	Thursday, December 4, 2025 12:18:11 PM

You don't often get email from lopezfamilyva@gmail.com. Learn why this is important

Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes, and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

I reside at 5 West Oak Street, and I am a member of Good Shepherd Lutheran Church at 100 West Luray Avenue.

I am writing to express my opposition to portions of the Braddock Road Trail Access & Corridor Improvements Project. I understand that this item is not on the agenda for the December 8 Traffic and Parking Board Meeting; however, I will be out of town during January, February, and March 2026, and will not be able to attend the meetings during those months when the Braddock Road Project may be considered by the Board.

I specifically oppose removing parking spaces on the portion of Braddock Road between Russell Road and Commonwealth Avenue for three reasons.

First, major changes require clear evidence. To date, the City has not provided crash data, bike-volume counts, or traffic analyses showing that removing parking will make this corridor safer. **I request, and the Board should require, the historical crash data, bike-volume counts, safety analyses, and traffic studies that support the proposal to remove parking spaces on Braddock Road.**

Experience elsewhere in Alexandria suggests that removing parking spaces on busy residential streets like Braddock Road leads to more double-parking, more unpredictable crossings, and more conflicts between cyclists, pedestrians, and drivers.

Second, removing the parking spaces on Braddock Road between Russell Road and Commonwealth Avenue would impose severe burdens on the many community organizations that rely on the church, on Good Shepherd congregants, and on nearby residents. Good Shepherd is an important community hub, providing rehearsal and meeting space for the Symphony Orchestra of Northern Virginia, Alexandria Choral Society, Encore Senior Chorus, 12-step groups, INOVA blood services, and the Rosemont Citizens Association. Some of these groups have said that they would not be able to meet at the church if parking were removed, meaning the loss of an important community gathering space.

Further, removing the handicap parking space directly in front of the church would prevent individuals with mobility limitations from accessing the church for worship, community meetings, and essential support services. The only handicap accessible entrance to the church is on Braddock Road. Since Hancock and Luray Avenues do not have sidewalks, it is imperative that mobility-impaired individuals are able to park on Braddock Road. Many who rely on this close, level parking would face substantial—if not total—loss of access.

The removal of parking spaces would also negatively impact our neighbors who live on Braddock Road, and push additional cars onto Hancock and Luray Avenues, which already are

often filled with parked cars. Many homes on Braddock Road have one space or no space for off-street parking. Neighbors understandably want to be able to park in front of their homes for safety, convenience, and accessibility reasons.

Third, cyclists have several lower-traffic route options in the surrounding neighborhood. It does not make sense to push bike traffic onto high-volume roads like Braddock Road, when there are lower-volume side streets available for bike traffic. If the bike route must follow Braddock Road, the balance of equities and priorities warrants a shared bike/car lane on this section of Braddock Road and no removal of parking spaces.

Our streets should unite our community, not place new barriers in front of those who rely most on shared spaces. A truly safe and equitable design must support residents, congregants, and the organizations that serve our city.

I respectfully urge you to reject the parking-removal proposal between Russell Road and Commonwealth Avenue on Braddock Road, and to pursue alternatives that strengthen safety, mobility, and access for everyone.

Please include this letter in the project record.

With appreciation for your service to our community,

Nancy Lopez
5 West Oak Street
202-297-6220

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From:	Cheryl Malloy
To:	TES-Traffic and Parking Board; Michael Moon; Hillary Orr; Christopher Ziemann; Ryan Knight; Alexandria Carroll; Bryan Hayes
Subject:	[EXTERNAL]Parking along Braddock Road
Date:	Saturday, November 29, 2025 4:46:47 PM

You don't often get email from cpmalloy72@gmail.com. Learn why this is important

Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes, and Members of the Traffic and Parking Board:

I am a resident of Alexandria, residing at 516 Fontaine Street, and I am also a member of Good Shepherd Lutheran Church at 100 West Luray Avenue.

I am writing to you because I understand that there is discussion of eliminating on-street parking on Braddock Road between Russell Road and Commonwealth Avenue. I strongly object to this proposal because it severely limits parking for Good Shepherd Lutheran Church which not only serves as a center for worship but also hosts a number of local organizations. Many members of our church, as well as members of these organizations, need handicapped accessible parking which would be eliminated under this proposal. The only possibility of accessing the building by a ramp is on Braddock Road. And neither of the other adjoining streets has a sidewalk to accommodate a wheelchair. If this proposal is implemented, many individuals who rely on close, level parking would lose access to the church for worship, community meetings, and essential services.

While I am in favor of bike lanes as a general rule, I believe that installing bike lanes at the expense of on-street parking along this busy corridor is an unsound approach. This change would impose serious burdens on nearby residents and the many congregants and community organizations that depend on Good Shepherd as a meeting place. If parking were removed, the City would lose a vital community gathering space.

I urge you, as you consider this change, to reject the parking-removal proposal and pursue alternatives that protect mobility for all users.

Please include this correspondence in the official project record.

Sincerely,
Cheryl Malloy
516 Fontaine Street
Alexandria, VA 22302

--
cpmalloy72@gmail.com
202-374-5005 (cell)

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From: Wendell Anderson
To: TES-Traffic and Parking Board; Michael Moon; Hillary Orr; Christopher Ziemann; Ryan Knight; Alexandria Carroll; Bryan Hayes
Subject: [EXTERNAL]Braddock Road between Russell and Commonwealth
Date: Monday, November 24, 2025 8:51:56 AM

You don't often get email from wanderso4951@verizon.net. Learn why this is important

I am a member of Good Shepherd Lutheran church and strongly oppose the proposal to remove parking on Braddock Road between Russell Road and Commonwealth Avenue eliminating these spaces—especially the designated handicap spot in front of Good Shepherd Lutheran Church—would sharply reduce her accessibility to the church. The only handicap-accessible entrance is on Braddock Road, and Hancock and Luray Avenues in the area around the church lack sidewalks making access impossible for her. Even putting bike lanes on the church side, would mean she would need to cross busy Braddock Road a dangerous situation with her limited mobility.

I support safe and efficient streets for all users, but installing bike lanes at the expense of on-street parking along this busy corridor is an unsound approach.

Sincerely,

Wendell Anderso4951 Brenman Park Dr
#308
Alxandria Va 22304
Address

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From: William Nichols
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]More bike lanes please
Date: Thursday, November 20, 2025 5:24:31 PM

You don't often get email from callmewilliam@gmail.com. Learn why this is important

Hello Traffic and Parking Board --

I'm a Del Ray resident. I'm in the DRCA. I was very pleased to see the presentation from city staff on November the 12th. I bike on Braddock Rd, and did so just today.

Here's my position: The private use of public land for private car storage is unethical, immoral, and dangerous.

Bike lanes are the opposite.

I highly support removing parking from along Braddock road, and creating protected bike lanes on every street in Alexandria.

The convenience of drivers means nothing next to the health and safety of our citizens.

Thank you
William Nichols

--
William Nichols
571.482.9748

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From: Alek Becker
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road
Date: Wednesday, January 21, 2026 7:14:21 PM

Dear Traffic & Parking Board,

I support the safest biking and walking options for the Braddock Road Trail Access and Corridor Improvement Project, Options 1B, 2A, and 3, because these make this road the safest for all users: drivers, walkers and cyclists.

I walk this area on a regular basis and people in cars drive through here like they're racing. It is dangerous and we need to make it safer for pedestrians and bikers. Something needs to be done in particular at the Braddock Road crosswalk from the Metro. Cars constantly barrel through even with the lights flashing and people attempting to cress.

Thank you,

Alek Becker

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From: bonnoday@gmail.com
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for bike lanes on Braddock Road
Date: Thursday, January 22, 2026 11:52:11 PM

“Dear Traffic & Parking Board,

We organize a tandem bike group for individuals who are blind or low vision and their captains. We generally avoid riding on Braddock Road due to lack of safe bike lanes, but we would like to do so. We support the safest biking and walking options for the Braddock Road Trail Access and Corridor Improvement Project, Options 1B, 2A, and 3, because these make this road the safest for ***all*** users: drivers, walkers and cyclists. This would provide increased access for senior citizens and individuals with disabilities, as well as children walking to school or people walking to nearby shops or to take the metro. Additionally, we hope you will consider traffic calming, such as bike lanes and wider sidewalks, by the Bradlee Shopping Center and new Alexandria High School, where we live, as the West Braddock Road Project proceeds.
Thank you for your consideration.
Bonnie O’Day and Bob Hartt

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From: Claire Maucieri
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Bike lanes on Braddock
Date: Thursday, January 22, 2026 1:39:48 PM

You don't often get email from clairemaucieri@gmail.com. Learn why this is important

Good afternoon. I am writing to express my support for the continuation of the bike lanes on Braddock Road between Russell Road and Commonwealth Avenue.

I believe this project can be completed with minimal impact on available street parking. As I did not cast a vote through the Rosemont Citizens Association (RCA), I wanted to share my feedback with you directly.

Best regards,

Claire Maucieri
303 Summers Drive
Alexandria, VA 22301

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From: Clayton Cobb
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Trail Access and Corridor Improvement Project
Date: Wednesday, January 21, 2026 7:29:27 PM

You don't often get email from crcobb96@gmail.com. Learn why this is important

Dear Traffic & Parking Board,

I support the safest biking and walking options for the Braddock Road Trail Access and Corridor Improvement Project, Options 1B, 2A, and 3, because these make this road the safest for all users: drivers, walkers and cyclists.

When I walk or bike in this section of the Braddock Rd I've had cars and trucks pass with excessive speed dangerously close, turn in front of me near intersections, and claim to not see me while driving. As a parent that would love to bike or walk with my child to many destinations nearby, including school, don't feel comfortable doing so with my kids due to the unsafe conditions for pedestrians and prioritization of the speed of vehicles. All of these dangers and concerns become amplified when it's dark out.

The best options for this project improve neighborhood livability providing safer access for pedestrians and cyclists to the nearby shops and businesses, while adding minimal delay for drivers. The new design will give ALL users of a public road a space to drive, walk or cycle but with reduced conflict points and reduced exposure of danger to vulnerable road users. It improves the safety of the entire biking and walking network in the city.

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From: Dianne Harris
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Diet
Date: Wednesday, January 21, 2026 3:38:05 PM

You don't often get email from diannemharris@gmail.com. Learn why this is important

Dear Traffic & Parking Board,

I support the safest biking and walking options for the Braddock Road Trail Access and Corridor Improvement Project, Options 1B, 2A, and 3, because these make this road the safest for all users: drivers, walkers and cyclists.
When I walk or bike in this section of the Braddock Rd I've had cars or trucks pass me closer than the state allows (3 ft legal limit), pass with excessive speed, turn in front of me, etc. We need safety for those that live walk and ride here, not speed or parking for those just driving through.

These changes improve neighborhood livability providing safer access for pedestrians and cyclists to the nearby shops and businesses, while adding minimal delay for drivers.
The new design will give ALL users of a public road a space to drive, walk or cycle but with reduced conflict points and reduced exposure of danger to vulnerable road users
Improves the safety of the entire biking and walking network in the city because these options:
eliminate a dangerous gap in the long planned city-wide bike network
allow all ages and abilities to ride Braddock road not just the spandex or confident riders
will be safer for everyone: drivers, walkers, cyclists which is more important that preserving its current dangerous configuration.

Safety is especially important because of the metro station and nearby walk and bike trails.

Every city that makes changes towards pedestrinization and safety sees more health benefits for the city and continued praise and civic pride. Make the right choice for our city. The voters choose progress every time. Don't give into the minority opposition. Fight for what is right and just.. Safety for all, even the drivers.

-Dianne Harris
Car free since 2010

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From: Ed Olivares
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock road pedestrian safety improvements
Date: Wednesday, January 21, 2026 4:41:39 PM

You don't often get email from edwolivares@gmail.com. Learn why this is important

Dear Traffic & Parking Board,

I support the safest biking and walking options for the Braddock Road Trail Access and Corridor Improvement Project, Options 1B, 2A, and 3, because these make this road the safest for ***all*** users: drivers, walkers and cyclists.

For context, I exclusively drive at this section of Braddock road. But I find driving here to be harrowing because of the poor pedestrian and cycling infrastructure and my desire to avoid hitting people with a car.

Thank you for your time,

Edward Olivares

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From: Eldon Boes
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Comments on the Braddock Road study
Date: Wednesday, December 10, 2025 2:52:09 PM

You don't often get email from ecboes17@gmail.com. Learn why this is important

Hello,

I understand that the city is considering reconfiguring Braddock Road from West Street to Russell Road, including major intersections.

I'm writing to urge inclusion of walking and biking lanes that are separated from traffic lanes along that stretch. There is a lot of walking and biking along that street, especially from West Street to Del Ray. I bike in that area several times a week, and I believe many pedestrians and cyclists use it pretty much daily. We should be providing those users with safe biking and walking lanes that are separated from traffic lanes. As you probably know, such separated lanes are considered essential for providing cyclists and walkers a sense of safety. The recently completed 2/3 mile of separated bike lanes on Mill Road are a small but VERY good example of what we should be providing to cyclists and walkers.

One interesting example of the needs along that section of Braddock is the newly formed BrooksBikeBus that enables students at Naomi Brooks Elementary School to bike to the school with their parents and friends. I've ridden with the enthusiastic children and parents of that very popular bike bus. It starts east of the Metro and rail underpass, and going through that underpass with young children feels terribly unsafe. That's just one clear and compelling example of where we owe our community better walking and biking facilities.

Thank you,
Eldon Boes

--
Eldon Boes
Alexandria VA
703-217-1850
ecboes17@gmail.com

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From: Elisabeth Peebles
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Trail
Date: Wednesday, January 21, 2026 4:08:46 PM

You don't often get email from bethpeebles@gmail.com. Learn why this is important

Dear Traffic & Parking Board,

I support the safest biking and walking options for the Braddock Road Trail Access and Corridor Improvement Project, Options 1B, 2A, and 3, because these make this road the safest for all users: drivers, walkers and cyclists.

Watching my child and others try to navigate that area before and after school impressed upon me how important it is to improve the safety of that area. It is full of all types of users. Making it safer for walkers and cyclists makes it safer for all.

Making the area safer encourages more people to walk or bike, which improves the entire neighborhood.

Thank you.

Sincerely,
Elisabeth Peebles

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ALEXANDRIA
Environmental Policy Commission

December 22, 2025
RE: **Support for Braddock Road Trail Access & Corridor Improvements**
To: Traffic & Parking Board
CC: Mayor, Vice Mayor, City Council, City Manager

Dear Traffic and Parking Board:

The Environmental Policy Commission (EPC) voted at our December 2025 meeting to write a letter in support of reconfiguring traffic lanes along Braddock Road, from West Street to Russell Road, to accommodate designated bicycle lanes, as part of the Braddock Road Trail Access and Corridor Improvements.

Decarbonizing transportation throughout the city is one of the EPC's key priorities. Per the Environmental Action Plan (EAP) 2040, "*The way people and goods move can negatively impact health and air quality, and can contribute to greenhouse gas emissions, which ultimately worsens climate change. Making transportation more efficient and less carbon-intensive can provide important economic, social, and environmental benefits.*" Our key points:

- The city needs to decarbonize its transportation sector in order to meet climate goals as set out in the Environmental Action Plan (EAP 2040) and Energy & Climate Change Action Plan (ECCAP).
- Bicycle infrastructure is an impactful lever in reducing vehicle miles traveled and reducing transportation emissions across the City of Alexandria. This is further emphasized in the Alexandria Mobility Plan with sustainability as a guiding principle of the Transportation Master Plan.
- The EPC notes that residents on Braddock Road have access to nearby public transport and private off-street parking spaces for personal vehicles, as well as on-street parking on perpendicular side-streets.
- The city has committed to Vision Zero by 2028. For bike lanes to be effective, the city needs to make them safe. Bike lanes must be continuous and autonomous for user safety.

Alexandria needs to decarbonize its transportation sector in order to meet climate goals. In Alexandria, transportation represents the second greatest contributor to greenhouse gas emissions (29% from on-road traffic in Alexandria, higher than the national average of 22% from on-road traffic) and has not experienced significant reductions in emissions since 2005. The City's next greenhouse gas reduction benchmark (-50% by 2030 from 2005 levels) is fast approaching. The EAP 2040 includes a Transportation goal to *"aggressively promote…low-carbon modes of transportation, consistent with the following level of precedence: 1) pedestrians, 2) bicyclists, 3) public transportation, 4) shared motor vehicles, 5) freight vehicles, and 6) private motor vehicles."*

ALEXANDRIA
Environmental Policy Commission

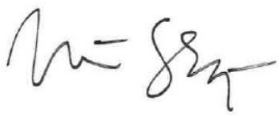
While adding bike lanes to Braddock Road would result in removal of on-street public parking, the EPC notes that alternative parking exists off-street or on-street on perpendicular side streets. East Braddock Road is a thoroughfare that connects neighborhoods, like Beverley Hills, Del Ray, and Rosemont, to the nearest bus terminal and metro access point. Further, it appears at all of the ~60 residential homes on this stretch of Braddock Rd already have access to a personal off-street driveway, in addition to on-street parking along perpendicular side streets.

The 0.8-mile expanse of Braddock Road is a heavily-accessed neighborhood connector with average annual daily traffic (AADT) numbers around 10,000 vehicles. The corridor features ample public transport for accessible mobility alternatives to single-passenger vehicular transit. There are 4 free DASH bus routes (103NB,104NB, 103SB, 104SB) and 2 Metrobus routes (A11SB, A12SB) with 10+ stops along either side of that stretch of Braddock Road. At the easternmost bookend of the route is Braddock Road metrostop. Isolated bike trails running north and south to the metro station provide easy access to public transport. However, bike lanes running east and west along Braddock Road are currently cohabitated by on-street parking, creating a safety concern for cyclists.

For bike lanes to be effective, the city needs to make them safe. A study shared by the City of Alexandria shows that *"protected bike lanes make travel safer for all roadway users."* Alexandria made a commitment when it adopted Vision Zero to eliminate traffic-related injuries by 2028. There have been 21 reported traffic collisions on this 1-mile stretch since 2021. These incidents were preventable. Anecdotal experience from some members of the EPC who regularly bike an area of this road alongside the Naomi Brooks Elementary School's weekly bike bus attests that the gaps between designated bike lanes in this congested area make it a high-risk area for cyclists to traverse.

For the protection and improvement of Alexandria's environmental conditions for current and future Alexandrians, the Environmental Policy Commission expresses its support for the plan to add bike lanes to the stretch of Braddock Road between Russel and West intersections. Please do not hesitate to reach out with any questions.

Respectfully,



Marta Schantz, Chair
Alexandria Environmental Policy Commission

From: John Chritton
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock road trail access and corridor improvement
Date: Wednesday, January 21, 2026 4:55:46 PM

You don't often get email from jlchritton@icloud.com. Learn why this is important

Dear Traffic & Parking Board,

I support the safest biking and walking options for the Braddock Road Trail Access and Corridor Improvement Project, Options 1B, 2A, and 3, because these make this road the safest for all users: drivers, walkers and cyclists.
As a resident of the immediate area, I use these bike lanes frequently for utility and recreation. I take my young child in a bike trailer though this stretch of Braddock Rd once a week when he weather is nice. We have had numerous close calls with cars passing too closely and cutting me off to get to the light at N. West St.
This change will make it a lot safer for students, residents and other non-car driving people to use this area.
Thanks for reading!

Sincerely,
John Chritton

Sent from my iPhone

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From: Megan R. Fox
To: TES-Traffic and Parking Board
Subject: Re: Implementing protected bike lanes
Date: Wednesday, January 21, 2026 6:14:52 PM

You don't often get email from megand.doyle@gmail.com. Learn why this is important

Dear Traffic & Parking Board-

I support the safest biking and walking options for the Braddock Road Trail Access and Corridor Improvement Project, Options 1B, 2A, and 3, because these make this road the safest for all users: drivers, walkers and cyclists.

The new design will give ALL users of a public road a space to drive, walk or cycle but with reduced conflict points and reduced exposure of danger to vulnerable road users

Megan Fox
West End Alexandria resident

From: Adam Bibler
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Item 9
Date: Monday, February 23, 2026 10:59:03 AM

You don't often get email from adam.bibler@gmail.com. Learn why this is important

Hello,

I am writing to offer my support for the staff recommendation on Item 9. Bike and pedestrian infrastructure along Braddock Road is a vital piece of our growing transportation network, and its importance is amplified by its role as a direct link to Metro. As a father who frequently bikes with my daughters I urge you to support the staff's recommendation.

Thank you and best regards,

Adam Bibler
315-1/2 Hume Ave, Alexandria, VA 22301

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From: Adrian Garcia Malouf
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Fwd: Opposition to Braddock RD plan
Date: Friday, February 20, 2026 6:17:19 PM

You don't often get email from adriangmalouf@gmail.com. Learn why this is important

---------- Mensaje reenviado ----------
De: **Adrian Garcia Malouf** <adriangmalouf@gmail.com>
Fecha: miércoles, 18 de febrero de 2026
Asunto: Opposition to Braddock RD plan
Para: trafficandparkingboard@alexandriava.gov

Dear traffic and parking board,

We have lived on Braddock Road since 2018 and would like to express our strong opposition regarding the proposed plan to add dedicated bike lanes along our street.

Traffic on Braddock Road is already extremely congested and removing turn lanes and the existing shoulder space that drivers currently use to pass turning vehicles will worsen backups, increase driver frustration, increase noise pollution and create additional safety risks.

Many residents who have driveways—including our household—currently back into our driveways. This allows us to exit safely by pulling forward into traffic. Eliminating the parking lane and buffer space would make this impossible, forcing us to back directly into heavy oncoming traffic, which raises clear safety concerns.

The City previously installed shared-road bicycle markings along Braddock Road to encourage cycling and there is no evidence that this increased bicycle usage. Because of that, it is difficult to justify removing essential residential parking and roadway capacity.

Beyond these concerns, the proposal would eliminate vital on-street parking that residents rely on daily—for guests, service providers, deliveries, and households without sufficient driveway space. Moreover, because the bike lane would be short and disconnected from a larger network, it is unlikely to meaningfully improve bicycle safety. In contrast, the design changes would clearly reduce driving safety for residents by removing buffer space, increasing congestion, and forcing more dangerous driveway entry and exit conditions.

For these reasons, we express our strong opposition to the proposed bike lanes and we encourage the City to engage more deeply with affected residents and consider less disruptive alternatives that won’t risk our safety and quality of life.

Thank you for your time and consideration.

Sincerely,
Adrian Malouf
102 E Braddock Road

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From: Adrian Garcia Malouf
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Opposition to Braddock RD plan
Date: Wednesday, February 18, 2026 9:33:46 PM

You don't often get email from adriangmalouf@gmail.com. Learn why this is important

Dear traffic and parking board,

We have lived on Braddock Road since 2018 and would like to express our strong opposition regarding the proposed plan to add dedicated bike lanes along our street.

Traffic on Braddock Road is already extremely congested and removing turn lanes and the existing shoulder space that drivers currently use to pass turning vehicles will worsen backups, increase driver frustration, increase noise pollution and create additional safety risks.

Many residents who have driveways—including our household—currently back into our driveways. This allows us to exit safely by pulling forward into traffic. Eliminating the parking lane and buffer space would make this impossible, forcing us to back directly into heavy oncoming traffic, which raises clear safety concerns.

The City previously installed shared-road bicycle markings along Braddock Road to encourage cycling and there is no evidence that this increased bicycle usage. Because of that, it is difficult to justify removing essential residential parking and roadway capacity.

Beyond these concerns, the proposal would eliminate vital on-street parking that residents rely on daily—for guests, service providers, deliveries, and households without sufficient driveway space. Moreover, because the bike lane would be short and disconnected from a larger network, it is unlikely to meaningfully improve bicycle safety. In contrast, the design changes would clearly reduce driving safety for residents by removing buffer space, increasing congestion, and forcing more dangerous driveway entry and exit conditions.

For these reasons, we express our strong opposition to the proposed bike lanes and we encourage the City to engage more deeply with affected residents and consider less disruptive alternatives that won't risk our safety and quality of life.

Thank you for your time and consideration.

Sincerely,
Adrian Malouf
102 E Braddock Road

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From: AJ Heidmann
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Bike Lanes
Date: Monday, February 23, 2026 6:03:16 PM

You don't often get email from aj@ajheidmann.com. Learn why this is important

Good Evening,

I am writing to express my deep concerns about removing parking lanes along Braddock Road between Russell Road and West Street to add bike lanes. As a City resident for over 15 years and travel this route frequently. The proposed parking removal affects 50+ residences that cannot easily find new parking and 3 houses of worship. Removing the parking lanes will dramatically impact the daily lives of residents along the route and force additional parking stress in the neighborhood when worshippers are in service. The merging of turn and through lanes will create longer transit times for the same stretch of road. As 'The Eco City,' this additional idling time for vehicles seems counterproductive.and detracts from the local environment.

Having a shared lane for bikes and vehicles has worked very well up to this point and should remain the same for the extremely limited number of bike riders seen on this route.

Thank You,

AJ Heidmann
Realtor® | Licensed in VA

c. 703.474.1260 | f. 703.839.8283
e. aj@ajheidmann.com
3135 Langston Blvd, Arlington, VA 22201
ajheidmann.com
CRS, NVAR Lifetime Top Producer

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From: urban@everyactioncustom.com on behalf of Albert Kline
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Trail Access and Corridor Improvements
Date: Thursday, February 12, 2026 5:07:07 PM

[You don't often get email from urban@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear Board Members,

I write to express my support for the staff recommended design concept for the Braddock Road Trail Access and Corridor Improvements Project. The recommendations will provide the best biking and walking improvements for the corridor making Braddock Road safer for all users - people walking, biking, taking transit, and driving. Making this corridor safer and better connected improves access to the Braddock Road Metro, area trails, schools and other places in the community.

The removal of on-street parking lanes is justified given they are very underutilized and doing so makes room for the needed safety enhancements and rightly prioritizes the safety for everyone traveling the corridor.

These improvements support Alexandria's Mobility Plan and Vision Zero Action Plan.

There are many people who would prefer to bicycle, and not add to the regional traffic jams and pollution, but the way our streets and neighborhoods are set up, its impossible to bike safely. These changes would be huge for making a large area of town safe for bikes, which then increases metro ridership, and removes cars and traffic from our streets, making them function better as well. This really is a win win all around. The City really needs to elevate bicycles as serious transport, and make the necessary physical changes to the streets and infrastructure to enable a lot more bike use. If you do it, they will come!

This project is a chance to fix the dangerous conditions existing today and provide a more connected and safe corridor for everyone. I ask that you vote in favor of staff's recommended design and advance the safest set of options for Braddock Road.

Sincerely,
Albert Kline
824 King St Alexandria, VA 22314-3017
urban@newurbanism.org

_____
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From: alek.becker91@everyactioncustom.com on behalf of Alek Becker
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Trail Access and Corridor Improvements
Date: Thursday, February 12, 2026 4:41:30 PM

[You don't often get email from alek.becker91@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear Board Members,

I write to express my support for the staff recommended design concept for the Braddock Road Trail Access and Corridor Improvements Project. The recommendations will provide the best biking and walking improvements for the corridor making Braddock Road safer for all users - people walking, biking, taking transit, and driving. Making this corridor safer and better connected improves access to the Braddock Road Metro, area trails, schools and other places in the community.

The removal of on-street parking lanes is justified given they are very underutilized and doing so makes room for the needed safety enhancements and rightly prioritizes the safety for everyone traveling the corridor. There is a large amount of unused private parking space that these homeowners can use; it is insane to allow so much street parking in this area when we need these improvements for all users.

These improvements support Alexandria's Mobility Plan and Vision Zero Action Plan.

This project is a chance to fix the dangerous conditions existing today and provide a more connected and safe corridor for everyone. I ask that you vote in favor of staff's recommended design and advance the safest set of options for Braddock Road.

Sincerely,
Mr. Alek Becker
1201 Braddock Pl Apt 1008 Alexandria, VA 22314-1674
alek.becker91@gmail.com

_____
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From: Alek Becker
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support Item 9 - Staff Recommendation on Braddock Road
Date: Monday, February 23, 2026 1:46:07 PM

Safe, comfortable bike and pedestrian infrastructure on Braddock Road is an essential part of our developing network, and is especially critical as a direct connection to Metro. While this project will cause some inconvenience to a small number of adjacent residents, I believe the benefit of a connected safe streets network to both adjacent residents themselves and the full city far outweighs the downside of having to park your second car around the corner sometimes. Please support staff's recommendation.

_____
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From: Alex Goyette
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Item 9, Braddock Road
Date: Monday, February 23, 2026 11:35:05 AM

Good evening,

I'm writing in support of staff's recommendation on Item 9, improvements for Braddock Road. While acknowledging the localized inconvenience related to the relocation of street parking, I believe this project deserves support.

Public Space, Public Interest: Individual homeowners do not own the street in front of their house. This is owned and paid for by the entire community, and that space should be allocated in the way that best serves the entire community. Safe mobility infrastructure clearly has broader public benefit than publicly-funded & maintained storage for private vehicles.

I say this with some sympathy, as someone who also often has to park our car around the block when I come home and whose street will also soon lose more already-scarce parking for a road safety project on S Jordan. I have 2 kids and a very pregnant wife who works full time. It's really inconvenient if we have to park our 2nd car a block away, which we often do. But that inconvenience isn't more important than the safety of our children and neighbors. We supported the project on my own street, and support this one as well.

Network Effects: Multimodal transportation relies on having safe, efficient networks for each mode a person may choose to use for a given trip. When we leave important cross-town arterial roads like Braddock unsafe for bikes and pedestrians, people who may otherwise walk or ride are encouraged to drive instead. This not only makes the city less safe for everyone, it means more cars on the road and worse traffic. A safer bike/ped experience on Braddock also contributes to encouraging Metro use.

Alignment with City Goals: staff's proposal is very clearly in line with long-standing city policies & goals including the complete streets program, vision zero, and long-term transportation planning. It also contributes to the goal of reducing greenhouse gas emissions and improving public health by encouraging active transportation.

Distributed Support & Localized Opposition: Many local issues are subject to a dynamic where costs are localized while benefits are spread broadly. This can lead to highly-motivated opposition which, even if small, organizes well and can appear far larger than they are in reality. This is most well-known in housing spaces where people living near a proposed development are highly motivated to oppose it over real or imagined local impacts to parking, safety, sunlight, etc. and show up to do that, often outnumbering supporters at hearings because the benefits of the project are diffuse (broadly lowering housing costs) or in the future (eg, the future residents of an unbuilt building are unlikely to know it will benefit them one day). Opposition thus appears more widespread than it actually is.

The local discussions of this project have felt similar. Highly-motivated residents of the street itself have organized yard signs, civic association votes, and letter-to-the-editor campaigns in the project. But the size of this opposition should not be mistaken. We just had an election on Saturday, and the results show broad approval of the project (or at least not widespread disapproval). Candidates who firmly said they would vote yes to this project on council

finished 1st and 2nd. A candidate who supported initially then retreated into a less clear position, but never opposed, finished third. The candidates who withdrew their support and opposed the project finished 4th and 5th. However loud the opposition to this project might be, the majority of voters at least tacitly approve of it & of complete streets improvements in general. This is also reflected in broader surveys done by staff, which found broad support for bike/ped safety on Braddock.

The past many years of elections have shown that Alexandrians want safe complete streets, and a built-out multimodal transportation networks. We continuously elect the candidates who run on supporting projects like this, including electing the most adamant safe streets advocate on council as Vice Mayor in 2024 and continuing that pattern this past Saturday. I admire those who will show up to speak in favor of safety tonight, but supporters shouldn't be expected to sit in a room for hours waiting to talk for 3 minutes. We showed our support repeatedly at the ballot box, and trust our representatives to vote for the safe streets they ran on.

Please vote to support staff's recommendation.

--
Alex Goyette
AlexMGoyette@gmail.com

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From: agrohovs@gmail.com
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Corridor Improvements
Date: Sunday, February 22, 2026 11:07:14 AM

[You don't often get email from agrohovs@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Hello,

I am writing in regards to the proposed Braddock Road Corridor Improvements. I believe this plan needs significant revision. Removing the significant and necessary parking for people living in the area for what will be a grossly underused bike lane is a poor use of the space.

I also understand that the people living in the area do not support these changes. I live further north but support the people living in the area. Please listen and give outsize weight to the people most affected by these changes. Too often changes have been forced through in opposition to what the people living in a given area and who are most affected want. This is poor governance. If our neighbors living in this area are strongly opposed to these changes, these changes should not be forced on them.

Best regards,
Alex Grohovsky
315 E Windsor Ave

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From: Alex Howe
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Docket Item 9 Public Comment in Support of Braddock Road Improvements
Date: Monday, February 23, 2026 1:36:45 PM

You don't often get email from phowe85@gmail.com. Learn why this is important

Good afternoon,

I am writing in support of the recommended changes to Braddock Road. I have lived on Myrtle St since 2018 and in Alexandria since 2012, at all times near and using Braddock Road on a regular basis both as a cyclist, pedestrian and car driver. All changes to the status quo are jarring and while it will be an adjustment to the people living along the improvement area I think these are important reasons why it is worth the loss of parking access:

- Creating a bike lane induces the good kind of demand- more people will use it once they know it's there and feel safe being on the road. Some cyclists are very comfortable with riding with cars in the same travel lanes but that comes with a gamble of life and limb every time. Possibly being hit by an inattentive (or worse) driver should not be the price of wanting to ride a bike.
- More people biking means less people in cars on the road and even better less cars and bikes jostling with each other in the travel lanes. Everyone will be safer and able to move at their own speed.
- Bike lanes on a major road through Alexandria helps improve on something the city lacks- a strong NETWORK of bike lanes. Too often a new project will introduce a wonderful improvement of a bike lane, protected bikeway or fully separated walking/cycling path but they often end in a random street or neighborhood where you are on your own to get to the next "safe zone" of a different lane or trail.
    - Implementing the improvements will help connect the paths, trails and lanes on Commonwealth, Potomac Yard and the path between the metro stations (Braddock and King). This will help people coming from points west to head towards Old Town or other areas along the Potomac (and the Mt Vernon Trail).
    - Completing the improvements will also allow a proper connection to the existing bike lanes on Braddock Road headed towards the West End, which would add a new safer route to the rest of the city. Currently the main way for reaching the West End is via King to Janneys/Quaker or Eisenhower Avenue which limits options for people coming from the north of the city- once again a network of bike infrastructure should be the goal. Cyclists need safety but also somewhere to go!
- It shouldn't go without saying that the lanes are not only for cyclists- electric mobility devices (scooters) but more importantly ones for people with accessibility needs will find them useful considering how narrow the sidewalks can be along the improvement area.

I urge the Traffic and Parking Board to stick with the improvement plan for creating new bikeways and look forward to someday seeing friends and neighbors in the lanes on the way to school, soccer games, the grocery store or the metro.

Thank you,

Alex Howe

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From: acwilkerson@everyactioncustom.com on behalf of Alex Wilkerson
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Trail Access and Corridor Improvements
Date: Monday, February 16, 2026 11:33:10 AM

[You don't often get email from acwilkerson@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear Board Members,

I write to express my support for the staff recommended design concept for the Braddock Road Trail Access and Corridor Improvements Project. The recommendations will provide the best biking and walking improvements for the corridor making Braddock Road safer for all users - people walking, biking, taking transit, and driving. Making this corridor safer and better connected improves access to the Braddock Road Metro, area trails, schools and other places in the community.

The removal of on-street parking lanes is justified given they are very underutilized and doing so makes room for the needed safety enhancements and rightly prioritizes the safety and comfort for everyone traveling the corridor.

These improvements support Alexandria's Mobility Plan and Vision Zero Action Plan.

I regularly run or bike in this area, and welcome a safer and more comfortable experience for people walking, biking, or rolling.

This project is a chance to fix the dangerous conditions existing today and provide a more connected and safe corridor for everyone. I ask that you vote in favor of staff's recommended design and advance the safest set of options for Braddock Road.

Sincerely,
Alex Wilkerson
204 E Glebe Rd Alexandria, VA 22305-3011
acwilkerson@gmail.com

_____
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Alexandria Traffic and Parking Board
City of Alexandria
301 King Street
Alexandria, VA 22314

February 1,2026

Attn: Chair and Members of the Traffic and Parking Board

Subject: Support for Braddock Road Trail Access and Corridor Improvements that Prioritize Pedestrian and Bicyclist Safety over Vehicle Speed and On-Street Parking

Braddock Road is a critical link in Alexandria's transportation network, yet it remains a hazardous corridor for people walking and biking. The narrow sidewalks, lack of protected bike lanes, and the challenging pedestrian crossings create daily risks for vulnerable road users and limit access to transit and trails. Recognizing these dangers, the City designated the section between Mount Vernon Avenue and North West Street as a high-priority location for pedestrian and bicycle safety improvements, highlighting the urgent need for immediate action, and we are glad to be providing input on what that action should look like.

In his March 2025 analysis, AFSS member Ian Smith documented multiple safety deficiencies along Braddock Road, including the absence of protected bike lanes, inadequate pedestrian crossings, and high-conflict intersections near the Metro station. His study found that these gaps leave cyclists and pedestrians exposed to vehicle traffic and significantly reduce connectivity to Alexandria's broader bike network. Addressing these issues through design changes is critical to improving safety and accessibility for all road users.

Staff have put forward design options for this corridor between Russell Road and West Street, and Alexandria Families for Safe Streets supports a final design that maximizes protection of bicyclists and pedestrians using this corridor. These improvements advance Alexandria's Mobility Plan and Vision Zero Action Plan by creating a safer, more equitable transportation system. They will connect major trails and the Braddock Metro Station, reduce car dependency by connecting to a wider bicycle network, and make neighborhood resources more accessible for residents of all ages and abilities.

On behalf of the Board of Directors of Alexandria Families for Safe Streets (AFSS), we strongly urge the Traffic and Parking Board to advance the strongest possible package of improvements without delay. This work is essential to building a connected, safe, and sustainable transportation network for our city.

Respectfully,

Katia Nilender, Board Member – On behalf of the Board of Directors of AFSS

Alexandria Families for Safe Streets
1800 Diagonal Road, Suite 600
Alexandria, VA 22314
Phone: +1 (703) 946-8401
e-mail: contact@novafss.org
novasafestreets.org

From: Alice Wolfram
To: TES-Traffic and Parking Board
Cc: Jacinta Greene; Alyia Gaskins; Sarah Bagley; John Chapman; Canek Aguirre; Abdel Elnoubi
Subject: [EXTERNAL]Braddock Road Corridor Improvement Project for 2/23 meeting
Date: Monday, February 23, 2026 2:55:34 PM

You don't often get email from alicewolfram@gmail.com. Learn why this is important

Good afternoon,

I am a Rosemont resident, and I am writing to express my enthusiastic support for the Braddock Road Corridor Improvement project.

As an Alexandria resident who rides a bike to work, I believe the creation of a protected bike lane on Braddock Road would dramatically improve safety conditions for cyclists. A protected bike lane would greatly improve connectivity to the metro and to Old Town for cyclists in the neighborhood, and it would be a significant step towards making Alexandria's streets safe for people on bikes, people on foot, and people in cars.

As a parent of two kids who walk from Rosemont to George Washington Middle School, I also strongly support the project's measures to improve pedestrian safety -- including through shortened pedestrian crossing distances and improvements to the Braddock Rd/Mount Vernon Ave intersection. My kids have seen numerous close calls at this intersection. This project will help ensure that GWMS students can safely walk or bike to and from school.

All residents of Alexandria -- whether they travel on foot, in cars, or on bicycles -- deserve safe access to the city's public streets. Far too many pedestrians and cyclists have died or suffered serious injuries on unsafe streets. This project represents an invaluable step towards making our streets calmer, more convenient, and -- most importantly -- safer for all who use them.

Thanks for all you do for the city and its residents.

Best,
Alice Wolfram

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From: amyLdevine@everyactioncustom.com on behalf of Amy Devine
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Trail Access and Corridor Improvements
Date: Sunday, February 22, 2026 5:47:06 PM

[You don't often get email from amyldevine@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear Board Members,

I write to express my support for the staff recommended design concept for the Braddock Road Trail Access and Corridor Improvements Project. The recommendations will provide the best biking and walking improvements for the corridor making Braddock Road safer for all users - people walking, biking, taking transit, and driving. Making this corridor safer and better connected improves access to the Braddock Road Metro, area trails, schools and other places in the community.

These are the options I would prefer to be implemented:
Segment 1 - Option 1A - keep parking on one side
Segment 2 - Option 2B - keep parking on one side
Segment 3 - NO CHANGE. Option 3 removes turn lanes. The existing turn lanes are essential in keeping traffic moving in this area.

Braddock and Russel Rd intersection - 4A - KEEP turn lanes
Braddock and COmmonwealth - 5B - KEEP turn lanes
Braddock and Mt Vernon - NO CHANGE. Both options eliminate turn lanes.

This project is a chance to fix the dangerous conditions existing today and provide a more connected and safe corridor for everyone. I ask that you vote in favor of staff's recommended design and advance the safest set of options for Braddock Road.

Sincerely,
Mrs. Amy Devine
101 E Oak St Alexandria, VA 22301-2209
amyLdevine@hotmail.com

_____
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From: Amy Hadley
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Corridor Proposal
Date: Friday, February 13, 2026 11:15:54 AM

You don't often get email from amyhadley@comcast.net. Learn why this is important

February 13, 2026

Re: Braddock Road Trail Access and Corridor Improvements Project

Dear Members of the City of Alexandria Traffic and Parking Board,

I am a resident of the City of Alexandria and a member of Good Shepherd Lutheran Church, located on Braddock Road between Russell Road and Commonwealth Avenue. I have been a member of Good Shepherd for twenty years and currently serve on the church council as Community Outreach Coordinator. I am writing to express my strong opposition to the staff proposals associated with the Braddock Road Corridor Improvements Project scheduled for consideration at your February 23 meeting. Specifically, I urge you to preserve on-street parking on Braddock Road, at minimum for the block where our church is located.

Good Shepherd Lutheran Church does not have a parking lot. Our members, guests, and community partners rely entirely on on-street parking. Eliminating parking along Braddock Road would have a profound and detrimental impact on our congregation and our ability to serve the broader Alexandria community.

Virtually all of our congregants travel to church by car, from all parts of the City of Alexandria as well as neighboring cities and counties. Many are elderly or have limited mobility. The church has a single handicap-accessible entrance—a ramp—and one ADA-required accessible parking space, both located on Braddock Road. Without nearby parking, individuals with mobility challenges would face significant and, in some cases, prohibitive barriers to entering our building.

In addition to being a house of worship, Good Shepherd serves as a regular meeting place for numerous community organizations, many of which serve older adults and vulnerable populations. These include:

- Alexandria Choral Society & Children’s Chorus
- Encore Creativity for Older Adults

- Rosemont Citizens Association
- ALIVE! Furniture Committee
- Friends of Guest House
- Symphony Orchestra of Northern Virginia (SONOVA)
- 12-step recovery groups
- Community meditation group
- INOVA blood drives

Eliminating parking on Braddock Road would severely limit our ability to host these organizations. Several have already indicated that they would be unable to continue meeting at our church if nearby parking were removed. In a city that values civic engagement and community connection, protecting accessible gathering spaces should be a priority.

As Outreach Coordinator, I organize numerous service initiatives that depend directly on accessible parking. For example, Good Shepherd hosts INOVA blood drives at least three times annually. Because Alexandria does not have a permanent blood donation center, these drives provide essential local access to lifesaving donations. INOVA requires host sites to be fully accessible, as staff transport heavy medical equipment. The INOVA truck currently parks on Braddock Road and unloads equipment directly into our building via the ramp. Relocating parking to a side street would add significant logistical challenges and could render our site unworkable, potentially eliminating several critical blood drives each year.

Similarly, our monthly meal program for Friends of Guest House depends on close vehicle access. Volunteers prepare large quantities of food in our kitchen and transport it via carts down the Braddock Road ramp to vehicles parked immediately outside. Moving parking farther away would significantly complicate this process and undermine our ability to serve neighbors efficiently and reliably.

Beyond weekly worship and regular group meetings, we host large community events such as funerals, weddings, educational programs, and public gatherings. Each year we host the

graduation ceremony for Friends of Guest House, an event attended by more than seventy-five people, including families, board members, and community leaders. Our Anti-Racism Team also sponsors public educational events; their two most recent speaker events drew crowds of sixty and fifty-five attendees, respectively. These events rely on accessible, proximate parking.

Good Shepherd Lutheran Church is a vibrant faith community deeply committed to service, inclusion, and civic partnership. The removal of on-street parking along Braddock Road would significantly hinder our mission and diminish our ability to serve Alexandria residents.

I respectfully but firmly urge the City to preserve on-street parking on the block of Braddock Road where Good Shepherd Lutheran Church is located. Doing so will protect accessibility, uphold community engagement, and safeguard the essential services we provide.

Thank you for your thoughtful consideration.

Sincerely,

Amy Hadley
4005 Moss Place
Alexandria, VA 22304
(703) 751-0930

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From: amykjenkins@gmail.com
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Comment on Braddock road plan
Date: Monday, February 23, 2026 9:13:01 AM

[You don't often get email from amykjenkins@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Hello,

I am a resident in the Rosemont neighborhood. I am concerned that the plan to have no dedicated turn lanes at the intersection of Braddock and Commonwealth will cause significant traffic backups, especially during rush hour, when traffic will pile up behind vehicles waiting to turn left. I ask the board to reconsider the design to incorporate turn lanes and ensure residents in the area do not get stuck waiting through multiple light cycles just to make simple, quick trips within our neighborhood.

Thanks,
Amy
Sent from my smartphone

_____
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From: Amy Pica
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Fwd: [rosemontva] Braddock Road-City Plans to Remove Parking and Turn Lanes!
Date: Tuesday, February 17, 2026 4:35:35 PM

You don't often get email from amy.pica@gmail.com. Learn why this is important

I'd like to make sure the Traffic and Parking Board sees the frustrations of the neighborhood listserve. More traffic means more pollution which isn't good for anyone. I can't imagine how much more these roads are going to be backed up. And many of the houses on Braddock have small driveways for just one car making it impossible for visitors and friends. Such a shame to do that to people.

---------- Forwarded message ---------
From: **Leigh Borghesani via groups.io** <leighborghesani=gmail.com@groups.io>
Date: Tue, Feb 17, 2026 at 4:21 PM
Subject: Re: [rosemontva] Braddock Road-City Plans to Remove Parking and Turn Lanes!
To: <pam@townsendwatkins.com>
CC: <rosemontva@groups.io>

Couldn't AGREE more!

Unfortunately, I think our comments will fall on deaf ears at this point. It seems the city is determined to do this regardless.

Traffic will most definitely be a nightmare, not to mention everyone losing their parking in front of their homes.

On Tue, Feb 17, 2026 at 4:02 PM Pam Townsend via groups.io <pam=townsendwatkins.com@groups.io> wrote:

> Nancy Lopez posted earlier about the Braddock Road Corridor Improvements Project. I was shocked that no one replied because it's a big deal! I think it was just too difficult to see what the the city was doing in the documents online! To help, I'm attaching zoomed in photos of each section.
>
> In a nutshell, I think the plan stinks!
>
> Here are my specific concerns:
>
> - Removing left turn lanes at all intersections (Mt. Vernon, Commonwealth, Russell) will cause more traffic congestion
> - The real problem area of GW Yates Corner 7-11 is not sufficiently addressed
> - One travel lane westbound is GOOD change but we need a left turn lane into 7-11 to avoid backup traffic
> - Eastbound needs a right turn lane and the removal of bumpouts and parallel parking in front of Lena's to avoid congestion, confusion, backup and dangers to cyclists.
> - The crosswalk from GW to 7-11 needs traffic lights, flashing light, streetlights, and much more examination! We all agreed and requested this at the public comment session.

- No need to remove parking between Little and Russell. We are cyclists and bike this daily without feeling any risk at all. Cars parked here don't move much (unlike cars by Yates Corner!) Sharrows are fine on this stretch! (Some change just West of Mt. Vernon might be nice)
- While the 2 way bike lane from GW to metro is nice in some ways, it's just going to be confusing, awkward and dangerous for pedestrians and bikes with bikes crossing paths as some turn, some go straight and some cross.

Please write the Traffic & Parking Board at TrafficandParkingBoard@alexandriava.gov by Sunday, Feb. 23 (24 hours before the meeting) to share your concerns.

You can also speak at the Traffic & Parking Board meeting at the Del Pepper Community Resource Center (4850 Mark Center Drive) on Monday, Feb. 23, at 7p.m.

Let's ask them to reject this severely flawed plan and try again, focusing on West to Mt Vernon. We deserve a safer, better design for cars, cyclists, and pedestrians alike!

Thank you,
Pam Townsend
Little St.

Groups.io Links:

You receive all messages sent to this group.

View/Reply Online (#52868) | Reply to Sender | Reply to Group | Mute This Topic | New Topic
Your Subscription | Contact Group Owner | Unsubscribe [Amy.pica@gmail.com]

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From: Andrea Klores
To: TES-Traffic and Parking Board
Cc: CouncilComment@alexandriava.gov; Alyia Gaskins; Sarah Bagley; John Chapman; Canek Aguirre; Abdel Elnoubi; Jacinta Greene; Kirk McPike
Subject: [EXTERNAL]proposed Braddock Rd changes — please vote no
Date: Thursday, February 19, 2026 11:53:13 AM

You don't often get email from andreaklores@gmail.com. Learn why this is important

Dear Members of the Board and Council,

I write on behalf of my family to oppose the parking removal/lane changes on Braddock Road. This proposal appears to be a **solution in search of a problem**—one that contradicts the documented behaviors, safety records, and priorities of Alexandria residents.

We ask you to remand this proposal to staff to address the following contradictions:

1. A Solution for a User Base That Does Not Exist

The City claims this project meets a pent-up demand for biking. Your own data refutes this.

- According to **Figure 1 on Page 5** of the *2023 Resident Transportation Needs Assessment*, **80% of residents** effectively never use a bike (75% "Never", 5% "One Time").
- According to **Page 13** of the same report, **50% of residents** explicitly agreed with the statement: *"I do not want to use a bicycle as a means of transportation"*.
- In contrast, **73% of residents** rely on a private vehicle as a driver on a weekly or daily basis (**Page 5**).

By removing parking to prioritize bike lanes, you are dismantling infrastructure used by the vast majority to serve a demographic that half the city has explicitly rejected.

2. A Solution for a Safety Crisis That Does Not Exist

Vision Zero interventions must be based on evidence. A review of the City's crash data reveals that from 2017 to 2025, there have been **zero bicycle accidents** on the segment between Russell Road and the Railroad tracks.

Staff appears to be justifying this intervention by citing "Safety Priority" designations that apply to the *West End* segment (Mt. Vernon to West St), where 12 accidents occurred. We ask Council to reject the use of "borrowed" safety data to justify construction on a safe corridor.

3. A Solution That Creates New Liability (ADA)

The *Alexandria Mobility Plan* prioritizes equity, yet this proposal creates new physical barriers for vulnerable residents.

- The plan proposes relocating ADA parking for the Good Shepherd Church to Hancock Avenue.
- Hancock Avenue currently has **no sidewalk**. Forcing disabled congregants to

navigate a roadway to reach a sanctuary is a liability, not an improvement.

- The proposal also eliminates on-street parking for 13 households that have **zero off-street parking** options.

In addition, taking away lanes at those intersections will make turning left impossible in any direction. This plan will slow traffic to a halt bringing more congestion to Rosemont, Braddock Heights, Del Ray and Old Town making those of us who live and work here less mobile. Safer pedestrian crossings won't mean much when angry drivers build up road rage.

We're grateful for your consideration of these concerns. **PLEASE VOTE NO on this plan**, keep the intersections as-is at Braddock/Commonwealth and Braddock/Russell, keep accessible parking to our elderly families, our disabled neighbors and those with children and help the residents of Rosemont / Braddock Heights stay safe and moving.

Sincerely,

Andrea Klores

11 W Masonic View Ave

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From: Andrea Ponsor
To: TES-Traffic and Parking Board
Cc: aponsor@gmail.com
Subject: [EXTERNAL]Braddock Road Project Comments
Date: Sunday, February 22, 2026 8:07:18 PM

[You don't often get email from aponsor@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear Traffic and Parking Board,

I am writing to express my strong opposition to the proposed Braddock Road Project. I live on Russell Road, three houses from the intersection of Braddock Road. I am a regular biker, a rider of DASH lines 103 and 104 and a member of Good Shepherd Lutheran Church. While I very much appreciate the intent to provide safe bike lanes, this plan fails to balance the needs of the community and has not presented anywhere near the level of data and study needed to materially alter traffic patterns in a main artery in our community.
The plan would make my church will have a disparate impact on the elderly and disabled members of our church, those that live outside of walking/biking distance and those with small children who need to drive. This plan will disrupt and make slower public transportation by eliminated turn lanes and increasing traffic on Braddock and Russell Roads. It will make like more difficult for families on Braddock road and the surrounding area by drastically reducing parking for residents. I have recently waited as many as 4 light cycles to move through the Braddock and Russell intersection. Removing the dedicated turn lanes will make this even worse. This morning, as I walked home from church, I watched six cars go through the through lane while someone making a turn waited. This was a sleepy Sunday morning with relatively little oncoming traffic. I've seen no evidence that the bike lanes will reduce traffic so materially as to offset these incredibly disruptive changes - and given that much of this traffic is clergy through traffic to other communities, it seems unlikely.
I am concerned that while these changes may make a small number of bikers comfortable and safe, drivers going around those waiting to turn will create safety risks to pedestrians, vehicles and bikers in this space.

This plan fails on many counts to address the needs of the community and is an advocacy agenda rather than practice planning. Please conduct further research, providing meaningful data on impact to travel times, safety and accessibility for all people- not just those able to bike- and revise your plan accordingly.

Sincerely,
Andrea Ponsor
1215 Russell Rd.
Sent from my iPad

_____
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From: andymimisaunders@verizon.net
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Opposition to designated bike lanes proposal for part of West Braddock Rd
Date: Tuesday, February 10, 2026 1:59:24 PM

You don't often get email from andymimisaunders@verizon.net. Learn why this is important

I am not in favor of the plan to remove existing traffic lanes from West Braddock Rd in Del Ray to allow exclusive access for bicycles.
Please vote against this proposal.
Thank you,
Andrew & Mimi Saunders
2511 Clay St.
Alexandria

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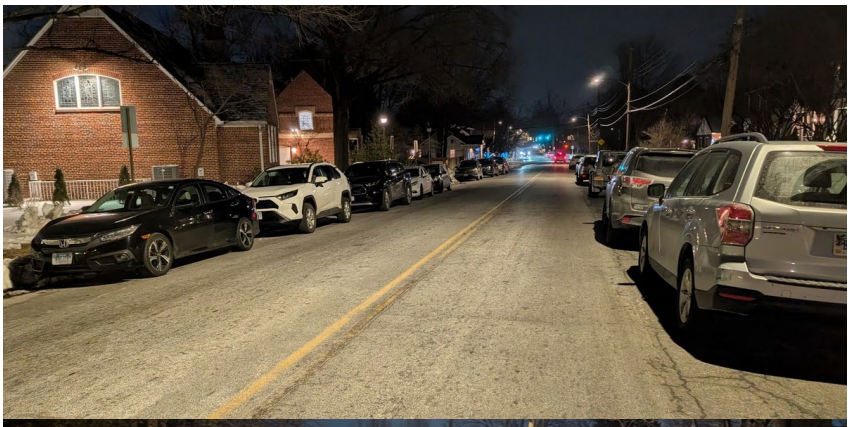
From: Siegal
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Fwd: Braddock Rd Project
Date: Monday, February 23, 2026 11:19:16 AM

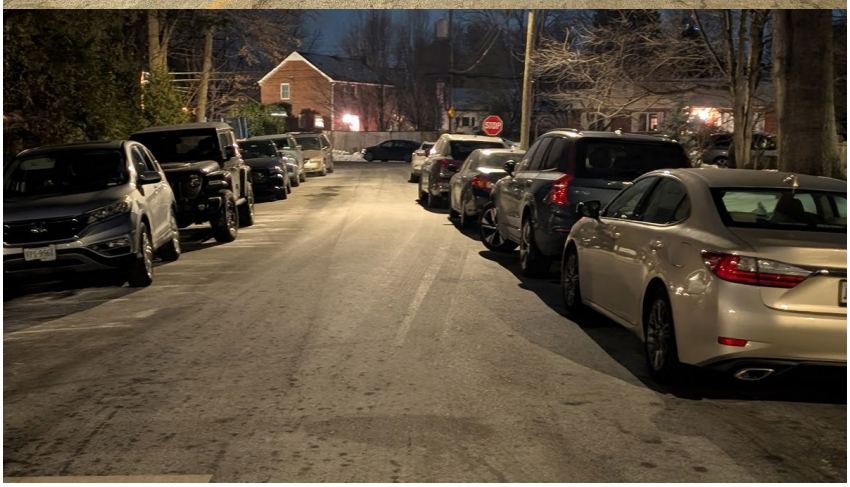
You don't often get email from siegalwriter@gmail.com. Learn why this is important

---------- Forwarded message ---------
From: **Siegal** <siegalwriter@gmail.com>
Date: Sun, Feb 22, 2026 at 4:54 PM
Subject: Braddock Rd Project
To: <max.devilliers@alexandriava.gov>

1. If removing parking along W. Braddock Rd, between Russell Rd. and Commonwealth Ave., where does city staff expect attendees at Good Shepherd Lutheran Church's numerous community meetings, funerals, weddings and church services, to park.
City staff chose times along Braddock Rd where no church events were taking place to justify the parking ban....but let me show you just a few random times within the last few weeks that demonstrate how vital street parking is to those attendees. AND at each event, ALL of the available spaces on Hancock and W. Luray are full - often preventing residents from parking on their own street.
Ex. Braddock Rd, W. Luray, and Hancock during a weekly Tuesday night choir practice.







Braddock Rd and W. Luray on a Wednesday morning at 10:30. My husband, 79, couldn't find a spot when coming back from appts.





Braddock Rd at 1:30 on a Friday afternoon



--
Ann Cameron Siegal
writer/photographer

siegalwriter@gmail.com
703-517-0860

--
Ann Cameron Siegal
writer/photographer

siegalwriter@gmail.com
703-517-0860

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source.

From: Siegal
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Rd Improvement Project
Date: Thursday, February 19, 2026 10:25:28 PM

You don't often get email from siegalwriter@gmail.com. Learn why this is important

My husband and I have lived on the 100 block of West Luray Ave since 1976 and have never had any problems. Then, almost everyone had only one car. Now, almost everyone had two or even three cars. Some of us don't have driveways.

The Complete Streets project includes City Council's statement that the infrastructure should "enhance the transportation network for all users, while undertaking an appropriate evaluation process and minimizing negative impacts to adjacent neighborhoods."

The Braddock Road Corridor Improvements Project plans to ban ALL street parking from Russell Road to Mt. Vernon Ave in favor of installing protected bike lanes on both sides of the street. This will definitely create negative impacts for all who live along that road and its feeder streets. I pull up on our lawn when all our block's spaces are taken, but my husband often has to park several blocks away - and that's BEFORE the parking ban. We are both in our late 70s.

The domino effect of pushing parking for residents and people attending multiple Good Shepherd Church events off a narrowed West Braddock will also affect emergency vehicles, delivery trucks, plus leaf and trash collection. The additional proposal to drop several left turn lanes, particularly at W. Braddock and Russell, will culminate in more severe backups at rush hour. Imagine one vehicle trying to make a left turn at Russell Rd, with only one lane each way, leading up and down Braddock's hill.....how many cars will get through that light in one cycle?

Now, factor in protected bike lanes on each side from Russell to Commonwealth, with the backed up traffic. Emergency vehicles trying their best to navigate the congestion will suffer key delays. Look at what happened on Seminary Rd. when safe roads became narrower and unsafe. Bicycle use didn't increase as envisioned, but accidents truly did.

At each of several community meetings on this issue, attendees have agreed that the big problem is around the Braddock Rd Metro and the area between Mt. Vernon Ave. and West St. So, concentrate on fixing that.

As for Mt. Vernon to Russell Rd, the proposals seem to be advocating for solutions where there are no problems,

Such massive changes to W. Braddock Rd are stated to be for safety….and yet there have been ZERO accidents involving bicycles on that road for more than a decade. The shared street system we have seems to be working fine.

Many of us love bicycling, but why is there such a push for disrupting the daily lives of

decades-long residents - many of whom are those entering, or in, their senior years - for the occasional benefit of a relatively few bicyclists - all of whom have other, more viable options with less traffic.

The data provided by city staff does not line up with the reality we've experienced.

Good Shepherd Lutheran Church has been a good neighbor, but their hosting of 10 community organizations per month, in addition to funerals, weddings, and multiple religious services, requires existing parking on Braddock Rd.

As attached photos will show, ALL available parking spots on W. Braddock between Russell and Commonwealth, and those on Hancock and West Luray Ave. are used throughout the month. Without Braddock Rd. parking available, the domino effect will crowd feeder streets.

These photos were taken at random times during weekdays over the past four weeks, covering W. Braddock, Hancock, and W. Luray during church events. One Friday at 1:30 pm, one Wednesday at 10:30 a.m. and one of the regular Tuesday night choir practice sessions.

W. Braddock



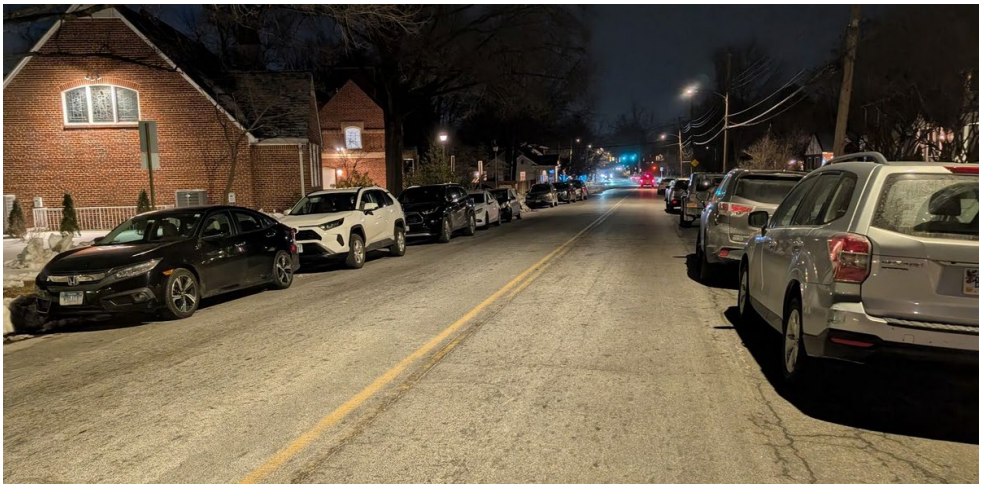
W. Braddock



W. Luray



W. Braddock



Hancock



W Luray - a Wed morning around 10:30, leaving no room for our cars



--
Ann Cameron Siegal
writer/photographer

siegalwriter@gmail.com
703-517-0860

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From: Anna Anderson
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Project comment
Date: Wednesday, February 18, 2026 10:06:00 AM

You don't often get email from pastor_anna2222@hotmail.com. Learn why this is important <https://aka.ms/LearnAboutSenderIdentification>

am a resident of Alexandria City and a member of Good Shepherd Church on Braddock Road. I am 80 years old. I am permanently disabled, after having muscles removed from my right thigh. I use a cane to bear weight and for balance and can only walk short distances. I am being treated for breast cancer and have little stamina. Currently I attend worship, meetings, and activities at Good Shepherd by parking on Braddock Road beside the ramp to the door into the Church. I cannot manage to walk much further than that. Please do not make my Church inaccessible to me. Please leave the handicap parking space on Braddock Road where it is.
Thank you.
Anna Anderson
703 212 8177

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From: Anna
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Improvement Plan
Date: Sunday, February 22, 2026 7:35:25 PM

You don't often get email from aframe1000@gmail.com. Learn why this is important <https://aka.ms/LearnAboutSenderIdentification>

I'm writing as an Alexandria resident asking you to vote no on the Braddock Road plan.

Reducing the number of lanes on this major route will slow traffic and cause dangerous situations for emergency vehicles; eliminating turn lanes will lead to increased traffic along numerous narrower streets throughout the neighborhood. If the goal is to increase the number of bikers, I don't think there is evidence that many bikers would likely use this route. I read that the City currently reports 8 bikers used the route over a two day period. To get perspective, I spoke to a lifelong-biker friend who has lived on the route for many years…he too is opposed.

The removal of many homeowners' street parking and that of several churches seems inconsiderate and imbalanced when weighed against predictably increased car traffic problems for even larger numbers of people in trade for potential improvements for a much smaller number of cyclists.

I do hope this plan is scrapped or revised to address these concerns.

Anna Frame
295 W Masonic View Ave
Alexandria, VA 22301

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From: Anne.Malinee@lw.com
To: TES-Traffic and Parking Board; Alyia Gaskins; Abdel Elnoubi; Jacinta Greene; Kirk McPike; Sarah Bagley; John Chapman; Canek Aguirre
Subject: [EXTERNAL]Braddock Road Corridor Project
Date: Friday, February 20, 2026 10:05:12 AM

Some people who received this message don't often get email from anne.malinee@lw.com. Learn why this is important

Hi,

I am a resident of West Alexandria Avenue and am writing to voice my opposition to the removal of street parking and the installation of bike lanes on Braddock Road between Mount Vernon and Russell Road.

This proposed change is utterly unsupported by safety data – the current traffic configuration has resulted in zero pedestrian and bicycle collisions since at least 2017, according to the City.
Not only is there no demonstrated need for this portion of the project, but it will have significant negative impacts, including but not limited to:

- Increased congestion due to the removal of eight turn lanes along Braddock, leading to traffic backups and frustrated drivers, who pose a safety risk to bikers, pedestrians, and other vehicles;

- Constraints on emergency vehicles who travel down Braddock Road, due to the elimination of space for vehicles to pull aside;

- The elimination of parking for residents on Braddock who purchased their homes with the expectation that they would be able to park near their homes as they go about daily tasks like taking children to school, carrying groceries, etc.;

- The elimination of parking relied upon by four different churches that serve as gathering places for community members throughout the week; and

- Increased congestion on side streets (like West Alexandria Avenue) as both traffic and parking are displaced off of Braddock. This undermines our expectations as homeowners, too.

City data indicates that previous corridor projects on Seminary Road and Commonwealth Avenue have resulted in ***more crashes after the City implemented its plans.*** I have no doubt this project will have a similar outcome.

At every turn, this project has been poorly conceived and poorly messaged. Project

coordinators have dismissed the concerns of the Alexandria residents most affected by the proposed changes: the people who live and commute (by car, bike, or foot) along Braddock and the sides streets that will be directly affected by the proposed changes.

Please reject this unsupported and ill-conceived plan.

Anne C. Malinee

LATHAM & WATKINS LLP
555 Eleventh Street, NW
Suite 1000
Washington, D.C. 20004-1304
Direct Dial: +1.202.637.2311
Email: anne.malinee@lw.com
https://www.lw.com

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From: Armita Cohen
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Project Feedback
Date: Sunday, February 22, 2026 3:39:52 PM

You don't often get email from armitacohen@gmail.com. Learn why this is important

Hello!

I live in Rosemont between Commonwealth and Russell Road, and prior to this lived just off Braddock and Mount Vernon (along Ramsey) for nearly a decade. I can personally confirm that it is very important to keep traffic moving along Braddock Road at rush hour, and that there is not enough room on the side streets off of Braddock for displaced residents, commercial patrons or church goers to park if parking spots are removed as the project team is recommending.

Traffic at evening rush hour will not be alleviated by adding bike lanes. Most of the drivers are commuters who work in Alexandria but are driving to a highway to go home (many with Maryland plates), or those who live in Alexandria but not somewhere convenient to public transportation. There are also people who are not physically capable of biking such long distances safely. The street I currently live on (W Linden) is frequently used as a cut through for commuters or locals needing to get to the other side of town. On a typical evening, traffic backs up along Commonwealth and Russell, but continues to move along Braddock (and then backs up again along Route 1 and Duke Street). Every now and then Braddock will back up because of an accident on the highways. When that happens, the neighborhood is basically at a standstill and it is impossible for residents to get out of their driveways (or pull into them).

Braddock tends to keep moving because the lights are well-timed and there is room for traffic to wait to turn (either to wait for oncoming traffic or pedestrians to cross). Both lanes at Braddock and Mount Vernon intersection are heavily used in the evenings and mornings as well (when students and teachers are arriving at GW - the city bus service is not reliable for students so many have to get rides from parents).

I reviewed the conceptual designs and recommendation after hearing about the proposal from my neighbors. I was wondering why the project team is not recommending the options that allow for adding a bike lane but preserving one side of parking along Braddock Road, and also preserving separate left turn lanes at each intersection for West Bound AND East Bound traffic. In addition, I was wondering if the project team has considered routing bikers along parallel streets that already have parking only on one side (for example - Oak Street runs from Mount Vernon up through Russell Road and could present a suitable alternative).

I recognize that it is difficult to get to the bike trail along the GW Parkway for some, but I also understand there is a limited demand for bike travel along a busy road like Braddock Road (I have yet to see people use the bike lanes along King Street or Seminary Road during rush hour). Since it is likely vehicle traffic will remain heavy on Braddock (it is also a snow route and emergency vehicle route), I hope there is appetite for finding a compromise that would allow confident bikers to use the road, but also preserve some parking on Braddock (for residents who do not have driveway or commercial business for Yates corner) and preserve existing wait times at the intersection. You could achieve the goals of creating more room for bikers, while preserving parking and keeping turn lanes, by adopting some of the other design options considered by the project team. For example, adopting the following design options

seem to be more likely to serve the interests of a broader cross section of the community:

- Russell Road to Commonwealth Avenue: Option 1A* but find a way to preserve a left turn lane from Braddock Rd in both directions
- Commonwealth Avenue to Mount Vernon Avenue: Option 2B* but find a way to preserve a left turn lane from Braddock Rd in both directions
- Intersection of Russell Road/Braddock Road/West Alexandria Avenue: Option 4A* but find a way to preserve a left turn lane from Braddock Rd in both directions
- Intersection of Mount Vernon Avenue/Braddock Road: 6B

Thank you,

Armita Cohen

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From: Art Witebsky
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Bike Lanes?
Date: Thursday, February 19, 2026 1:39:13 PM
Attachments: Outlook-REsized fo.png

You don't often get email from art@seasonsculinary.net. Learn why this is important

I understand that the review or discussion of the plan for bike lanes on West Braddock Road is coming soon. I want to be sure that I voice my thoughts as this idea/plan/process seems as if it's not based on data or common sense.

Braddock is already an extremely busy and congested road. Adding or encouraging bikers to utilize this road seems almost comparable to adding bike lanes to the Beltway to encourage bikers to use it. This doesn't make sense. Nothing good will come of this project or idea other than more commuter and biker frustration. There are other alternative routes that can and should examined (I think most bikers already look and use less congested neighborhood roads that the lead to the same destination...the Metro. Where is the data or study to back up the need for this or the safety that this will improve?

I would also suggest that improvements in the road design/configuration should focus on the block from Mt. Vernon Avenue to the Metro/West Street. This is an area that is just ripe with safety issues for drivers/pedestrians and bikers. Can you get this fixed before looking at bike lanes on West Braddock at Russell Road. Using a little patience, common sense and more data would make this process more transparent and rooted in real data and information as opposed to what seems like someone's "idea". Can you please back up this "idea" with something more than a statement that says, "Braddock Road is unsafe for bikers and we need to encourage more bikers"?

Just very disappointed and discouraged by this process to this point. I would hope that anyone looking at this would not approve and approve looking more closely at what will make more sense than this. I don't write or may never have written about any issue to any city official but this issue just looks like an issue that has not been looked at with common sense. Anyone approving this plan, would seem to lack the wherewithal to ask more questions and examine this issue more deeply...which leads to the question of whether anyone voting for or approving this plan would get my vote.

I appreciate your time and all that you do for the City. Thank you!

Art Witebsky
Partner

office: 703.740.4726
mobile: 240.216.0055
art@seasonsculinary.net
www.seasonsculinary.net



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From: Babs Tomlinson
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Plans
Date: Saturday, February 14, 2026 2:07:33 PM

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To Traffic and Parking Board Members,
I have been a resident of Alexandria for 82 years. I travel Braddock Road all the time. I also go to Good Shepherd Lutheran Church. We have a handicap ramp on the Braddock Rd side of our Church. You are proposing to eliminate all parking spaces. I park on this side to use the ramp. You are saying you will make a Handicap space on Hancock. There is no sidewalk on that street. I will have to walk in the street and around to the ramp to use it. If you move the handicap space to Luray Ave. I will have to walk further. Plus, the Church has no ramp on the Luray Ave. side of our building. We have several older and younger folks that will be greatly affected by your decision. I feel your plans are not fair. Please consider this information as you make your plans! Thank you! Barbara Tomlinson

Question……has there been a study to determine the number of bike rider actually use Braddock Road. Truthfully, I have rarely seen any bike traffic and I travel at various times up and down this road. I have never seen any bike riders going up the hill.

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From:	Barbara Haley
To:	TES-Traffic and Parking Board; Alyia Gaskins; Abdel Elnoubi; Jacinta Greene; John Chapman; Canek Aguirre; Sarah Bagley
Subject:	[EXTERNAL]Save the parking places on Braddock Rd.
Date:	Monday, February 23, 2026 12:06:27 PM

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Folks,

Please maintain the parking places on Braddock Road. This will enhance quality of life for the households that live there as well as maintaining space for emergency vehicles and safety for pedestrians. Drivers on Russell Rd have figured out how to share the road with bikers, so it seems reasonable that they can also share on Braddock Rd. too.

thanks,
Barbara Haley
206 Summers Dr.
Alexandria VA 22301

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From:	Jacquelyn Kittredge
To:	Alyia Gaskins; Sarah Bagley; John Chapman; Canek Aguirre; Abdel Elnoubi; Jacinta Greene; TES-Traffic and Parking Board
Subject:	[EXTERNAL]Braddock Road redesign
Date:	Monday, February 23, 2026 7:36:14 AM

[You don't often get email from healthitgirl@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear City Council and Traffic and Planning Board,

We enthusiastically support the staff recommendations for the changes to Braddock Road, including the new protected bike lanes.

We have lived in Rosemont for 28 years and walk and bike whenever possible. This change will be a welcome improvement to the city's infrastructure.

Thanks so much,
Ben and Jacquelyn Kittredge

_____
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From: Ben Matthews
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Parking on Braddock Road
Date: Thursday, February 12, 2026 2:23:04 PM

You don't often get email from matthews.benjaminj@gmail.com. Learn why this is important

To Whom It May Concern,
I'm writing to voice my opinion to keep parking on Braddock Road. In residential areas, there are homes, churches and businesses that must have parking and if you eliminate parking, you eliminate the quality of life in our city, and actually create more dangerous traffic patterns. Please do not eliminate parking on Braddock Road.

Thank You,
Ben Matthews
707 N. Paxton Street

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From: Benjamin McGinnis
To: TES-Traffic and Parking Board; Alexandria Carroll
Subject: [EXTERNAL]Braddock Corridor Improvements: speeding, low-stress bike access, and operational verification
Date: Thursday, February 19, 2026 10:30:33 PM
Attachments: Attachment A - Concept Bike Boulevards.pdf

You don't often get email from mcginnisb@gmail.com. Learn why this is important

Chair and Members of the Traffic & Parking Board,

Thank you for the opportunity to provide public comment on the Braddock Road Corridor Improvements Project. I am a resident who walks, bikes, takes transit, and drives in this corridor.

Attachments (for the public record)
• Attachment A: Concept map of two parallel neighborhood bike boulevards (north and south of Braddock), including a candidate diverter location at Timber Branch Rd × W Alexandria Ave.
• Attachment B: Example "neighborhood greenway / bike boulevard" treatments (from Minneapolis Street Design Guide) showing tools like traffic diverters, raised crossings, curb extensions, and mini-circles.

Summary of requests
1) If the City is not going to fully protect bike lanes or implement meaningful traffic calming on Braddock itself, direct staff to study and pilot the two neighborhood bike boulevards shown in Attachment A.
2) Include traffic diverters (where needed) to limit cut-through driving while allowing bicycles and pedestrians through, especially at Timber Branch Rd × W Alexandria Ave.
3) Require a transparent "model → reality" verification plan for signal timing changes (before/after field measurements and a clear retiming process if performance differs from modeled results).

1) Public feedback is clear: speeding and family safety are the core issues
The City's outreach results show that speeding is a top concern in the corridor (64% selected "People drive too fast"). In addition, responses indicate strong concern that the corridor is not comfortable for families and children. Those results should be the lens for the design.

2) Concern: paint-only bike lanes + parking removal may not slow traffic or attract everyday riders
I support improving walking and biking connectivity to Metro, trails, schools, and neighborhoods. My concern is that replacing parking with largely unprotected, paint-only bike lanes, without meaningful geometric speed management, will not reduce operating speeds and will not deliver a "low-stress" corridor that families and less-confident riders will actually use.

Paint does not slow cars; street design does. If the street still feels wide and fast, the result may be: (a) worsened speeding and stressful crossings, and (b) limited changes in travel behavior despite "checking the box" for bike infrastructure.

3) Practical compromise: two neighborhood bike boulevards on parallel residential streets (Attachment A)

If the City is not prepared to fully protect bike lanes and/or meaningfully calm traffic on Braddock itself, I urge the Board to recommend a complementary approach: two neighborhood bike boulevards on parallel residential streets.

• Southern route ("Naomi Brooks Bike Boulevard"): Begins where the existing Braddock bike lanes end at Ruffner Road and diverts cyclists onto a calmer neighborhood route via Ruffner, Timber Branch, Junior Street, Masonic View, Russell, and Oak to reach Metro.
• Northern route ("George Washington Bike Boulevard"): Runs via Alexandria Avenue, Hancock, Luray, Newton, Glendale, and Mount Vernon.

These streets are already relatively calm because their narrow width naturally limits speeds. With modest, targeted traffic calming and clear wayfinding, they can become safe, low-stress routes for families and everyday riders, including those who do not feel comfortable riding on Braddock even with paint-only lanes.

4) Diverters to limit cut-through traffic (Attachment B), especially Timber Branch Rd × W Alexandria Ave
If signal/turn changes increase congestion or alter driver behavior, the City should proactively protect residential streets from becoming unofficial bypass routes.

Traffic diverters are a standard neighborhood greenway tool (illustrated in Attachment B): they limit cut-through driving while maintaining local access and allowing bikes/pedestrians through. Timber Branch Rd × W Alexandria Ave is a particularly important location to study for a diverter or similar measure to reduce cut-through traffic between Braddock and nearby neighborhood streets.

5) Signal timing and operations: validate modeled benefits with real-world measurements
I appreciate the operational analysis and the effort to quantify expected changes in control delay. My concern is that average control delay can mask multi-cycle queues on specific approaches, especially at complex clusters like Russell/Braddock/W Alexandria.

I am requesting that the Board require a before/after verification plan:
• Peak travel times by movement/approach
• 95th-percentile queue lengths and "cycle failures" (how often queues require multiple cycles)
• Pedestrian delay and crossing performance (not only vehicle metrics)
• A clear, transparent retiming/adjustment process if observed conditions differ materially from the model

This kind of verification matters for trust. For example, the King/Callahan/Russell materials projected meaningful delay savings on southbound Russell in the PM rush, yet my personal observations after implementation include multi-cycle queues and very long backups. I recognize that is anecdotal, but it is exactly why systematic field measurement should be a condition of major timing/turn changes.

6) Seminary Road: helpful lessons, but a warning against "checkbox" outcomes
The Seminary Road evaluation is often cited as a success because bicycle counts increased (from 4 to 16 in a reported comparison). That is real progress. But compared to the corridor's vehicle volumes, those bicycle counts remain very small. If Alexandria wants transformative changes in travel behavior, the design must feel safe and low-stress for a broad set of

residents, not only confident riders.

In the Braddock corridor, that points toward:
• Truly protected bike facilities and safer intersections on Braddock, and/or
• A truly low-stress parallel network (the neighborhood bike boulevards) for families and everyday riders

In closing, Braddock is one of the few east–west crossings of the rail corridor and serves drivers, transit riders, pedestrians, and cyclists. The public feedback indicates that safety and speeding are the priority. If we cannot achieve a meaningfully calmer, family-comfortable Braddock with protected biking and traffic calming, then the City should provide a practical, affordable alternative by piloting the two neighborhood bike boulevards in Attachment A, supported by diverters and other proven greenway tools illustrated in Attachment B, and validate operational claims with transparent field data.

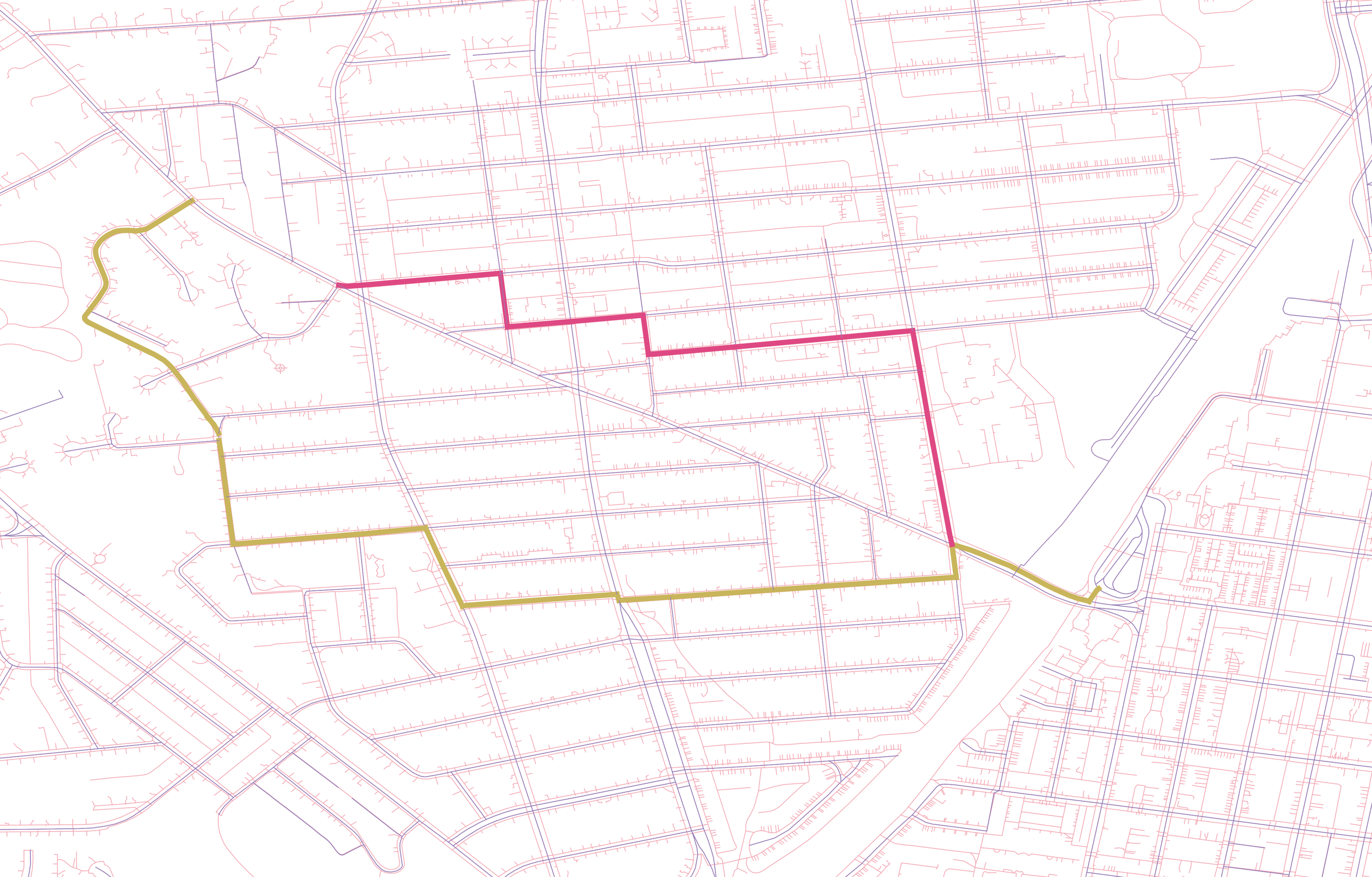
Thank you for your consideration.

Sincerely,
Benjamin J McGinnis
Rosemont Resident

References (for convenience)
• Traffic & Parking Board docket / public feedback summary (Braddock Corridor): https://www.alexandriava.gov/sites/default/files/2026-02/TrafficParkingBoardDocketFebruary2026_smaller.pdf
• Operational Summary (signal timing / control delay tables): https://www.alexandriava.gov/sites/default/files/2026-01/Operational%20Summary_0.pdf
• King–Callahan–Russell presentation (projected delay savings): https://media.alexandriava.gov/docs-archives/localmotion/info/gettingaround/kcrpresentationfinal.pdf
• Seminary Road Project Evaluation (bike counts and vehicle volumes): https://www.alexandriava.gov/sites/default/files/2022-11/Seminary%20Road%20Project%20Evaluation.pdf
• NACTO Urban Bikeway Design Guide , Bike Boulevards / Neighborhood Greenways: https://nacto.org/publication/urban-bikeway-design-guide/designing-bikeways-for-all-ages-and-abilities/bikeways-on-low-speed-low-volume-streets/bike-boulevards/
• Minneapolis Street Design Guide , Neighborhood greenways (source of Attachment B image): https://sdg.minneapolismn.gov/design-guidance/bikeways/neighborhood-greenways-full-greenways

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traffic diverters can be incorporated periodically
shared use path
green stormwater infrastructure
existing boulevard and street trees are maintained
sidewalk
typical cross section
55′ right of way
6′
6′
10′
3′
11′
7′
6′
6′
sidewalk
boulevard
shared use path
boulevard
travel lane
parking lane
boulevard
sidewalk
1-way vehicle traffic
pedestrian curb ramp
raised pedestrian crossing
curb extension

From: bill carr
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Comment on Braddock Rd corridor improvement plan
Date: Monday, February 23, 2026 12:45:15 PM

You don't often get email from carrlandscapeva@gmail.com. Learn why this is important

Hello,

Please note that the Good Shepard Lutheran Church on Braddock Rd is a community resource which uses the parking on both sides of Braddock. I sing with Encore Chorale (for seniors) which rehearses there on Mondays for most of the year, and we park on Braddock, so as to not impact resident parking on the side streets. I would hate to see street parking lost to dedicated bike lanes. Encore would no doubt have to find a new rehearsal space if there is not adequate parking.

Thank you,
Bill Carr
210 W Walnut St

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February 20, 2026

Chair Ann Tucker
Traffic & Parking Board
City of Alexandria

Re: I use Braddock Rd (biking & driving) and I support staff's safety redesign

Dear Chair Tucker and T&PB board members,

I have used Braddock Road regularly in my 17 years living here to access Metro, my kids' school GWMS, and North Old Town destinations. Staff's proposed redesign would make Braddock Road much safer and a more pleasant corridor for my experience as a driver and bicyclist, and for my daughter who is a pedestrian there.

- **Staff design would make Braddock safer, smoother for drivers** – When I ride my bike on Braddock between Russell Rd and Mt. Vernon Ave, cars often try to pass me and veer into the oncoming traffic lane causing those drivers to brake and honk. As a driver, I've experienced the cars veering into my lane. Staff's proposed design would remove this conflict between drivers and bicyclists.
- **Proposed improvement at Trail intersections, Metro station better for everyone** – The staff design would greatly improve the currently confusing and often unsafe situation at the Potomac Yard Trail, Metro station and Linear trail intersections with Braddock. The 2-lane design would benefit everyone. My daughter crosses here when leaving school to go to activities, and the four traffic lanes are unsafe and confusing.

The on-street parking on the Russell-Mt Vernon stretch always looks very underutilized, and I see lots of available parking on the side streets. I'd be fine with an arrangement to maintain Sunday morning handicapped parking in front of Good Shepherd Lutheran Church.

Please vote in support of the staff proposed design for the Braddock Rd Corridor Improvement Project.

Thank you for your consideration,



Bill Pugh
1200 N Quaker Ln
Alexandria, VA 22302

From: Bonnie Naugle
To: TES-Traffic and Parking Board
Subject: re: Traffic and Parking Board Meeting – Monday, February 23
Date: Thursday, February 19, 2026 7:44:58 AM

You don't often get email from bonnie.naugle@gmail.com. Learn why this is important

Dear TPB members,
I'm writing in support of the new bike lane plan for Braddock Road. I understand that street parking, while convenient, is not guaranteed to remain in that state. I also understand that the city has means to help those without a driveway or parking pad find reasonable parking for their vehicles.

There are so many unsafe routes in the city for bicyclists and pedestrians that we just avoid the most direct routes. Shared streets with bikes painted on them are not safe, and I wouldn't feel comfortable on them. Drivers do not pay close attention to their surroundings!

With a child going to GW middle school next year, I want her path to school to be safe regardless of the method she chooses to get there. I want to be able to bike safely with my family, and let my kids roam by bike like I did as a kid.

Thank you for your time.
Bonnie Naugle

February 22, 2026

Braden Goetz
1206 Russell Road
Alexandria, VA 22301

Alexandria Traffic and Parking Board
Alexandria, VA

Dear Board Members:

I am writing to express my opposition to the proposed removal of street parking from Braddock Road and the elimination of turn lanes at the Braddock Road intersections with Commonwealth Avenue and Russell Road. These proposals will make walking in the Braddock Road corridor more unsafe.

I write as the owner of a home on Russell Road near the Braddock Road intersection and as someone who walks up and down Braddock weekdays to and from the Metro on my commute. I was pleased when the city decided to study pedestrian safety in this area because I worry about the speeding on Braddock, the frequency of congestion, and drivers running red lights at the Braddock and Russell intersection. The proposed changes will make these problems worse.

According to the Federal Highway Administration, street parking calms traffic and slows down drivers. As a pedestrian, I also feel safer with parked cars providing a barrier between me and traffic. Removing the parking will further accelerate speeding on Braddock and make my commute more hazardous.

The Braddock intersection with Russell is congested all day and through the evening, with frequent honking by frustrated drivers. The intersection with Commonwealth becomes a big bottleneck after 3 pm on weekdays, with traffic backed up to Russell. Speeding through the red light is common at both intersections from all sides. Eliminating the turn lanes will further increase congestion, road rage, and running red lights.

I also am concerned that eliminating parking on Braddock will do financial harm to the four churches in this vicinity that attract many worshippers from outside the neighborhood who park on that street. Attendance at these churches does not appear to have fully recovered since the pandemic. I worry that making it more difficult to find nearby parking will further depress attendance. I don’t want to lose these neighbors.

Thank you for considering my views. I hope you will value the perspectives of those of us who live near these intersections. I also encourage you to read carefully all of the feedback from both surveys, especially the short responses, because they do not support what the city staff are proposing.

Braden Goetz

From: Bradley Henochstein
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road bike lanes
Date: Thursday, February 19, 2026 8:46:24 AM

You don't often get email from bradley.henochstein@gmail.com. Learn why this is important

Dear Traffic & Parking Board,

I am a 10 year NoVa resident, a Del Ray homeowner, and a new father. In all of those capacities, I'm writing to support the safest options for people driving, walking, and biking in our community - the staff recommendations for the Braddock Road Trail access and Corridor improvement project, options 1b, 2a, 3, 4b, 5a, and 6c.

I bike both to work and for transportation around Alexandria, and my regular use of the Potomac Yard Trail has always been made more dangerous by the safety problems inherent in riding on Braddock Road. This project will ensure that I feel more comfortable riding to errands around Braddock road and old town, reducing the risk of injury and taking another car off the road in town.

Also, the more developed our bike infrastructure becomes, the more people will replace car trips with safer biking and walking options. My wife has often felt she would bike places if there were more protected lanes and safety features, and as my son grows up I will feel more empowered to take him places without a car and give him the freedom to go places without worrying he'll be hurt by unsafe streets or unobservant drivers. This is good for traffic, it's good for safety, and it reduces our carbon footprint as well.

To accomplish our safety and our climate goals, more cyclist and pedestrian safety measures are not just beneficial but necessary, and the more we do now the easier each next step becomes. Please implement the staff-recommended version of this project, and don't let those who prioritize the short term ease of driving over community safety and sustainability delay this needed process any longer.

Thank you,
Bradley Henochstein
2408A Burke Ave, Del Ray
214-364-7336

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From:	Brian Egan
To:	TES-Traffic and Parking Board; Alyia Gaskins; Sarah Bagley; John Chapman; Canek Aguirre; Abdel Elnoubi; Jacinta Greene
Subject:	[EXTERNAL]Strong Support for Braddock Rd. Modernization
Date:	Monday, February 23, 2026 11:40:30 AM

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Dear Members of the Traffic and Parking Board,

I am writing to express my strong support for the recommended design concept for the Braddock Road Trail Access and Corridor Improvements project. As a resident living just off Braddock Road, I navigate this corridor on a bicycle every single day. My primary method of transportation is a cargo bike, which I use to transport my three young children around our neighborhood.

Currently, mixing vulnerable cyclists with heavy vehicle traffic creates a stressful and unpredictable environment. Implementing protected lanes and modernized, shorter crosswalks will physically separate families like mine from speeding cars, making the road safer and more predictable for everyone. This redesign is more than just an infrastructure update; it is a vital step toward a positive, connected, and family-friendly vision for the future of Alexandria.

Finally, please know that while the opposition to this project has been incredibly loud, they are a small minority and do not speak for the consensus of our neighborhood. The recent civic association votes against this safety plan were decided by less than 2% of Rosemont's residents and in a forum very difficult for parents of young children to attend. The majority of families here prioritize safety over on-street vehicle storage, and I strongly urge the Board to approve the recommended design at tonight's hearing.

Sincerely,
Brian Egan
304 W. Alexandria Ave, Alexandria, VA 22302

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From: Brian Mahar
To: TES-Traffic and Parking Board
Cc: Alyia Gaskins; Sarah Bagley; John Chapman; Canek Aguirre; Abdel Elnoubi; Jacinta Greene
Subject: [EXTERNAL]Braddock Road Corridor Plan
Date: Monday, February 23, 2026 12:45:20 PM

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As a decade-long Alexandria resident who lives on the Del Ray-Rosemont border, I'm writing to oppose the addition of bike lanes along Braddock Road.

In my experience, the bike and scooter riders don't even use the dedicated bike lanes between West St and Mt Vernon. I've never had an incident with a vehicle in that area, but consistently dodge bikes and scooters when walking to the metro or walking my dog.

Ramsey Street between Spring and Braddock has already become a speedway for GWMS parents during morning drop-off. If parking is removed from Braddock Road, it will become the de facto parking lot of the Braddock Road Metro.

Likewise, the turns from side streets like Ramsey onto Braddock are already challenging. Having to look out for vehicles and a potential influx of bikes and scooters is a deadly recipe, as well as adding other vehicles to the mix for the many walkers in the area.

As someone who likes to be solution-oriented, I would throw out:
- Reducing the time for the left-turn light from Mt. Vernon turning west onto Braddock. I think I timed it once as about 90 seconds. I doubt any traffic study will show that that turn is used with any frequency or at all. You could reduce backup on Braddock significantly by reducing the time of that left-turn signal.
- I know this won't fly, but it gets to a real problem - requiring visible license plates on bicycles and scooters. Currently, there's no way to identify reckless riders, so they operate with impunity. In my observation, they use the road and sidewalk interchangeably when they feel like it, and obeying traffic signals is hit or miss. Pedestrians are the least physically protected movers in our society and therefore deserve the most protection from our city planners.

The reality is that we live in a car-centric society and our infrastructure buildout supported that. This area already offers strong walkability, which is one of the reasons we moved here and are currently renovating to add square footage to our house so that we can stay here for the long-term. Unfortunately, these proposals are a square peg for a round hole. Alexandria's citizens would much prefer you start over again and come up with stronger options that prioritize the residents that live along this stretch rather than getting caught in the fallacy of sunken costs.

Finally, thank you for your service to our community and considering my opinions. Local government is a tough and, often, thankless job.

Best regards,
Brian Mahar
713 Ramsey Street

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From: Brittany Bayliss
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Opposed to bike lanes on Braddock Road
Date: Sunday, February 22, 2026 10:20:14 PM

You don't often get email from brittanyebayliss@gmail.com. Learn why this is important

I oppose the protected bike lines and removal of street parking on Braddock Road.

Adding the bike lanes and removing parking will greatly affect the daily quality of life for those residents, as well as their property value. It is a real cost and harm to the residents of Braddock, while only a potential vague gain to the community.

Regards,

Brittany Bayliss
Del Ray Neighborhood Resident

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From: Brittney DePiano
To: TES-Traffic and Parking Board; Michael Moon; Hillary Orr; Christopher Ziemann; Ryan Knight; Alexandria Carroll
Subject: [EXTERNAL]Braddock Corridor Project - Resident Concern
Date: Tuesday, January 27, 2026 8:13:02 AM

You don't often get email from brittneydepiano@gmail.com. Learn why this is important

Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, and Members of the Traffic and Parking Board:

I reside at 115 W Braddock Rd.

I strongly oppose the proposal to remove parking on Braddock Road between Russell Road and Commonwealth Avenue. Eliminating these spaces—especially the designated handicap spot in front of Good Shepherd Lutheran Church—would sharply reduce accessibility for congregants, community groups, and visitors with mobility limitations. The only handicap-accessible entrance is on Braddock Road, and Hancock and Luray Avenues lack sidewalks, making on-street parking essential. Many who rely on this parking would lose access to worship, meetings, and community events.

My husband and I currently have one off street parking spot and rely on the parking in front of our house on the north side of W Braddock road for our everyday life activities. I park in front of our house to load and unload groceries safely, for my elderly family members to safely visit and access my home and while we are planning to have a family, I am concerned about not being able to get my kids in and out of the car safely if I can no longer park in front of my house. One of the deciding factors in choosing this neighborhood without two designated off street parking spots was because of the ample parking available on the street in front of our house. We are two full time working professionals that need to have two vehicles. We rarely see cyclists using this portion of Braddock (intersection of W Braddock and Russell) so it is hard to understand how the benefit to the minority who primarily use the street for recreational purposes outweighs the concerns and of the full time residents who reside in the impacted area.

Additionally, Braddock is a main emergency route and buffered bike lines would severely congest / impact traffic flow during emergencies. We see emergency vehicles multiple times a day.

I support safe and efficient streets for all users, but installing bike lanes at the expense of on-street parking along this busy corridor is an unsound approach. It would burden residents and the many organizations that depend on Good Shepherd—including the Alexandria Choral Society, Symphony Orchestra of Northern Virginia, Encore Senior Chorus, 12-step groups, INOVA blood services, and the Rosemont Citizens Association. Some groups have said they could no longer meet at the church, eliminating a vital community gathering space.

I am unaware of any notable history of bicycle-related accidents on this segment of Braddock Road and request the historical crash data and projected safety benefits that would justify removing parking. The City has not provided daily bike-use counts, accident data, traffic studies, or any quantitative analyses supporting the removal of parking. I request the full set of data and decision criteria used for this proposal, including background traffic projections, safety surveys, and bike-volume analyses during peak and off-peak periods.

The proposal will not increase safety. To the contrary, it will heighten pedestrian risk and generate additional congestion. With no legal loading areas, delivery drivers, contractors, service personnel, and church visitors will have no choice but to park on side streets and cross Braddock Road at uncontrolled points. As seen in other parts of the City, removing parking and adding bike lanes also increases the frequency of double-parking. Double-parked vehicles will either block the bike lane—forcing cyclists into the travel lane—or block the travel lane—forcing drivers into oncoming traffic. This creates predictable, well-documented conflicts that are dangerous for everyone. We urge the City not to replicate these conditions here.

Finally, the City has not demonstrated how eliminating parking advances the stated goals of the Braddock Road Trail Access & Corridor Improvements Project. No evidence has been provided showing that this change would improve safety, mobility, or accessibility for any group. Has the transportation board exhausted all other means of increasing safety in the corridor? Police monitoring, changes to the light frequency and cadence, speed limit changes and camera lights.

For these reasons, we urge you to reject the proposal to remove parking along this section of Braddock Road and come up with alternative proposals.

Please include this correspondence in the official project record.

Sincerely,

Brittney & Riley DePiano

115 W Braddock Rd. Alexandria, VA 22301

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From: Bryan Williams
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support Item 9 - Staff Recommendation on Braddock Road
Date: Monday, February 23, 2026 8:51:38 AM

You don't often get email from bryanwilliams1025@gmail.com. Learn why this is important

Safe, comfortable bike and pedestrian infrastructure on Braddock Road is an essential part of our developing network, and is especially critical as a direct connection to Metro. While this project will cause some inconvenience to a small number of adjacent residents, I believe the benefit of a connected safe streets network to both adjacent residents themselves and the full city far outweighs the downside of having to park your second car around the corner sometimes. We cannot tolerate any more injuries to pedestrians or bikers in this area. Please support the staff's recommendation.

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From: Byron Peebles
To: TES-Traffic and Parking Board
Subject: Support Item 9 re: Traffic and Parking Board Meeting – Monday, February 23
Date: Monday, February 23, 2026 1:45:03 PM

You don't often get email from byron.peebles@gmail.com. Learn why this is important

As a resident of Alexandria, Virginia, I believe that the safer bike and pedestrian changes for Braddock Road is an important step at improving our transportation network. I am aware that the project will cause some inconveniences and changes to a some nearby residents, I believe the benefits from a more connected, and safer, street network is a net benefit to both the nearby residents and the city at large, and outweighs the downside of having to park additional second farther away sometimes.

I ask that you please support the staff's recommendation on this item.

Byron Peebles

From:	Caitlin Beth Barile
To:	TES-Traffic and Parking Board; Alyia Gaskins; Abdel Elnoubi; Jacinta Greene; Jacinta Greene; Sarah Bagley; John Chapman; Canek Aguirre
Subject:	[EXTERNAL]Braddock Road Corridor Improvements Project
Date:	Sunday, February 22, 2026 4:46:37 PM

You don't often get email from caitlinbeth@comcast.net. Learn why this is important

Dear All,

I am writing in opposition to the current proposal for the Braddock Road Corridor Improvements Project, specifically the removal of on-street parking between Russell and Commonwealth and the installation of dedicated bike lanes. While I support the concept of a bike-friendly Alexandria, I fear the proposal places an undue burden on residents without off-street parking.
Homeowners without driveways—along with several churches—would lose essential access, resulting in an uneven and inequitable impact across the corridor. In the interest of full disclosure, our home is not without a driveway, reducing the personal impact. However, many of our neighbors rely on street parking and will be greatly inconvenienced by this version of the proposal. Neighborhood parking is already constrained. Additional demand would spill onto narrow side streets, which rely on intermittent open spaces to allow opposing vehicles to pass safely.

As you have no doubt heard from other residents, there has been substantial opposition within the Rosemont Citizens Association. Concerns include:

- Incompatibility Between Proposal and Demonstrated Need
- Traffic Flow, Mobility, and Environmental Impacts
- Operational Conflicts with Service Vehicles
- Pedestrian and Public Safety Concerns, including Elevated Pedestrian Risk and Emergency Response Constraints
- Community and Equity Impacts, including Disproportionate Burden on Residents Without Off-Street Parking, Impact on Churches and Community Institutions, and Hardship for At-Risk Groups

I thank you for your time and attention to this matter. Additionally, I appreciate you taking the time to read the opposition and support for the current version of the Braddock Road Corridor Improvements Project.

Thank you,

Caitlin Barile (104 W. Braddock Rd)

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From: Carol Kaufmann
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road
Date: Sunday, February 22, 2026 9:59:39 AM

[You don't often get email from carolbkaufmann@yahoo.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Hello,

Please reconsider the bike lanes on Braddock Road. I'm a big fan of walkable and rideable communities, and am happy that our city has instituted so many bike lines throughout the community even in the face of opposition.

However, putting them on Braddock Road would be a huge service to the community. It would seriously hamper those taxpayers who live on Braddock Road and use the street for parking because they don't have parking on their properties, but it would also seriously hamper any emergency vehicles trying to get to Alexandria Hospital. There are no fast routes during rush-hour.

Please do not install by claims on Braddock. Thank you very much.

Carol Kaufmann
110 West Masonic View Ave
Alexandria

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From: coshau
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Please vote NO on Braddock Rd plan.
Date: Monday, February 23, 2026 10:02:49 AM

You don't often get email from coshau@comcast.net. Learn why this is important

This plan will create more problems than solve anything. Vote NO.

Carol Oshaughnessy
19 West Oak

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From: Carolyn Jones
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Humble requests
Date: Monday, February 23, 2026 3:00:16 PM

You don't often get email from carolynmorganjones@gmail.com. Learn why this is important

My name is Carolyn M.Jones and I have been a member for over 20 years at a wonderful church located in beautiful and historic, Alexandria, Virginia called Community Praise Center SDA Church at 1400 Russell Road. It is a warm, inviting, vibrant church family that has been in existence for over 100 years at that location. The church has grown from a very small congregation to a very large one that serves the community with services such as food, clothing, spiritual relief through weekly services on Saturdays. I am an active member who participates in the music ministry and teaching our you her children while my husband is a Deacon and youth leader. We depend on street parking every week due to our very small church parking lot. Please consider our church needs when decisions are made regarding the use of the streets in the area so we can continue to be a light and beacon of hope.for our congregation in the area and the whole.Washington DC area. I thank you in advance for your consideration and attention to my email.

In peace and gratitude for the kindness the city of Alexandria has shown us over the years and we pray this kindness continues for many years to come.

Sincerely,
Carolyn M.Jones (and my husband, Norman Jones, our children, Maya and Kayla Jones)

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From: Carrie Giddins Pergram
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]NO on Braddock Road Changes
Date: Monday, February 23, 2026 10:44:03 AM

You don't often get email from carriegiddins@gmail.com. Learn why this is important

One of the impacts of the reduction in parking on Braddock that has not been accounted for is the impact on the side streets. As a resident of Little Street between Braddock and East Oak, it is always challenging to find parking. We are a street of 19 homes, many without driveways. We chose to live in this neighborhood for many reasons, and one of them is the convenient access to street parking in front of, or within, a few spots of our home. If we wanted to live in a more urban area without convenient street parking, we would have done just that. Moving cars from Braddock onto the side streets will burden the already limited resource of street parking. Add into this the overflow parking from Lena's restaurant, which happens most weekends, from the corner of Braddock and Mount Vernon, and you have made life really unpleasant for the tax paying citizens of this small neighborhood. The new street plan for Braddock Road is ill conceived and was done without input from neighbors - this plan is a burden to the neighborhood, will adversely impact our quality of life and should not be passed.

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Alexandria Federation of Civic Associations

February 20, 2026

Alexandria Traffic and Parking Board
Ann Tucker, Chair
Alexandria City Hall
301 King Street
Alexandria, Virginia 22314

Dear Chair Tucker and Members of the Board:

The Board of the Alexandria Federation of Civic Associations (AFCA) is writing to express our opposition to the Braddock Road Corridor Improvement Project as currently envisioned in the city's project materials. While we support targeted safety improvements where data shows a clear need, we believe the proposed project extends far beyond any demonstrated safety concerns.

City staff state that VDOT has designated "the segment of Braddock Road **between Mt. Vernon Avenue and North West Street** as a top priority for pedestrian and bike safety upgrades."

Expanding the project westward to Russell Road and removing approximately 97 on-street parking places for residents and the four churches along this stretch of Braddock Road constitutes an unnecessary overreach and misrepresents the scope of VDOT's identified safety concerns. AFCA is troubled by the lack of accurate data to support such a broad intervention.

In studying the data used to validate this project, we are very concerned over the use of the "Safe Routes to School Assessment for George Washington Middle School," prepared by Toole Design. Page 2 of this report states that this was a regional study funded by Metropolitan Washington Council of Governments. The disclaimer printed on this page of the study states, "The final report and recommendations have been modified by the City of Alexandria to align with project goals." There is no indication which parts of the consultants' study have been "modified," which calls into question the reliability of the entire report in its final form.

Moreover, the chart on Page 13 of the report distorts the crash numbers by including areas far outside of this project's scope of Braddock Road from Russell Road to West Street. In addition, the crash dots shown on this map appear to represent just a fraction of the purported 831 crashes. The overwhelming majority of the highlighted crashes occur on the east side of GW Middle School, well into the Old Town area of the city. Most importantly, we note that there are only two crash dots on the stretch of Braddock Road within the proposed scope of this project, and both of them are in the segment of Braddock between Mt. Vernon Avenue and West Street. No crashes are recorded in the segment between Russell Road and Mt. Vernon Avenue.

Several other facts demonstrate that the stretch of Braddock Road within the scope of this project is already safe:

- The city's newly-created, resident-reported database for "near miss" incidents does not list the segment between Russell Road and Mt. Vernon Avenue among the top 10 corridors for safety risks.

- The city's "High Injury Network" map does not identify Braddock Road as a high injury location.

- Cyclists have long been able to navigate this stretch of Braddock Road using existing sharrow lanes.

- The city's Vision Zero map shows that there have been zero fatalities or serious injuries on Braddock between Russell Road and Mt. Vernon Avenue since 2017.

Therefore, AFCA asserts that removing nearly 100 parking spaces to construct cycling tracks will not improve safety on a roadway that the city's own data already deem safe. Instead, it will create new hazards. Delivery vehicles, postal trucks, contractors, and rideshare drivers will have no alternative but to stop in the travel lane, creating dangerous conditions. And residents backing out of driveways will have less room to do so.

The city states that there are "safety concerns at crossings." This could be easily corrected with additional crossings and perhaps pedestrian lights. The AFCA board supports adding such safety mechanisms where needed to improve pedestrian safety. Doing so would not require removing parking or eliminating turn lanes.

Other residents are likely to be negatively impacted if the project is executed as envisioned. The city describes Braddock Road as a "key east-west corridor." Residents know this first-hand. Braddock Road is an important link allowing residents in the west end to access Old Town employers, businesses, and restaurants. Reducing vehicle capacity on a major thoroughfare to accommodate a very tiny percentage of road users is neither proportional nor supported by usage data.

As to the demand for bike lanes, no data on bike volumes has been presented to support them on this stretch of Braddock Road. Given the steep terrain separating the western half of the city from the eastern half, there is no evidence to suggest meaningful increases in cycling along the corridor.

The city should not make the same miscalculations it did on previous similar projects on Seminary Road and upper King Street. As has been the case with those road diet projects, this proposal appears to be a solution in search of a problem – one not supported by data or by the residents most affected. City and VDOT data records show that cyclists using existing bike lanes in those areas comprise only about 0.1% of all road users. Average daily bike ridership on each roadway is under 20. In the case of Seminary Road, vehicle crashes have actually increased since the road diet.

We also note that the Rosemont Citizens Association, where the vast majority of this project will occur, and whose members living along this corridor will be most directly affected, has voted overwhelmingly to oppose the removal of these on-street parking spaces.

For these reasons, the AFCA Board respectfully urges the city to reduce the scope of this project to the segment of Braddock Road between Mt. Vernon Avenue and North West Street, and to focus on targeted pedestrian improvements, such as additional crosswalks. The removal of parking and travel lanes to construct dual cycling tracks is unnecessary, unsupported by accurate data, and misaligned with the needs or preferences of the vast majority of residents who live and travel along this corridor.

Thank you for your consideration.

Sincerely,

Carter Flemming, Chair, Alexandria Federation of Civic Associations on behalf of the Board of Directors

From: Cecilia Parish
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Trail Access and Corridor Improvements Project
Date: Monday, February 16, 2026 5:14:20 PM

[You don't often get email from cparish01@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear Members of the Traffic and Parking Board,

As an Alexandria resident of more than 25 years, I appreciate the recommended improvements for safety for all that are outlined in this project. As an avid cyclist, all efforts to create safe riding space along side traffic are definitely welcomed. My husband and I have had numerous close calls in the area, especially on Commonwealth Avenue. The proposed bike lanes on both Commonwealth and Braddock will be great improvements.

Additionally, as a walker, and a grandparent of school aged children, I am encouraged to see attention being given to the crossings around the middle school and the metro. Again, I have experienced, and witnessed, many close calls for pedestrians. Safe streets are essential for everyone!

Thank you for the opportunity to give input.

Sent from my iPad

_____
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From: Celeste Crutchfield
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Proposed Bike lanes on Braddock Road
Date: Thursday, February 12, 2026 4:12:45 PM

You don't often get email from ccrutch03@gmail.com. Learn why this is important

To whom it may concern:

The proposed bike path "upgrades" would remove street parking along Braddock Road, leaving many residents without driveways with no convenient place to park near their homes. The Lutheran Church located between Commonwealth and Russell does not have its own parking lot, which means the elderly members who faithfully attend services each week would lose reasonable access to their place of worship. Removing the turn lanes at those intersections would also create serious safety concerns. Because this is a heavily used emergency route, vehicles would have no room to pull aside for first responders. In addition, traffic flow would slow significantly, especially during light cycles when a single car attempting to turn left could block the entire lane if there is steady oncoming traffic. There has previously been a pedestrian struck at this intersection, and eliminating the turning lane is likely to increase driver impatience even further. That combination feels like an accident waiting to happen. These new traffic patterns also fail to meaningfully improve pedestrian safety, and I worry that increased congestion could lead to more driver frustration and road rage, putting walkers at greater risk. I strongly encourage members of the Traffic Board to visit this corridor during rush hour to fully understand how these changes would negatively impact the daily lives of the residents who call this area home.

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From: Chris Hoeffner
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Trail Access and Corridor Improvements project
Date: Monday, February 23, 2026 11:00:58 AM

You don't often get email from choeff@umich.edu. Learn why this is important

Please accept the following comments on the Braddock Rd. Trail Access and Corridor Improvement Project.

Dear Members of the Traffic and Parking Board:

I am an Alexandria resident living at 28 S. Hudson Street and a member of Good Shepherd Lutheran Church located at 100 West Luray Avenue. I write in opposition to the City of Alexandria staff proposals for the Braddock Road Corridor Improvements Project, which is on the agenda for your February 23 meeting.

There is no off-street parking at the church. All parking is on Braddock Road, Luray Avenue, Hancock Avenue, and surrounding streets. The church has a handicap accessible entrance and ADA disability parking space located on Braddock Road. Good Shepherd Lutheran Church welcomes all in worship, fellowship, learning, and service, and believes in making maximum use of its building for congregation and community. The ability to continue to maintain that sense of welcome and community will be adversely affected by the elimination of parking on Braddock Road and relocation of the church's handicap parking.

Need for Parking to Support Church Activities and Use
The need for parking is not limited to Sunday worship services or church members. The church building is used by the congregation and community members seven days a week and at all times throughout the day. Good Shepherd Lutheran Church members and visitors come not only from the City of Alexandria but also Arlington County, Fairfax County, the District of Columbia, and beyond, most by car. Street parking on Braddock Road is shared with the surrounding residences.

Good Shepherd Lutheran Church serves as a regular meeting place for congregation activities including:

- Church choir practice
- Monthly meal preparation service activity
- Congregation Council and committee meetings
- Confirmation classes
- Altar Guild worship preparation
- Book Club and Bible study meetings
- Annual Vacation Bible School for congregation and community members
- Mid-week Lenten supper and worship

The church also serves as a regular meeting place for numerous community organizations, including:

- The Alexandria Choral Society & Children's Chorus
- Encore Creativity for Older Adults
- Rosemont Citizens Association

ALIVE! Furniture Committee

- Friends of Guest House
- Symphony Orchestra of Northern Virginia (SONOVA)
- 12-step recovery groups
- A community meditation group
- INOVA blood drives (which also require parking for Blood Mobiles and equipment delivery)

Good Shepherd has been the home to these groups and activities for many years. Several community groups have indicated they would no longer be able to use the church if parking on Braddock Road were removed. In a city that values community engagement, the continued viability of such meeting spaces should be a priority. The removal of on-street parking on Braddock Road will adversely affect the vitality Good Shepherd Lutheran Church and the surrounding community by creating a barrier to participation and use of the church building.

ADA Disability Parking
City staff propose to adopt Option 1B for the segment of Braddock Road between Russell Road and Commonwealth Avenue. This option removes parking on both sides of Braddock Road, including the disability parking space located adjacent to the handicap-accessible entrance to Good Shepherd Lutheran Church. It is my understanding, based on the Recommended Design Concept graphic on the project web site, the staff recommendation proposes to relocate the parking space to Hancock Avenue and add another space on Luray Avenue.

This relocation would significantly increase the distance to the church accessible entrance from the current 56 feet to 125 feet (Hancock) to 170 feet (Luray). It would also require installation of a new sidewalk with curb cuts on Hancock and Luray Avenues, where no sidewalk currently exists. The proposal provides no information about the cost, timeline, or sequencing of this ADA-required work, nor does is specify whether the existing disability parking space would remain in place until the replacement space and sidewalk are completed.

Failure to Consider Community Input
The Traffic and Parking Board's enabling ordinance directs that it consider all matters concerning substantial changes to traffic and on-street parking regulations and encourages deliberation of community feedback in its recommendations, including organized positions by recognized civic associations. It is my understanding that the Rosemont Citizens Association, the civic association representing the neighborhood surrounding Good Shepherd Lutheran Church, has twice voted to oppose removal of parking on Braddock Road. These formal votes reflect organized neighborhood input on a matter squarely before the Board. Observations from church members who frequent the church at various times throughout the week report low bicycle usage that would justify such the addition of such significant bicycle facilities. The 2024 City of Alexandria Resident Survey indicates that "When assessing importance, residents believe that the top three most important transportation services for the City of Alexandria to emphasize are safety while walking in Alexandria, ease of travel by car, and safety while driving in Alexandria." No data has been provided how competing interests were weighed in determining the recommended option.

While I support the projects objective to "make it easier, safer, and more comfortable for people walking, biking, and scooting to get to/from the Metro Station, GW Middle School, the Potomac Yard Trail, the Metro Linear Trail, Old Town, Del Ray, Potomac Yard, and nearby businesses", that objective is being advanced at the expense of the mission and access to a long-established house of worship and community meeting place and without a majority community consensus on the need and importance of the proposed improvements.

For these reasons, I respectfully urge the Board to weigh the expressed views of the affected community and reject the staff recommendations to remove parking on Braddock Road and/or consider other alternatives that minimize impacts to Good Shepherd Lutheran Church such as:

- Retaining on-street parking along the north side (Good Shepherd side) of Braddock Rd. plus a shared bicycle lane and retaining the dedicated bicycle lane on the south side of the road.
- Allowing curbside parking on the north side adjacent to the Good Shepherd Lutheran Church property on Sundays and evenings when many church events occur.

Respectfully submitted,

Christine Hoeffner
28 S. Hudson Street, Alexandria 22304
Choeff@umich.edu
703-732-2595

DISCLAIMER: This message was sent from outside the City of Alexandria email system. DO NOT CLICK any links or download attachments unless the contents are from a trusted source.

From: Dan Palmeri
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Feb 23 meeting on traffic
Date: Monday, February 23, 2026 1:04:24 PM

You don't often get email from palmeridj@gmail.com. Learn why this is important

I live in the apartment/ condo buildings between metro/ rail line and Henry.

I drive Braddock road multiple times a week.

I am regularly driving between west end and king (Safeway/ Bradley) and I will also use Russell, Commrnwealth, and mt Vernon left turns to Monroe and right tern from west end onto mt Vernon where I go to Monroe to go to Walgreens/ CVS/Aldi or to get to mainline to Potomac and go any direction.

I don't have an issue with parking being lost.

My concerns in this plan are as follows….

1. Why put bike lanes in a route that does not have a bus line (DASH or WMATA)?
2. I have rarely encountered cyclists in this stretch of road. I see far more crossing Braddock on the trail.
3. I have concerns in single lane at intersections becoming frequent accident or back up zones. You will need to significantly change the traffic lights pattern
4. There are currently WMATA bus stops under the track bridge in Braddock. This will affect those.

I don't see the cost justification around this project. There other other areas thst can use the money such as…

1. Widening the 2 lane portion of Braddock between Kenwood and king.

2. Putting a bus line on Braddock between the metro station and Bradlee shopping center

3. Create a pedestrian crossing between the newly de eloped area near Braddock metro over/ under the tracks to mainline road

4. The fayette Ave and Henry Ave light for those coming from fayette and turning onto US 2 should be setback from the light similar to have Monroe is with mt Vernon in the Walgreens side. I have regular bern on A1X/ metroway bus through this intersection and the bus struggles to make this turn with cars sitting at the light. Instead you decided to make it a 3 way stop at fayette bend and the off-ramp from slater lane interchange

On #4 I have made recommendations to the traffic planners on changing this structure of this and First street to being one way. Between henry and fayette where first could be one way toward Braddock between henery and fayette going west, then this fayette and Henry would only be east bound with no turns. These can be reversed.

5. Who trained folks on how to plow snow? Elsewhere I've lived that regular gets snow have

parking rules on streets if snow was to occur such as only parking on one side.

For example on Henry with parking just on the Laughton, it would have made more sense to angle the snow to the left side of the street where one truck in the right comes ahead of the middle lane which then is followed by the right lane. Patrick would be reversed with parking is on the right side, so snow moved to the left.

Dan Palmeri

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From: Alexandria Carroll
To: TES-Traffic and Parking Board
Subject: FW: [EXTERNAL]Braddock Road Corridor Project
Date: Thursday, February 19, 2026 11:23:10 AM
Attachments: Screenshot 2026-02-18 at 3.31.01 PM.png
Intersection Counts 09.2024.zip
Intersection Counts 01-2025.zip

Alex Carroll, AICP (she/her)
Complete Streets Program Manager
City of Alexandria, Virginia
Department of Transportation & Environmental Services
Office: 703.746.4408
Cell: 703.213.8190
alexandriava.gov

From: Rob Hargis <robhargis2@gmail.com>
Sent: Wednesday, February 18, 2026 4:34 PM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Cc: kfkalbacher@gmail.com; Dana Lawhorne <danalawhorne@verizon.net>; Riley DePiano <rileydepiano@gmail.com>
Subject: Re: [EXTERNAL]Braddock Road Corridor Project

Alex,

Two items for your attention and response to your note below:

(1) Since you are addressing data, what would it take to correct your presentations wherever the Braddock segments are mis-numbered/reversed. It creates confusion and further undermines community outreach. I'll include below one example that is incorrect and creating confusion (like posting the wrong the location for the upcoming Traffic and Paring Board meeting).

On the attached slide: Your segments 1 and 3 are REVERSED. As residents communicate with the City, your slide below will lead either residents to mis-reference segments, or will likewise mislead other City officials when referencing your materials. I noted this one of our calls after you showed the slides. It appears you haven't gotten to correcting it yet.

It would also address one of the areas where residents justifiably say, "The information the City posted on its website is wrong."

Here's the slide. I've seen a few times in various places and presentations.

Could you let us know when either you've taken down the clearly incorrect info or updated the info to reflect the correct segment designations (which are 3, 2, 1 traveling west to east)?



(2) Of the two ZIP attachments you included below with traffic (bike/ped) data, I believe you only previously provided the one with the excel files addressing the Metro area Segment 1 only.

The the second file attached below is new information. This was not previously provided. Thanks for including it this time. I believe it is what you referred to on a Zoom call as "Data that was collected for Segments 2 and 3 but wasn't useful because of the collection manner." Having now seen it, I'll argue that it is highly useful.

That said, it is very telling. Surprisingly, for both the Sat and weekday data for Mt. Vernon and Braddock Road (which we all assume is quite busy with bikes - the data ONLY shows a maximum of 8 bikes over a 12-hour period in any one direction. It also shows that the highest concentration and almost only statistically appreciable location with bike traffic is near the Potomac Trail trailhead/7-11 and Metro areas. If anything else, this shows the efficacy of the bike trail there and that very little bike traffic spills westward to and beyond Mt. Vernon.

Notably, you collected data at Russell/Braddock/W. Alexandria on a Saturday and there is A LOT of pedestrian traffic across those crosswalks. Do you know why? Because the

7th Day Adventist Church at Russell/Braddock/W. Alexandria holds long services on Saturdays and the congregation parks all the way down Braddock Road to and beyond Church of the Good Shepherd (where you met the RCA in January) after the 7th Day parishioners fill all the side streets of W. Alexandria, Russell, and Nelson deep into the blocks. Come by on a Saturday, parking 100% utilized. That is not reflected anywhere in your parking study. In fact, your parking study show ZERO on-street parking on Saturday, 25 October over the 3 morning hours in your study of 9, 10, and 11 AM. None. However, side streets are >50% taken on same Saturday evening.

We know these blocks. The neighborhood didn't wake up and leave their homes in all their cars on a Saturday morning coincident with church on Russell Road being cancelled and leaving ZERO cars parked on the adjacent streets. Your parking data a bad, incomplete, and incorrect. The longer it remains on the site - the more misleading it is every time the City points people to, "The data posted on the City website."

You are aware of several of these cases including other glaring deficiencies noted by a resident on last week's DRCA call, to which you noted (I'll paraphrase your reply to Rosmarie Spano regarding Myrtle, Spring, and Little Streets), *"That data is wrong. While it looks like we collected parking data for those streets over that period, we did not and the results appear like there is no usage."* In the interest of transparency and good faith, please remove knowingly false information.

None of this data collected makes a case that there is any volume of bikers. The max bikes collected in any direction over any crosswalk for any of the 12-hour periods collected across anywhere in Segment 2 or Segment 3 intersections is 8! Again, that is OVER A 12-HOUR COLLECTION PERIOD. And I'm willing to bet that I personally account for some of the collection at many of those intersections as I frequently bike through these intersections and crosswalks out onto my regular riding routes and later, when I'm returning home. (There may have been 9 bikes collected in one instance over a 12-hour period - I don't want to misstate that if there was one data point with 9).

We greatly appreciate you finally providing this data.

Thanks and best,
Rob

On Feb 18, 2026, at 2:32 PM, Alexandria Carroll

<Alexandria.Carroll@alexandriava.gov> wrote:

All,

Thank you again for the questions and comments and for your patience. To keep information clear and organized, I've provided responses by topic below:

Traffic Data
The City collected intersection counts at Braddock Road/West Street, Braddock Road/Potomac Yard Trail, and Braddock Road/Mount Vernon Avenue prior to the project. These counts included vehicles, pedestrians, and bicyclists. That data has previously been shared and is attached again for reference.

Additional traffic counts were later collected by the City's consultant at intersections including Braddock Road/Commonwealth Avenue and Braddock Road/Russell Road. These counts were primarily intended to capture motor vehicle volumes for traffic modeling purposes. Pedestrian counts are included. Bicycle counts were recorded only for bicyclists using crosswalks and therefore are not considered comprehensive corridor-wide bicycle volume data.

As previously discussed, bicycle activity is higher in Segment 1 (between Mount Vernon Avenue and West Street) due to proximity to the Braddock Road Metro station, adjacent schools, and existing trail connections. Bicycle volumes are lower in Segments 2 and 3. The available data has been provided.

Traffic Analysis
A traffic analysis was conducted for all signalized intersections within the study area. The analysis evaluated existing and projected future traffic conditions based on current volumes, projected growth, lane configurations, and signal timing.

The Level of Service (LOS) summary that is posted on the project webpage is the standard tool for reporting vehicle operating conditions. The PM peak hour was used for the alternatives analysis because it represents the highest traffic volumes and most constrained conditions.

As with any traffic modeling exercise, results are based on standard engineering assumptions, accepted methodologies, and defined study boundaries appropriate to the project corridor. The modeling evaluated the signalized intersections within the project limits and key adjacent intersections that influence operations.

VDOT Priorities
The Virginia Department of Transportation (VDOT) designated Segment 1

(between Mount Vernon Avenue and West Street) as a statewide priority for pedestrian and bicycle improvements. This is stated in the "Background" section on the project webpage: *"Additionally, the Virginia Department of Transportation designated the segment between Mount Vernon Avenue and North West Street as a top statewide priority for pedestrian and bicycle safety upgrades."*

Statewide planning documents that identify priority corridors include:

- VTrans, the Virginia Statewide Transportation Plan. This identifies statewide priorities related to congestion mitigation, reliability improvements, pedestrian and bicycle access, etc. Here is a map viewer with those identified areas.
- Pedestrian and Bicycle Safety Action Plan. This is a component of the State Strategic Highway Safety Plan and shows statewide priorities for pedestrian and bicycle safety improvements. Here is a map viewer for those priorities as well.

At this time, the project team has finalized its recommendation, and the Traffic & Parking Board will consider the item at its February 23 public hearing. Because the Board is the body responsible for reviewing the recommendation and taking action, the hearing is the most appropriate venue for sharing additional comments, concerns, or perspectives at this stage of the process. Information on how to participate is available on the Traffic & Parking Board webpage.

Thank you.

Alex Carroll, AICP (she/her)
Complete Streets Program Manager
City of Alexandria, Virginia
Department of Transportation & Environmental Services
Office: 703.746.4408
Cell: 703.213.8190
alexandriava.gov

From: Alexandria Carroll
Sent: Thursday, February 12, 2026 3:23 PM
To: kfkalbacher@gmail.com; 'Rob Hargis' <robhargis2@gmail.com>
Cc: 'Dana Lawhorne' <danalawhorne@verizon.net>
Subject: RE: [EXTERNAL]Braddock Road Corridor Project

Good afternoon all,

I am confirming receipt of your emails and am working with our engineering staff

on your questions about the traffic analysis. However, please note I am out of the office tomorrow, and City offices are closed on Monday due to the holiday. I expect I'll have a response to you early-mid next week.

Thank you in advance for your patience, and have a nice weekend.

Alex Carroll, AICP (she/her)
Complete Streets Program Manager
City of Alexandria, Virginia
Department of Transportation & Environmental Services
Office: 703.746.4408
Cell: 703.213.8190
alexandriava.gov

From: kfkalbacher@gmail.com <kfkalbacher@gmail.com>
Sent: Thursday, February 12, 2026 2:11 PM
To: 'Rob Hargis' <robhargis2@gmail.com>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Cc: 'Dana Lawhorne' <danalawhorne@verizon.net>
Subject: RE: [EXTERNAL]Braddock Road Corridor Project

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Alex,

I agree with the comments below. The Synchro Model was completed for AM and PM rush hours but only the PM summary is presented on the web site.

It is important to fully understand the data inputs and boundary conditions in any modeling exercise. For this project, it seems to me that the boundary conditions should be at least from Duke and Callahan to King and Commonwealth to the south; North West Street and Pendleton and North West Street and Madison should be the eastern boundary; a mile west of the intersection of Russell and Braddock should be the western boundary; and High Street and Russell should be the northern boundary.

Traffic in this part of Alexandria is constrained by certain intersections: (King and Russell), (Braddock and Russell); (North West Street and Braddock) – these are the bottlenecks. During PM particularly rush hours there is tremendous vehicle queuing on Russell, King Street to Chinquapin (2 miles – I have been in it at 5 pm), and Braddock for a mile to Russell from the west. I observe traffic snarls daily from my residence at 25 West Oak Street. Traffic backs up in the south direction past Braddock and Russell and is fully jammed to King and Russell. It is not a 30 second delay as the Synchro model suggests. We need to add an order of

magnitude to this analysis. I see the frustrations and the hear the horns blowing!

The Synchro model indicates that eliminating some eight turn lanes and adding bike lanes for a 100 or so new riders will somehow improve traffic flow? This seems outlandish and requires the city to clearly demonstrate how the model inputs were established. If transportation arteries are reduced, you get additional blockage - not more free flowing traffic.

Presuming that traffic actually gets worse with reduced vehicle transportation network, you should also account in your analysis the following dis-benefits:

1. More fuel consumption from more vehicles idling in traffic
2. More Greenhouse Gas Emissions from more fuel being consumed
3. More Vehicle Repair Costs from more use
4. More travel time to people in cars

I support bike lanes – just not the ones on Braddock. Let's have the bike lane on Oak Street and other SAFER roads – we would love to have them join me for a ride!

Thanks,

Karl

Karl Kalbacher, PG
Kalbacher Associates, LLC
25 West Oak Street
Alexandria, VA 22301
(703) 303-4665
KFKalbacher@kalbacherassociates.com

KALBACHER ASSOCIATES LLC

www.KalbacherAssociates.com

www.linkedin.com/in/karl-kalbacher-1b3014201

From: Rob Hargis <robhargis2@gmail.com>
Sent: Thursday, February 12, 2026 11:00 AM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Cc: Dana Lawhorne <danalawhorne@verizon.net>
Subject: Re: [EXTERNAL]Braddock Road Corridor Project

Alex,

I'd like to help you understand why in last night's meeting, you were asked multiple times for the **study and data** for the current Braddock corridor traffic and the future post-project (as recommended) traffic. You said multiple time last night, "It's on the project webpage." No, Alex. It is not on the project webpage. The project webpage has a summary of a study and a narrative ostensibly derived from a study and from some collected data set. You know this is incomplete and is not the same as a study with relevant data or you wouldn't be in the position you are with the City. Your response is disingenuous. You have NOT provided the data or rationale for assumptions underlying the conclusions and definitely have not provided the actual study. What you posted is a slide show summary FROM a study - likely including some analysis and assessment and opinion. This goes to why so many are suspect of your intentions and justifications. No fewer than 7 times by voice and in chat on last night's DRCA call, you were asked to provide the study. "It's on the webpage" is insulting to people who rely on the City to be transparent when instead, you gaslight them.

Dana and I have requested the same information from you several times including in the emails below. Can you at least let us and the public know why you can't or won't?

Also, mentioned several times last night was the statement, "VDOT has identified this corridor as a dangerous transit corridor and we must add safety measures," and similar statements. You did not correct any of those statements and you have said the same in previous meetings. So we assume you support that statement as true. **Please provide that assessment from VDOT - AND note what the defined corridor is.** Is it West-to-Mt. Vernon and the immediate surrounding intersections to the Metro AND **does the VDOT assessment expressly include the additional 0.6 miles of Braddock Road westward to Russell Road?**

No one appears to be able find ANY reference to a VDOT assessment of

Braddock from Mt. Vernon to Russell Road. THIS TOO would go a long way to having people believe your and the City's deep concern for safety and parking removal along Segments 2 and 3 isn't simply a vanity project hiding in an adjacent (and much needed) safety improvement between Mt. Vernon and West.

Please provide the (dated) VDOT assessment that notes Braddock Road from Mt. Vernon to Russell Road identifies as a highly dangerous section. You still have not provided any bike and pedestrian data for this stretch - but it must exist in some form for VDOT to have come to their purported conclusion. You have not posted this information to the project webpage and it would go a long way to reducing criticism and suspicion many residents have of the City at this point. It is conspicuously absent. Help us understand the critical need to improve safety for a stretch of road that based on the ONLY data you provided for Segments 2-3 (City project posted crash data) show 6 vehicle-vehicle incidents in 9 years. Transparency should be a component of your community outreach. So far, it feels a bit sparse - to be as generous to you and the City as possible.

- **Let us know when you intend to post the VDOT assessment of Segments 2-3.**
- **Let us know when you will provide the actual study (with data and study assumptions) conducted to conclude that traffic flow will remain a C over the next 16 years to 2042 by removin**g 8 turning lanes and re-timing the lights. (Previous outstanding requests.)

Thanks,
Rob

On Feb 11, 2026, at 5:46 PM, Rob Hargis

<robhargis2@gmail.com> wrote:

Alex,

Please excuse the occasional typos as I knock out notes/emails on my phone.

Here's some context of the current grade-C traffic on Braddock between Mt Vernon and E Myrtle. The good news is that only the cars are at risk of being hit by a pedestrian or a bike.

If this is the Grade-C that is our current status - and the same Grade-C we should expect after removing 8 turning lanes, I find it VERY hard to believe any bike or pedestrian is at risk of being injured by a vehicle any more that they are other stationary objects such as utility poles, signage, and fences.

This is 5:20 PM - "rush" (although no one appears able to rush anywhere). If safety is your goal and a C is your target, we are there.





Thanks again for getting the TIA or any other internal and external analysis assessing current state and post-project state as a Grade-C.

Greatly appreciated,
Rob

> On Feb 11, 2026, at 5:19 PM, Rob Hargis <robhargis2@gmail.com> wrote:
>
> Thanks you, Alex.
>
> And based on data and a traffic impact analysis (TIA) report, you or an outside third party determined that after the removal of the 8 turn lanes over 0.6 miles of Braddock between Mt. Vernon and Russell, the anticipated delays from stopped delivery and services vehicles, and owners backing or heading onto the drivable Braddock roadway from perpendicular driveways that simply based on timing changes along Braddock, that the intersection delays will REMAIN a grade-C as you've told residents?

That is amazing news. If true, I would offer that simply with timing changes, you could get to an A now, reducing congestion and carbon emissions from C-level congestion, reduce driver frustration * (as you've noted leads to impatient and therefore dangerous driving), and would make the corridor safer overall. IF you've had these numbers for some time, why hasn't the City already changed the timing to improve the flow? Delaying those easy timing changes would immediately improve the flow and safety, by your description, and lead to a more objective assessment than the artificial condition we now have.

Perhaps you/the City should improve the timing first - and then assess the throughput and safety.

If your project's goal is to remain a grade-C, you could even improve the timing AND reduce the posted speed - improving safety through yet ANOTHER mechanism and being less disruptive to the community.

(1) Could you please provide the analysis you/the City did to assess these low-cost, available now, alternatives and similar lower-impact/immediately-beneficial options?

(2) Please include the TIA that leads you and "us" to understand the grade is currently a C and that post-project as recommended by you, the flow remains a grade-C.

Should we FOIA this as well or can you get the information to us directly as you did the bike traffic for (only) Mt. Vernon to West?

Thanks again for your time and efforts on this,
Rob

> On Feb 11, 2026, at 4:52 PM, Alexandria Carroll <Alexandria.Carroll@alexandriava.gov> wrote:
>
> Hi Dana,
>
> Apologies for the slow reply. I believe you're talking about the intersection level of service, which is a measure of vehicle delay. The intersection of Braddock/Russell/West Alexandria performs at a C during the PM peak hours, on a scale of A-F, with A being best and F being worst. Here is a scale of what each grade means in terms of corresponding vehicle delay in seconds:
>
> <image001.png>
>
> Hope this helps. Please let me know if you have any more questions.
>
> Alex Carroll, AICP (she/her)
> Complete Streets Program Manager
> City of Alexandria, Virginia
> Department of Transportation & Environmental Services
> Office: 703.746.4408
> Cell: 703.213.8190
> alexandriava.gov
>
> -----Original Message-----
> From: Dana Lawhorne <danalawhorne@verizon.net>
> Sent: Thursday, February 5, 2026 9:18 PM
> To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>

Cc: Rob Hargis <robhargis2@gmail.com>
Subject: [EXTERNAL]Braddock Road Corridor Project

[You don't often get email from danalawhorne@verizon.net. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Hi Alex,
When you met with us back in the Fall on the corner of Russell and Braddock, you mentioned that the corridor was assigned a grade, as it relates to overall safety. Can you tell me again the grade it was given and what it means in the traffic engineering world.
Dana

_____
DISCLAIMER: This message was sent from outside the City of Alexandria email system. DO NOT CLICK any links or download attachments unless the contents are from a trusted source.

Members of the Traffic & Parking Board,

This is in reference to the proposed Braddock Road Corridor Project.

Support for Safety Improvements

I support all safety improvements for Braddock Road but not removing on-street parking, which isn't necessary to achieve the city's goals. Recent traffic data confirm safety can be improved with better crosswalks and signage, without eliminating parking or the shared bike lanes. There's no evidence that bicyclists are currently at risk. We can enhance safety without adversely impacting 52 homes, three churches, and a business.

Project Background and Crash Data Analysis

The city launched this transportation improvement initiative to enhance safety and accessibility along the Braddock corridor between Mt. Vernon and West Street, in response to the Virginia Department of Transportation's (VDOT) designation of this segment as a regional priority. Supporting evidence was provided by crash data, and there is broad agreement that this area warrants attention. Nonetheless, the city has broadened the scope of its justifications to Russel Road, even though VDOT did not identify the segment from Mt. Vernon to Russell as a priority or issue any explicit statements regarding it. A review of crash data shows that only six incidents occurred over an eight-year period between Mt. Vernon and Russell Road, compared to seventy-one incidents recorded between Russell and King Street during the same timeframe. Prioritizing improvements in areas where the data demonstrates a greater need would appear to be a more effective approach.

Bicycle Usage and Traffic Operations

During the Rosemont Citizens Association meeting, city staff reported that 100 bicyclists were observed on Braddock Road. This number prompted inquiries from residents residing along Braddock Road. Upon further investigation, it was determined that the data had been collected at the intersection of Braddock and West. We requested bicycle count data specifically for the segment of Braddock Road between Mt. Vernon and Russell. The results, provided on February 18, 2026, indicated that 8 bicyclists were recorded on this stretch.

According to city staff, the corridor currently holds a grade of C (on a scale of A-L), which indicates the road functions adequately. For this project, the city retained a consultant, the consultant's report can be reviewed on the city's website under the Project Development - Traffic Analysis Results section. As noted in their findings, under the Existing Conditions Operational Summary, "Traffic.conditions.on.Braddock.Road.and.at.most.intersections.were. generally.satisfactory.and.traffic.flow.was.unobstructed." The consultant confirms this stretch of road is not a problem¡

Proposed Changes and Concerns

The proposed plan would introduce protected bike lanes and reduce all Braddock Road intersections to a single lane, eliminating dedicated turn lanes. This change would force vehicles waiting to turn left to block others, increasing congestion on Braddock.
The city has not made their case that protected bike lanes are warranted or necessary. The consultant offered alternatives but those are not before you. In fairness to all residents, city staff should have provided you with other viable options. Their report before you creates the impression that protected bike lanes are the only solution.

Parking Restrictions and Neighborhood Comparisons

A recent request from the Northridge Civic Association seeks the implementation of an overnight parking restriction, citing a substantial influx of vehicles from the area utilizing their

neighborhood streets. Their petition highlights not only the inconvenience caused but also potential safety concerns for children and other community members. The petition further asserts that such a measure is necessary "to preserve the quality of life that residents value," emphasizing its role in safeguarding current residents and promoting the welfare of the broader community and **adjacent neighborhoods.** Furthermore, the document emphasizes the necessity of preserving the quality of life valued by residents. Recognizing concerns regarding parking availability, city staff conducted an analysis regarding existing parking spaces and driveway numbers. I agree with their request and encourage you to approve it.

City staff, upon review, noted that adequate parking is generally available and most homes possess driveways. Nevertheless, city staff have recommended approval of the request. Residents of Braddock Road are seeking to maintain their on-street parking. The city has presented two primary arguments against this request: first, that the neighborhood has sufficient parking availability, and second, that most homes include driveways. The circumstances are consistent across both neighborhoods, as residents in each wish to retain on-street parking. City staff assert that both areas offer ample parking options and driveways. It is unclear why these similar neighborhoods are not being addressed in the same manner.

Residential Parking and City Policy

Some argue that the ability to park in front of one's residence is not a municipal concern. However, the city enforces a three-hour parking restriction in Rosemont and city staff have approved an overnight parking restriction. In the 2018 Delray parking study, they recommended creating a new residential permit parking district to “discourage extended parking by non-residents.” These actions reflect the city's longstanding recognition of the value and significance of parking availability in residential areas. Being able to park in front of or near your home does matter.

As you consider this issue, please consider the City's policy outlined in The Complete Streets City Council Resolution 2621. It states, “Where feasible, the City of Alexandria will integrate Complete Streets infrastructure into existing public roadways to enhance safety and accessibility for all users. This shall be accomplished by constructing and improving the transportation network through a thorough evaluation process, **while minimizing adverse effects on adjacent neighborhoods**." Removing parking will have an adverse effect on our neighborhood.

Recommendations

I encourage you to thoughtfully evaluate the potential drawbacks of not approving the protected bike lanes. What would be the outcome if you did not approve protected bike lanes? In my opinion, there is no downside to it because existing data demonstrates that the current shared bike lanes are effective. There needs to be a balance, and I believe that both sides will achieve their desired outcome if you maintain the shared bike lanes situation. In addition to this, please consider lowering the speed limit to 20mph.

Conclusion

Please ensure consistent implementation of all laws, policies, and best practices citywide.

Thank you,

Dana Lawhorne
102 W. Alexandria Avenue
Alexandria, Va. 22301
2/22/26

From: daria pelech
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]In support of the Braddock Road corridor improvements
Date: Sunday, February 22, 2026 8:47:45 PM

You don't often get email from daria.pelech@gmail.com. Learn why this is important

Hi:
I am strongly for the proposed Braddock Road corridor improvements.

As a former resident of Rosemont and current resident of Del Ray, I frequently bike, run, and walk around Braddock Rd. I am a confident biker, having bike commuted for 15+ years, and an able-bodied runner and walker. However, the current Braddock Rd corridor feels unsafe and difficult to navigate, even though I am confident and generally undeterred by cars. The sidewalks are narrow, the crosswalks are inconvenient, and bike infrastructure is discontinuous. I have a strong memory of walking here on the way to the Braddock Rd station with my five-year-old niece and nephew; I remember being nervous for their safety with the narrow sidewalks and fast-moving traffic and glad that they were just visiting and I didn't need to walk my children down this road every day. I feel for those who need to do so.

It's regrettable that such a crucial transit hub for pedestrians and cyclists is so car centric. I am heartened by the traffic board's interest in improving the situation for Alexandria residents, and I encourage you to proceed.

Daria Pelech
404 E Del Ray Ave,
Alexandria, VA 22301

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From: Duffett, Darlene
To: TES-Traffic and Parking Board; Alyia Gaskins; Abdel Elnoubi; Jacinta Greene; John Chapman; Canek Aguirre; Sarah Bagley
Subject: [EXTERNAL]Braddock Road Plan
Date: Monday, February 23, 2026 2:40:50 PM

You don't often get email from darlene.duffett@corcoranmce.com. Learn why this is important

February 23, 2026

Darlene Duffett
115 West Alexandria Avenue
Alexandria, VA 22301

Dear Alexandria Traffic and Parking Board,

I am writing to formally oppose the City of Alexandria's Braddock Road Corridor "Safe Streets" plan as currently proposed.

I support safety improvements where they are needed. But this plan goes far beyond targeted safety upgrades and instead imposes sweeping changes that will significantly disrupt residents, damage neighborhood functionality, and create unintended consequences the City has not adequately addressed.

Parking Impacts and Spillover into Residential Streets

The total removal of on-street parking along this stretch of Braddock Road is not a minor inconvenience — it is a fundamental change to how this corridor functions for residents.

For many homes along Braddock Road, especially older properties without ample off-street parking, curbside parking is not optional. It is essential. Eliminating these spaces will inevitably push vehicles into adjacent side streets, increasing congestion on smaller residential roads that were never designed to absorb that volume. This creates:

- Reduced visibility at intersections
- Tighter turning radii for delivery trucks and emergency vehicles
- Increased conflict between neighbors competing for limited spaces
- A measurable decrease in day-to-day livability

Spillover parking also changes the character of side streets. What are currently quieter residential blocks will become overflow lots for a city infrastructure decision. That has real implications for property values. I can tell you first hand as a real estate agent that buyers evaluate parking availability heavily when choosing a home. When parking becomes unreliable, desirability for that neighborhood and street declines and values follow.

In addition, local institutions such as churches and small businesses rely on curbside parking. Removing it without viable alternatives shifts the burden onto neighborhoods and risks long-term economic consequences. We see this first hand when The Community Praise Center has services every Saturday morning. Really not fun to lug your groceries or Home Depot run 2 blocks in your arms.

Emergency Vehicle Access Concerns

Braddock Road is not just another local street. It is a major east-west corridor and a primary response route for fire and emergency services. Concerns have already been raised that narrowing travel lanes and adding fixed protected bike infrastructure could impede emergency vehicle access.

Equally concerning is the practical reality: if lanes are narrowed and parking is removed, there will be limited space for vehicles to pull aside and yield to approaching fire trucks or ambulances. We saw first hand in Rosemont years ago that seconds matter, and this will slow emergency response.

Traffic Flow and Daily Use

Braddock Road serves commuters, residents, delivery vehicles, service providers, and people coming to Del Ray and Old Town restaurants and shops. Reducing travel lanes and altering the corridor without clear, compelling data that congestion will not worsen is a gamble with daily quality of life. Increased congestion also increases emissions and driver frustration. This frustration will cause drivers to look to the side streets for faster options to get around Alexandria.

The Language and Framing of the Project

Another deeply concerning aspect of this proposal is the rhetoric surrounding it.

Terms such as “Safe Streets,” “Improvements Project,” and “Safe Routes to School” are emotionally persuasive. They imply that what exists today is inherently unsafe or deficient. That framing pressures residents into supporting the project out of fear or moral obligation rather than objective analysis. I would argue that the Del Ray Community Association vote was made by a bunch of people that heard the words, “safer streets” and bought in immediately. As in, who wants to argue against safer streets? BUT once homeowners are made aware of exactly what “safe streets” entails the vote is much stronger in opposition.

Available crash data does not support the narrative that Braddock Road is currently a high-danger corridor requiring dramatic intervention. When language suggests crisis without proportional evidence, it undermines trust, as we have seen in the neighbor’s comments and letters.

Safety is a shared priority. But labeling a corridor as “unsafe” without context can distort public perception and shut down reasonable debate. Residents who raise concerns are not anti-safety — they are asking for balanced, data-driven solutions.

A Better Path Forward

I urge the Board to reject the current design and require a more measured approach that:

- Preserves necessary on-street parking
- Protects residential side streets from spillover congestion
- Maintains full emergency access flexibility
- Uses clear, transparent data
- Removes emotionally charged branding
- Engages meaningfully with residents who will live with these impacts

Infrastructure decisions of this scale deserve careful calibration, and input from the neighbors that will be affected the most (and pay taxes) should truly be taken into account instead of steamrolled over.

I respectfully ask that you pause and reconsider the current proposal before moving forward with irreversible changes.

Thank you for your consideration.

Sincerely,
Darlene Duffett

Darlene Duffett
Realtor® | Licensed in VA, DC



c. 703.969.9015 | o. 703.286.1226
e. darlene.duffett@corcoranmce.com
109 South Pitt St. Alexandria, VA 22314
DarleneDuffettRealEstate.com



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From: ddtmagnolia@everyactioncustom.com on behalf of DeeDee Tostanoski
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Trail Access and Corridor Improvements
Date: Thursday, February 12, 2026 9:01:14 PM

[You don't often get email from ddtmagnolia@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear Board Members,

I write to express my support for the staff recommended design concept for the Braddock Road Trail Access and Corridor Improvements Project. The recommendations will provide the best biking and walking improvements for the corridor making Braddock Road safer for all users - people walking, biking, taking transit, and driving. Making this corridor safer and better connected improves access to the Braddock Road Metro, area trails, schools and other places in the community.

The removal of on-street parking lanes is justified given they are very underutilized and doing so makes room for the needed safety enhancements and rightly prioritizes the safety for everyone traveling the corridor.

These improvements support Alexandria's Mobility Plan and Vision Zero Action Plan.

This project is a chance to fix the dangerous conditions existing today and provide a more connected and safe corridor for everyone. I ask that you vote in favor of staff's recommended design and advance the safest set of options for Braddock Road.

Sincerely,
Ms. DeeDee Tostanoski
400 Madison St Alexandria, VA 22314-1772
ddtmagnolia@gmail.com

_____
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February 18, 2026

To: Members of the Traffic and Parking Board (trafficandparkingboard@alexandriava.gov)
CC: Alexandria Mayor and City Council Members (councilcomment@alexandriava.gov)

My name is Denise Gray and I am Rosemont resident at 18 E Linden Street, as well as a member of Good Shepherd Lutheran Church at100 W Luray Avenue. I am writing to express my opposition to the proposed bike lanes between Russell Road and Commonwealth Avenue.

I specifically want to address the unique and compelling reasons to not install protected bike lanes and remove parking on the section of West Braddock Road between Russell Road and Commonwealth Avenue.

I have attended two Rosemont Citizen Association meetings at Good Shepherd where our pews were packed with upset and very concerned residents. Due to illness, Mayor Gaskins was not able to attend the first meeting, but, at the second meeting, she did hear several objections about the current proposal before she had to leave for her next event.

Many legitimate concerns and compelling testimonials about the need to continue to provide parking options on Braddock Road were largely glossed over and dismissed by Alex Carroll, the Complete Streets Program Manager.

What is most upsetting to me is the overwhelming majority of attendees were left feeling that this decision has already been made and the solicitation of feedback from the immediate community is a necessary check-the-box meeting. I feel like we are shouting into the wind and our objections are not being taken seriously.

I am disappointed by the City's unwillingness to be creative in their problem solving and research alternative routes on less traveled adjacent streets to provide a safer option for cyclists.

Alex shared current parking and biker statistics that were difficult to accept. We asked that the studies be provided on the project site. As of the date of this letter, that has not occurred. I would like time to provide our own street parking photos and cyclist counts when the weather is warmer and the count would be relevant.

As a member of a vibrant, growing congregation that is deeply connected to community groups and relied upon by many, you are, quite frankly, cutting us off at the knees. We strive to exist peacefully and respectfully admidst a dense community. We do not have a parking

lot. You will effectively be pitting neighbor against neighbor, creating resentment if we have a large event and attendees take up all side street parking. This is not a hypothetical; parking is a challenge already.

We are not a Sunday-service-only church. We regularly open our doors and welcome large and small groups throughout the week. These groups do not have the resources to fulfill their mission within the community and incur rent expenses for a gathering place.

The solution to relocate the handicap parking space at Good Shepherd by creating sidewalk and installing curb cuts on Hancock Avenue and Luray Avenue puts an unreasonable strain on our disabled and elderly members or visitors. Moving the handicap parking spaces further from the entrance to our church unduly burdens the most vulnerable in our community.

In closing, I hope and pray that serious consideration will be given to the community's compelling opposition to the current proposal to install dedicated bike lanes and remove parking on both sides of West Braddock Road between Russell Road and Commonwealth Avenue.

Denise Gray
gray22301@gmail.com
571-216-2371

From: dianeandcats@verizon.net
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road
Date: Sunday, February 22, 2026 9:26:37 PM

You don't often get email from dianeandcats@verizon.net. Learn why this is important

Please do not remove parking spaces on Braddock Road between Russell and Commonwealth. They are needed by neighbors who live there and church congregations. Traffic decisions should be based on the collection of current data related to usage.

Sent from the all new AOL app for iOS

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From: Alexandria Carroll
To: TES-Traffic and Parking Board
Subject: FW: [EXTERNAL]Requesting Meeting or Opportunity to Discuss Braddock Road Plan
Date: Thursday, February 19, 2026 1:11:59 PM

Alex Carroll, AICP (she/her)
Complete Streets Program Manager
City of Alexandria, Virginia
Department of Transportation & Environmental Services
Office: 703.746.4408
Cell: 703.213.8190
alexandriava.gov

From: Dan McMaster <Dan.McMaster@alexandriava.gov>
Sent: Thursday, February 19, 2026 1:08 PM
To: Don Niss <don_niss2@hotmail.com>
Subject: RE: [EXTERNAL]Requesting Meeting or Opportunity to Discuss Braddock Road Plan

Good afternoon, Mr. Niss,

Thanks for your email and your concern for the potential impacts to emergency vehicle operations in your area. It is important to have as many perspectives as possible when changes like this are considered.

Whenever a project of this type is proposed, TES representatives like Alex Carroll reach out to representatives of various city departments for discussions. The development of the *Safe Streets* guidelines was a years-long process in which each department was permitted input and consultation on the general guiding documents. In terms of specific projects like Braddock Rd., a designated project lead from TES works with each department to take the general planning principles and apply them to the existing infrastructure impacted by the proposed changes.

I can assure you that Alex Carroll and I have personally collaborated on multiple similar projects, and she is very cognizant and respectful of the needs of Fire and Police staff. We met multiple times on the Braddock Rd. project and will continue to work together as the approved plan is implemented. She has worked very hard to address our concerns in a very difficult area to do so. We are satisfied that the input from Fire has been accepted and that Alex will implement the plan in a way that meets our needs.

Because of the size and scope of these projects, and the large number of people

involved, city staff has been directed to allow the designated TES representative to be the one point of contact for residents with concerns. For this reason, I will have to respectfully direct you to her for any discussion of this proposed plan.

Thanks again for reaching out and for your concern for our operations.

Daniel McMaster
Deputy Fire Chief
Alexandria Fire Department
(571)733-6543

From: Don Niss <don_niss2@hotmail.com>
Sent: Wednesday, February 18, 2026 4:24 PM
To: Dan McMaster <Dan.McMaster@alexandriava.gov>
Subject: [EXTERNAL]Requesting Meeting or Opportunity to Discuss Braddock Road Plan

> You don't often get email from don_niss2@hotmail.com. Learn why this is important

Dear Deputy Chief McMaster,

I wanted to see if 1-2 of my neighbors and I might meet with you to discuss the Braddock Road Plan in advance of the Traffic and Parking Committee meeting Monday evening. I have carefully reviewed your letter to Alex Carroll and would appreciate the opportunity to clarify some of the concerns that you raise in the letter, preferably in person but virtual if necessary. I have twin 12-year old sons, one of whom with a chronic and potentially life-threatening illness, and share your concern whether the proposed project may not adequately "maintain the clearance for emergency vehicles to overtake and pass private vehicles."

I have been engaged with Ms. Carroll and her team, along with many of my neighbors, regarding concerns with the project as proposed. I am worried that the permanent bike lane barriers being proposed for Segments 2 and 3 (between Russell Rd and Commonwealth Ave and Commonwealth to Mount Vernon) as well as the removal of the left hand turn lanes at the Commonwealth and Russell intersections will worsen traffic and eliminate intuitive options for cars to move out of the way of emergency vehicles.

I have lived at 22 W Braddock Rd since 2010 when my wife and I moved in and have observed much of the traffic flow first-hand working from home since 2020. I have watched traffic worsen in the morning and evenings sometimes backing up the full length of the block. I

believe the only reason the back-ups have not been worse is because the left-hand turn lanes allow traffic going straight to continue without being stuck for one or more light cycles behind vehicles turning left.

When I and other neighbors raised questions regarding the installation of permanent bike lane barriers, T & ES stated that they expect vehicles to drive over the barriers to pull out of the way of emergency vehicles. We have expressed concern that this approach doesn't account for drivers naturally thinking it's a bad idea to drive their cars over barriers such as the stick barriers. I am unaware of other areas in Alexandria and Northern Virginia where drivers are expected to drive over bike lane barriers to allow emergency vehicles to pass. I fear this approach will create an even more difficult environment for emergency vehicles to reach emergencies within targeted response times given a reasonable hesitancy of drivers to drive over the barriers. Additionally, a physical bike lane (vs a painted one such as on Commonwealth Ave), removes the natural spots at the curb where vehicles can pull out of the traffic lane and allow emergency vehicles to pass.

Since a specific proposal is being brough before the Traffic and Parking Board next Monday evening, it would be helpful to understand your insights and concerns, as well as any possible alternatives that better ensure the ability of emergency vehicles to move along this part of Braddock Road. It is concerning that the proposed approach could put homes, businesses, schools and residents, like my son and neighbors, at unnecessary risk. Everyone engaged in the debate around this project wants to make Alexandria a safer place to live. My hope is to help ensure that the impact of any project on emergency vehicle response times is properly reflected in the debate.

In addition to my email, I can be reached at 202-746-1388. I appreciate your insights and the opportunity to discuss.

Thank you,
Don Niss

22 W Braddock Rd
Alexandria, VA
202-746-1388

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From: Don Niss
To: TES-Traffic and Parking Board
Cc: Alyia Gaskins; Abdel Elnoubi; Jacinta Greene; Jacinta Greene; Canek Aguirre; Sarah Bagley
Subject: [EXTERNAL]Fundamental Flaws with Braddock Road Proposal - Recommend Alternative Options Based on Berkley Austin Minneapolis Approaches
Date: Monday, February 23, 2026 4:58:25 PM

Some people who received this message don't often get email from don_niss2@hotmail.com. Learn why this is important

Dear Traffic Board Members,

Thank you for the opportunity to comment on this project. I have lived on Braddock with my wife and sons for 15 years. I am a long time and active bike rider and live on Braddock Rd so my feedback comes from that perspective. I am the father of twin 12 year-old boys - my wife and I have biked in this neighborhood with our sons riding on bike seats, trailer bikes and their own bikes in this neighborhood. We agree that Segment 1 of the project closest to the Braddock Road Metro makes a great deal of sense. However, we have actively used our bikes from Mount Vernon to Russell (Segment 2 and 3) without the need for bike lanes on Braddock Road. This is a sentiment that many of my neighbors who also ride in Alexandria share.

Our deep concern is that the proposal does not properly analyze the road usage by bikes, vehicles and emergency services to show how the demand for bike lanes from Mount Vernon Avenue to Russell Road justifies removing existing parking and turn lanes. It also does not evaluate secondary impacts and risks to slowing emergency service response times and increasing traffic overflow deeper into residential neighborhoods. It argues that the existing 4.8 million vehicles that transit this corridor will be less congested by reducing the available lanes by 50%. This defies physics and engineering; there is no amount of traffic signal adjustments that would expedite the volume of traffic passing through to overcome the removal of the traffic and turn lanes.

The main safety issue on Braddock isn't bike lanes - the issue is car and trucks that race between the Russell Road light to the Commonwealth Road light at high rates of speed (regularly 40-55 MPH). The neighborhood has regularly lobbied the previous Mayor, the Council and police to address the speeding, but emergency services has opposed measures to slow speeds stating that it is an emergency corridor. Furthermore, the proposal actually increases risks for pedestrians and bicyclists by forcing traffic off of main roads into cut throughs on residential streets recommended by Apple Maps and Waze.

The final proposal recommended is particularly frustrating as it does not reflect the significant opposition to the project by residents and other organizations in the impacted areas. The three items that TES suggests are examples of taking community input are substantively flawed. Keeping the direction of West Alexandria

Avenue one-way westbound merely rejects a proposal that had no safety justification in the first place. Relocating and augmenting the disability space at Good Shepherd Lutheran Church does not address the issue since there is no Americans with Disabilities (ADA) ramp on that side of the church which would require the funding and construction of a new ramp and would lengthen the distance from parking to the church entrance. Retaining about 160 feet of on-street parking on East Braddock Road has not been explained why further exemptions shouldn't be applied.

The surveys conducted by TES soliciting input from the community have confirmation bias and were designed in such a way to ensure a response that could ambiguously be interpreted to support the preferred option. The surveys and community sessions never presented less risky East-West options that do not involve Braddock Road. Cities such as Berkley, Austin and Minneapolis have used pilots around Bike Boulevard approaches that keep bike traffic away from higher risk roads rather than encouraging more bike-car interactions. A neighbor offered these examples for more information:

- https://berkeleyca.gov/city-services/getting-around/walking-biking-and-rolling/bike-boulevards
- https://www.austintexas.gov/page/neighborhood-bikeways-0
- https://sdg.minneapolismn.gov/design-guidance/bikeways/neighborhood-greenways-bicycle-boulevards

All of the city's bike plans are supposed to be data driven, but there is fundamental data that TES has not provided or has not clearly presented by each of the 3 segments to demonstrate demand for bike lanes. I participated in community meetings with city representatives 4 times to discuss this project and have asked for data on:

1. How many bicyclists use each of the 3 segments of the road?

TES has not shared data for current or future estimated bike usage, but the estimated usage is roughly 40 bicyclists per month from Mt Vernon to Russell – Segments 2 and 3. This is based on my observation working at home for 4 ½ of the last 6 years with input from other neighbors. The usage is likely higher in Segment 1 from Mt Vernon to Russell.

2. How many car accidents have there been on each of the 3 segments? How many have involved bikes?

The report cites that there has been 17 accidents in the proposed area between 2019 and 2023 but none have involved bicycles. This data is three years old.

3) How many emergency vehicles transit this corridor on a daily basis?

Neither the proposal nor the input from the Fire Department states how many runs

fire, ambulance and police make on the corridor. This is a critical piece of information considering the existing back-ups and traffic. The Fire Department has frequently cited the fact that Braddock is an emergency corridor when it has opposed measures to slow the speed of cars on Braddock Rd from the approach to the intersection at Russell through the intersection at Commonwealth. Vehicles frequently drive 20+ MPH over the speed limit in order to beat the light. The surrounding Brooks School community has raised the speed issue a number of times.

It's important to reiterate that roughly 390,000 vehicles transit this Braddock Rd corridor monthly. By removing the turn lanes at Commonwealth and Russell, the city would be funneling that same amount of traffic through 50% of the space. No number of signal changes will reduce the backups that already occur even with the turn lanes. Removing the turn lanes will make the back-ups worse. The roads are already backing up to a full block behind the light at rush hours. In addition, I would conservatively estimate that emergency vehicles take 40-60 trips through the corridor with sirens on per month, which does not include a significant number of non-emergency police, ambulance and fire trips.

Everyone here wants a safer community. There is a very legitimate debate whether the proposal clearly identifies sufficient benefits to residents while mitigating very real risks and secondary effects of the proposal or whether there are alternative options that need deeper analysis and consideration. Segment 1 of the proposal from Mount Vernon to West Street is a smart use of taxpayer resources. Segments 2 and 3 (Mount Vernon to Commonwealth) are not supported by the demand for bike lanes or the traffic engineering premises. These options must be scrapped completely or reformulated to look at options that do not increase risky bike vehicle interactions.

Thank you for your consideration.

Don Niss

Braddock Road

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From: Donna Gayles
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Vitally Important Parking for Community Praise Church
Date: Monday, February 23, 2026 1:47:52 PM

You don't often get email from donnargayles@gmail.com. Learn why this is important

To the City of Alexandria Traffic & Parking Board,

My name is Donna R. Gayles, and while I am a resident of Falls Church, I am a longstanding member of Community Praise Church in Alexandria. I am writing in strong support of maintaining accessible and adequate street parking around Russell Road, Braddock Road, and the surrounding community streets.

Community Praise Church draws individuals and families from across the region, including neighboring cities and states because of the welcoming environment, community-centered programming, and the consistent support we offer to people at every stage of life. Many of our attendees travel significant distances to be part of this community, which makes reliable, nearby parking not simply a convenience but a practical necessity.

A significant portion of our congregation includes seniors, individuals with mobility challenges, and families with young children. For many of them, walking extended distances is difficult or even prohibitive. Any reduction in accessible street parking would deeply affect their ability to participate in worship services, community programs, and the support networks that our church provides.

CPC is committed to being a positive presence in Alexandria, a place of service, stability, and community uplift. I invite you to visit and spend time with us but also I respectfully ask the Board to take into full consideration the wide regional draw of our church, the diverse mobility needs of our members, and the essential role accessible parking plays in ensuring that all who wish to attend can do so safely and with dignity.

Thank you for your time, your thoughtful review, and your commitment to

serving the Alexandria community.

Sincerely,

Donna R. Gayles

Community Praise Church Member

Falls Church, VA

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From: Dwight Horkheimer
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Corridor Project - DO NOT Approve
Date: Thursday, February 19, 2026 12:14:07 PM

You don't often get email from dwight.horkheimer@icloud.com. Learn why this is important

Hello,

I have reviewed the City of Alexandria website on the Braddock Road Corridor Project, which was only recently updated with information after Alex Carroll attended the Rosemont Citizens Association meeting that the local Lutheran Church.

I spoke with Alex Carroll that evening and stated my opposition to the project. Only after that meeting a few weeks ago was the city website updated with some limited studies and staff analysis of the project, along with their recommendation.

After reviewing the project webpage again, I DO NOT find any studies or information on current Bike usage of the bike lanes that currently exist on Braddock Road.

Can you please provide me with current Bike usage on Braddock Road at any time over the past year?

More importantly, I am requesting that you vote NO and DO NOT approve the project!

Thank you,
Dwight Horkheimer

Dwight J. Horkheimer
306 East Braddock Road
Alexandria, VA 22301
cell: 703-839-3200

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From: Dwight Horkheimer
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Corridor Improvements Project - VOTE NO!!
Date: Thursday, February 19, 2026 12:08:48 PM

You don't often get email from dhorkheimer@gmail.com. Learn why this is important

Hello,

It is my understanding that the Traffic and Parking Board will meet next Tuesday, February 23rd to discuss and vote on the Braddock Road Corridor Improvements Project.

I am a resident on Braddock Road and am OPPOSED to the project.

I am requesting that you vote NO and DO NOT approve the project!

Thank you,
Dwight Horkheimer

Dwight J. Horkheimer
306 East Braddock Road
Alexandria, VA 22301
cell: 703-839-3200

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From: Dwight Horkheimer
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Corridor Improvements Project
Date: Thursday, February 19, 2026 11:57:33 AM

You don't often get email from dhorkheimer@gmail.com. Learn why this is important

Hello,

I have reviewed the Braddock Road Corridor Improvements Project web page, however, I cannot find the study on current bike usage of the bike lanes on Braddock Road.

I found a limited study on parking usage on Braddock Road, however, I do not find any studies or information about bike usage on Braddock Road, at any time over the past year, .

Can you please forward to me that study and information ASAP?

Thank you,
Dwight Horkheimer
306 E Braddock Rd

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From: Dwight Horkheimer
To: TES-Traffic and Parking Board
Cc: Alexandria Carroll
Subject: [EXTERNAL]Braddock Road Corridor Project - DO NOT Approve!
Date: Thursday, February 19, 2026 12:48:11 PM

You don't often get email from dwight.horkheimer@icloud.com. Learn why this is important

Hello traffic and parking board,

I attended the Rosemont Citizens Association meeting when the Mayor spoke. However, she did not state her position on the project, only that it would be placed before the Traffic and Parking Board and that project manager Alex Carroll would be discussing the project at the meeting.

I also spoke with Alex Carroll that evening and stated my concern that none of the residents along the project route were directly contacted for input. Not one resident received a piece of mail about the project. Only flyers, press releases and postings on street signs were used as community outreach. She stated that, "they could have done a better job."

Alex directed me to the project website and suggested I provide an email for updates. I said the city sends me regular US Mail including property tax notices, etc. and a copy of the flyer and/or notice about the project via US Mail would be a good form of community outreach. I received a followup email from Alex, which provided this email address.

Only after the RCA meeting was the city website updated with some limited studies and staff analysis of the project, along with staff recommendation.

After reviewing the project webpage again, I DO NOT find any studies or information on Bike usage of the bike lanes that currently exist on Braddock Road. A limited study on parking usage and a complicated report on accidents was added, but I do not find any studies or information about bikes.

Can you please provide me with information for current Bike usage on Braddock Road at any time over the past year?

More importantly, I am requesting that you vote NO and DO NOT approve the project when it comes before you!

Thank you,
Dwight Horkheimer

Dwight J. Horkheimer
306 East Braddock Road
Alexandria, VA 22301
phn: 703-683-4479
cell: 703-839-3200
email: dwight.horkheimer@icloud.com

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From: Eileen Egan
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]comments on the Braddock Road Corridor project
Date: Saturday, February 21, 2026 10:09:15 AM

You don't often get email from potterindc@yahoo.com. Learn why this is important

Good morning,

Thank you for allowing comments by email in advance of the Feb. 23 public hearing. I hope to attend via zoom, but I may not be able to. I care about this project, so I appreciate the opportunities for continued input. I've had longstanding concerns that the citizens association of which my neighborhood is a part does not represent my views, so I hope to be a quiet voice on the topic of biking one more time.

My husband and I have lived here for ten years, we are longtime cyclists, we own a car, we live on a street immediately off of Braddock Road, and we are less than a mile from the intersection of Braddock and Russell. This community is our home -- I have a very small business here in addition to my day job; I've served as an election officer for Alx city the last four elections; and my husband used to volunteer for Higher Achievement. We are not passing through, and we live close to the Corridor project.

Please do consider increased bike lanes on Braddock Road. I bike and drive regularly on Braddock Road. I use both means of transportation for both work/business commuting and for pleasure/errands/events. I am not concerned if my car trips on Braddock will be a little slower; that would be fine. I don't personally see the need for as much parking as exists on Braddock right now, so I would not be upset by parking removal from it. I would also love more bike lanes on Braddock, and we will use them enthusiastically and gratefully if they come. They would make biking safer and more welcoming on a road on which cars regularly speed. If it would be useful to have my husband give feedback (which will likely be similar to mine) separately, he can as well. I guess these are all opinions that will be hotly debated on the 23rd, and I'm grateful the discussions are being had, however they turn out.

Thanks for reading/listening!
Eileen Egan

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From: Eldon Boes
To: Sheila McGraw
Subject: [EXTERNAL]Braddock Road Corridor Improvements project
Date: Sunday, February 22, 2026 2:35:27 PM

You don't often get email from ecboes17@gmail.com. Learn why this is important

Dear Traffic and Parking Board members,

I'm a 35 year resident of Alexandria. I have used my bicycle as my primary mode of local transportation for over 60 years. While I've never had a collision with a motorized vehicle in all that time, cycling safely is not at all easy. I have mapped out what I consider to be fairly safe routes all over Alexandria, including routes from my home in Old Town to all of the schools where I frequently volunteer to help teach BITS (Bicycling in the Schools) classes.

I strongly advocate for expanded cycling as a clean and healthy mode of transportation. I want my Alexandria neighbors to be able to ride safely, including school children as they learn and grow into adulthood. The most common objection I hear is that it's not safe. Alexandria has been moving slowly towards addressing that. The most recent success story is installation of the separated bike lanes on Mill Road. Although only about 2/3 mile long, that project made a critical improvement to a major east-west route for Alexandria cycling.

The Braddock Road Corridor project offers a similar opportunity to improve the safety of a key link in one of Alexandria's cycling routes. Quite a few cyclists use that corridor from West Street to Russell Road, and many more will do so if we make it safer. While cycling it recently, I noticed that most residents along that stretch of Braddock already have access to off-street parking.

I would also point out that the newly-formed BrooksBikeBus rides a piece of that corridor as it passes under the Rail Overpass. The BBB rides the narrow sidewalk. We need to give that BBB a safer alternative.

Thank you for what you do for Alexandria.

Sincerely,
Eldon Boes

--
Eldon Boes
Alexandria VA
703-217-1850
ecboes17@gmail.com

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From: Elena Hutchison
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Bike Lanes
Date: Monday, February 23, 2026 2:31:40 PM

You don't often get email from ecaudle@gmail.com. Learn why this is important

Dear Traffic and Parking Board Members,

You've already received a letter I drafted in my capacity as the Vice President of the DRCA supporting the Braddock Road Corridor Improvements project, and I don't want to belabor those points. But I also wanted to write in my personal capacity and share my excitement about these bike lanes as a mother, cyclist, and pedestrian (and driver!) who passes through this area frequently. We are hearing a lot of discourse about the idea that no one could possibly support this project, and since I do, I thought it was important you hear from me as well.

As someone who rides a bike, often with my daughter on the back, I wouldn't ride on Braddock today. I actively avoid it. Sometimes I've ridden miles out of our way to avoid using sharrows in the street—which studies show make bikes less safe, not more safe. The addition of these protected lanes would create an important east-west connector that I actually would use. If you build it, we will come.

I'm particularly excited about the elegant design of the two-way bike lane near the Potomac Yard Trail. Today, if you're riding from that trail toward the metro station, all your choices are bad: ride backwards in the existing bike lane, navigate a narrow sidewalk with obstructions from the overhead train tracks, or cross to the 7-Eleven side (where the bike lane is often blocked by delivery vehicles), only to cross back again to reach the metro. This design finally creates a safe, logical connection between that heavily-used trail and the metro station.

After watching city staff engage with our community for nearly a year, I'm convinced this design represents a rare win-win-win. We dramatically improve safety for people walking and biking—including middle schoolers and metro commuters navigating one of VDOT's identified danger zones. We accomplish this without adding a single second to vehicle travel times, which is frankly miraculous. Yes, we lose some on-street parking spaces, and that is a real loss for some neighbors. But when weighed against the gains—protected bike infrastructure that people will actually use, safer driveways for Braddock residents due to improved visibility, and a street where families like mine will finally feel safe riding—that is a small price to pay.

City staff did a great job engaging with our community to find this thoughtful, data-driven compromise, and I urge you to support it.

Sincerely,

Elena Hutchison
Del Ray Resident

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source.

From: Elisabeth Peebles
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support Item 9 - Staff Recommendation on Braddock Road
Date: Monday, February 23, 2026 12:11:25 PM

You don't often get email from bethpeebles@gmail.com. Learn why this is important

Thank you for your hard work making Alexandria a better place!

I am writing to support staff's recommendations for Braddock Road.

Safe, comfortable bike and pedestrian infrastructure in essential in our city. Most people bike or walk at some point in moving around our city. Many people (including myself and family) would do it more with better and safer infrastructure. City residents continually elect folks to Council that support these safety measures.

The planned changes on Braddock Road is an essential part of our developing network, and is especially critical as a direct connection to Metro. Occasionally I would pick my oldest up from middle school at GW. That area is in desperate need of safety upgrades for the benefit of the wide variety of people that use that space.

While this project will cause some inconvenience to a small number of residents, I believe the benefit of a connected safe streets network to both adjacent residents themselves and the full city far outweighs the downside of having to park your second car around the corner sometimes. It is okay for a small group to be inconvenienced for the betterment of the whole.

Please support staff's recommendation.

Thank you.

Sincerely,
Elisabeth Peebles

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From: Elizabeth Scheland
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road "Improvement" Plan
Date: Monday, February 23, 2026 12:52:09 PM

You don't often get email from schelandfamily@gmail.com. Learn why this is important

As residents of Rosemont, we are opposed to removing parking along Braddock Road between Russell Road and Mount Vernon Ave. We support bike riders in Alexandria (we are among them), and we want painted designations on the road for bikers.

We oppose removing any left hand turn lanes on Braddock Road or the right turn lane at Braddock Road and Russell Road. Removing left turn lanes will only create more traffic back ups and road rage.

,

We realize many people driving through Rosemont do not live here. However, we do and wish to keep our residential streets from becoming thoroughfares.

Thank you,
Elizabeth & Mark Scheland
18 West Myrtle Street
Alexandria, VA 22301.

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From: Elizabeth Hickey
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]In support of the Braddock Road Bike Lanes
Date: Thursday, February 19, 2026 10:07:28 PM

You don't often get email from thinkermom@gmail.com. Learn why this is important

Hello,

I am an 11-year resident of Rosemont (4 E Linden) and a member of Good Shepherd Lutheran Church. I participated in the plan options survey a few months ago and support the protected bike lanes even though the church will lose its ADA parking on Braddock. I believe that the church can adapt to the ADA parking on the side streets, but I am in the minority about that at the church. If a few of the bike lane posts could be removed right in front of the already-existing ADA curb cut on Braddock at the church, then on Sunday mornings (very little traffic) our mobility-challenged could be dropped off, walk across the bike lane, and right up the already-existing ramp. Others could park on the side street and walk to the ramp.

I believe in and support the overall city goal of balancing alternative transportation methods with the ever-present automobile. We must become more bike-friendly in order to reduce traffic and the ever-growing pressure for more parking. Personally, I feel trapped in my home at 4 E Linden St from 3:30-6:30 each day as traffic lines up and horns honk and everyone gets frustrated. If we had safer bike routes I believe that some of those cars would come off the road and perhaps use the bike lanes and mass transit like the buses and Metro at Braddock Station.

Thank you for your consideration.
Elizabeth Hickey
4 E Linden St., Alexandria, VA 22301

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From: Emilie Neulen
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Comment on Braddock Road Corridor Improvements
Date: Sunday, February 22, 2026 2:44:33 PM

You don't often get email from emineulen@hotmail.com. Learn why this is important <https://aka.ms/LearnAboutSenderIdentification>

Hello! My name is Emilie Smith. I love in Alexandria, near Braddock Road and I wanted to share my support of the Braddock Road Corridor Improvements. My husband and I frequently travel along Braddock Road, whether on foot, by bike, or walking with our dogs. The safety of Braddock Road is very important to me and I also find it very important that we all get to walk and bike more on these roads. It would be amazing to make the city even more traversable by transportation methods that aren't just cars, because it's better for all of us because we all move more and connect more with our neighbors.

My husband has had experiences biking on Braddock, on the portion where there is no dedicated bike lanes, and some drivers will get mad at him and yell at him for sharing the road when it is perfectly legal to. Additionally, adding more bike lanes will make it safer for children to move about as well.

I know that there is some negative feedback about the parking situation coming from some neighbors, but we often notice how little parking is actually utilized on Braddock Road. I truly believe that these negative opinions of the project are not the majority and there is still a lot of parking in the streets connected to Braddock Road where people can park instead. I don't think we need to keep the parking spots on Braddock Road. Also, if we make it easier and safer for people to take other forms of transport, then people may feel encouraged to not have multiple cars per family and there may also not be as much demand for parking. I think it is important we prioritize the health and safety of everyone, and I would love to one day bike safely to the Potomac Yard trail with my family without worrying that they are in danger.

Thank you for considering my comment!

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From: Eric Spiegel
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support Item 9 - Staff Recommendation on Braddock Road
Date: Monday, February 23, 2026 11:30:05 AM

You don't often get email from eric.spiegel@gmail.com. Learn why this is important

Dear Traffic & Parking Board:

I'm a resident of E Braddock Road and I fully support the staff's recommendation for improving the Braddock Road corridor. Safety for pedestrians, cyclists, and drivers is of utmost importance and these improvements will aide in that. I think losing a few parking spaces along this route is a fine compromise if it means slower drivers, better cyclist protections, and safer pedestrian crossings. I rarely cycle in the city because of how unsafe it feels riding alongside cars on busy roads. Adding protected bike lanes will both encourage me and my fellow community members to reconsider adding cycling as a transportation option. Please support staff's recommendation.

Ad astra,

Eric Spiegel

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From: Fernando Gracia
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Comment from resident: Braddock Road Trail Access and Corridor Improvements project
Date: Monday, February 23, 2026 11:22:52 AM

You don't often get email from fernando.gracia719@gmail.com. Learn why this is important

Good morning,

I am a resident in Alexandria (802 Janneys Lane), and I am writing in support of the recommended plan for this proposed project. We have family and friends that we frequently visit in Del Ray and the issues that this project will help resolve are things we encounter every time we walk or bike to Del Ray or to other parts of the city that are on eastern side of Del Ray. I am specifically talking about the following listed improvements that will make me and my family feel safer when traveling on foot or on a bicycle:

- Safer crosswalks at intersections and near the Metro through shorter crossing distances and improved visibility
- A two-way bike lane connecting the Potomac Yard Trail, the Metro Linear Trail, and Braddock Road Metro Station
- New bike lane connections on Commonwealth Avenue as it intersects Braddock Road
- Continuous bike lanes between West Street and Russell Road, filling a gap in the City's bicycle network
- Removal of on-street parking on Braddock Road between Russell Road and Mount Vernon Avenue and on Commonwealth Avenue between Braddock Road and Spring Street*
  - *Note: Disability parking will be relocated to provide continued ADA access
- Reduced travel lanes on Braddock Road between Mount Vernon Avenue and West Street to accommodate safety and access improvements

I hope the proposed plan is adopted and we see these improvements implemented as quickly as possible!

Fernando Gracia
802 Janneys Lane, Alexandria VA 22302

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From: rjpfoley@aol.com
To: TES-Traffic and Parking Board
Cc: Alexandria Carroll
Subject: [EXTERNAL]Foley Comments re Braddock
Date: Wednesday, February 18, 2026 2:52:13 PM

You don't often get email from rjpfoley@aol.com. Learn why this is important

1 . As turn lanes, esp. left turn lanes are removed, please explain how the traffic light signals will be updated such that left turners are not holding up the go straight people - this works well so far on Russell Road at Braddock where the configuration lets all left and straight in each direction have there own light cycle for a good amount of time.
most drivers seem to be use to this set-up

2. Please add signs such that cyclists and scooter riders KNOW that they must stop on the red light in their direction of travel - none of this go ahead if it seems OK yet cars must wait for green light

---

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From: fran.vogel@verizon.net
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Comments regarding the Braddock Road Corridor Project
Date: Monday, February 23, 2026 10:03:05 AM
Importance: High

You don't often get email from fran.vogel@verizon.net. Learn why this is important

Dear Chair Tucker and Members of the Board:

As a concerned resident and taxpayer, I am writing to express my opposition to the Braddock Road Corridor Improvement Project as currently outlined in the city's project materials. While I fully support targeted safety improvements where data demonstrates a clear need, I am not convinced that the scope of this proposal reflects such evidence.

Braddock Road is a primary east–west corridor for residents traveling to and from Old Town. Reducing vehicular capacity along this route will inevitably increase congestion, particularly during peak hours when many are commuting, attending events, or transporting children to activities.

The project, as proposed, extends far beyond the area where safety concerns have been identified. Expanding the scope westward to Russell Road and removing approximately 97 on-street parking spaces used by residents and the four churches along this stretch constitutes an unnecessary overreach.

The city should instead focus on the documented safety issues between Mt. Vernon Avenue and North West Street. Improvements such as enhanced crosswalks, pedestrian signals, and other proven measures are widely supported and would meaningfully address safety without eliminating parking or turn lanes.

For these reasons, I respectfully urge the city to reduce the scope of this project to the segment between Mt. Vernon Avenue and North West Street and to prioritize targeted pedestrian safety enhancements rather than broad roadway changes that lack supporting data.

Thank-you for your consideration,

Fran Vogel
41 N. Earley Street
Alexandria, VA 22304

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From: Frank Fannon
To: TES-Traffic and Parking Board
Cc: frank fannon
Subject: re: Traffic and Parking Board Meeting – Monday, February 23
Date: Monday, February 23, 2026 2:23:33 PM

[You don't often get email from frank.fannon@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Thanks for your service on the traffic and parking board.

Please pursue staff recommendations to make adjustments between West Street and Commonwealth Avenue. I drive through that area regularly and it is definitely a pedestrian hazzard and tight driving.

We live in a city where we have an urban culture and a suburban culture that are overlapping more year after year.

I suggest no removal of parking spots between Commonwealth Avenue and Russell Road. We need to have as many places for parking cars in our city as possible.

There has not been extreme safety hazards between Commonwealth and Russell on Braddock Road. There is room on the streets for the few bikes that go down Braddock Road to share with the cars.

Thanks for your service and look forward to you improving the stretch between West Street and Commonwealth Avenue.

Frank Fannon
Former member Alexandria City Council.
703-861-1864

Sent from my iPhone

From: Gail
To: TES-Traffic and Parking Board; Alyia Gaskins; Abdel Elnoubi; Jacinta Greene; John Chapman; Canek Aguirre; Sarah Bagley
Subject: [EXTERNAL]Braddock Road "Improvement" plan
Date: Monday, February 23, 2026 11:59:33 AM

You don't often get email from gailkgordon@gmail.com. Learn why this is important

To city council and the traffic and parking board:

I don't live on Braddock Road, but I write in defense of the people who do. Before you vote to limit parking for families without driveways whose homes are on Braddack, I challenge you to do the following:

Using only a bike or public transportation, you must: drop kids ar different schools and get to work by nine, in business clothing and high heels, without sweating or being rained on, then get home from work and to daycare by 6 PM to avoid a late fee, then drop one kid at a sports practice and the other kid at dance or music lessons, then pick up both within the hour, and in the meantime go to the grocery store and dry cleaner and carry all that stuff home. by yourself, with a baby too.

If you can't do that or are unwilling to even try, then you will be a raging hypocrite and misogynist if you continue to support bike lanes for a handful or people over the daily lives of residents.

You have been called out.

Gail Gordon

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From: Garry Malphrus
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road parking
Date: Saturday, February 21, 2026 6:22:03 PM

[You don't often get email from gmalphrus@icloud.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Hello. I am writing to strongly oppose any plan that would eliminate the existing street parking on either side of Braddock Road. I heard there was a City study that said that the spaces were rarely utilized. However I know from personal experience living in the 300 Block of Braddock Road that the study was flawed. Those spots are utilized often by residents as well as staff and patrons of Lena's Restaurant.

My partner and I often park there to avoid parking on a side street. Our dog is elderly and cannot walk far. There are many homes on Braddock Road without close or even any parking on side streets.

We do not think the area is unsafe for walking and we often walk to the metro. Bicycle traffic in the area from our experience is relatively small and does not justify the major disruption that loosing the parking would cause.

We appreciate your consideration.

Garry Malphrus
David Jones
304 East Braddock Road
Alexandria VA 22301

_____
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From: Rod Parish III
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Input to the Proposed Safety Improvements along Braddock Road
Date: Monday, February 16, 2026 5:04:04 PM

You don't often get email from grodp51@gmail.com. Learn why this is important

Thank you so much for the opportunity to provide input to the critical safety improvements that you have proposed. I have been a resident of Alexandria since1984, and my wife and I have experienced first-hand the challenges of safely riding our bicycles. Specifically, when we ride from our house on Summers Drive to work or for regular exercise virtually every day of the year, our path takes us across Russell Road and onto W Spring Street. The danger really starts at the intersection of W. Spring and Commonwealth Ave. The cars parked near there on the west side of Commonwealth create a "massive blind spot" for anyone attempting to use that intersection - whether on a bicycle or in a vehicle. I agree that creating bike lanes and restricting parking in that area will offer better safety for all users.

I also agree that bike lanes on Braddock all the way to the metro are absolutely essential for safety.

Safety, not parking, should be the #1 priority on our streets. No one's life should be subservient to parking convenience.

Respectfully,
George Parish

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February 13, 2026

Dear Members of the Traffic and Parking Board:

We are members of the Good Shepherd Lutheran Church located at 100 West Luray Avenue. Good Shepherd has been a vibrant presence in the Rosemont neighborhood since 1945. The church has a handicap accessible entrance and ADA-required disability parking space located on Braddock Road. All parking for the church is on Braddock Road, Luray Avenue, and Hancock Avenue. We write in opposition to the City of Alexandria staff proposals for the Braddock Road Corridor Improvements Project, which is on the agenda for your February 23 meeting.

Our congregation of about 200 members welcomes all in worship, fellowship, learning, and service, and believes in making maximum use of our building for congregation and community. The ability to continue to maintain that sense of welcome and community will be adversely affected by the elimination of parking on Braddock Road and relocation of the church's handicap parking.

Continued Need for Parking on Braddock Road

The need for parking is not limited to Sunday worship services or church members. The church building is used by the congregation and members of the Alexandria community for worship, fellowship, service events, and meetings. Congregation activities take place throughout the week and at various times of day and night. Good Shepherd Lutheran Church members and visitors come not only from the City of Alexandria but also Arlington County, Fairfax County, the District of Columbia, and beyond, most by car. Street parking on Braddock Road is shared with the surrounding residences. For example, for a funeral held at Good Shepherd on January 2, 2026, every parking space was filled on both sides of Braddock Road, Luray Avenue, Hancock Avenue, and further-surrounding streets. Several mourners arrived at the church late because they were unable to find parking.

Good Shepherd Lutheran Church also serves as a regular meeting place for numerous community organizations, including:

- The Alexandria Choral Society & Children's Chorus
- Encore Creativity for Older Adults
- Rosemont Citizens Association
- ALIVE! Furniture Committee
- Friends of Guest House
- Symphony Orchestra of Northern Virginia (SONOVA)
- 12-step recovery groups
- A community meditation group
- INOVA blood drives (which also require parking for Blood Mobiles and equipment delivery)

These groups meet on weekdays, evenings, and weekends. Several have indicated that they would no longer be able to use the church if parking on Braddock Road were removed. In a city that values community engagement, the continued viability of such meeting spaces should be a priority.

Relocation of ADA-required Disability Parking

City staff propose to adopt Option 1B for the segment of Braddock Road between Russell Road and Commonwealth Avenue. This option removes parking on both sides of Braddock Road, including the disability parking space located adjacent to the handicap-accessible entrance to Good Shepherd Lutheran

Church. The staff proposal includes a footnote stating only that "Disability parking will be relocated to provide continued ADA access" without further explanation. It is our understanding, based on the Recommended Design Concept graphic on the project web site, that staff propose to relocate the parking space to Hancock Avenue and add another space on Luray Avenue.

This relocation would significantly increase the distance to the church accessible entrance for mobility challenged members and visitors from the current 56 feet to 125 feet (Hancock) to 170 feet (Luray). It would also require installation of a new sidewalk with curb cuts on Hancock Avenue, where no sidewalk currently exists. The proposal provides no information about the cost, timeline, or sequencing of this ADA-required work, nor does is specify whether the existing disability parking space would remain in place until the replacement space and sidewalk are completed.

Solving a problem that is not apparent.

Per your own *2023 Resident Transportation Needs Assessment*, page 13, **50% of residents** explicitly stated: "I do not want to use a bicycle as a means of transportation." In addition, on page 5, it states that **80% of residents** effectively never use a bike (75% "Never" and 5% "One Time"). We are trying to solve a problem that 50% say they do not care about and ignore the 73% of citizens who drive daily.
Vision Zero requires data-driven interventions. There is no crash history on this block to justify such a radical intervention. Between 2017 and 2025, there were **zero** reported bicycle accidents on the segment between Russell Road and the Railroad tracks (*City of Alexandria Vision Zero Crash Dashboard* (via Community Research Analysis).)

While the proposed improvements purport to "make it easier, safer, and more comfortable for people walking, biking, and scootering to get to/from the Metro Station, GW Middle School, the Potomac Yard Trail, the Metro Linear Trail, Old Town, Del Ray, Potomac Yard, and nearby businesses". That objective is being advanced at the expense of the needs of the community and the mission and access to a long-established house of worship and community meeting place. For these reasons, we respectfully urge the Board to weigh the expressed views of the affected community and reject the staff recommendations to remove parking on Braddock Road.

Respectfully submitted,

The undersigned members of Good Shepherd Lutheran Church

Brent Westhaven

Name	Address	Email	Phone
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Catherine Pickell	4120 Duke St Alexandria VA 22304		
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Sonja Rasoni	Apt 322 7418 Spring Village Dr. Springfield, VA 22150		
Michele Parker	8W. Uhler Ave, Alex 22301	micheleparker62@gmail.com	
Denise Elfes	309 Yoakum Pkwy #309 Alexa	DyElfes@gmail.com	571-212-3114
Denise Gray	18 E Linden Str Alex VA 22301	gray22301@gmail	571-216-2371

From: Grit Cooper
To: TES-Traffic and Parking Board
Cc: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Braddock Road proposal - OPPOSED to removal of parking
Date: Thursday, February 19, 2026 4:28:54 PM

You don't often get email from gritc@yahoo.com. Learn why this is important

Dear Members of the Board and Council:

I live on East Braddock Road for 27 years.

I write to **oppose** the parking removal on Braddock Road. My objection is not based on resistance to change, but on a careful review of the City's own data. This proposal appears to be a **solution in search of a problem**—one that contradicts the documented behaviors, safety records, and priorities of Alexandria residents.

We ask you to remand this proposal to staff to address the following five contradictions:

1. Mismatch Between Proposed Intervention and Documented Mode Share

The City claims this project meets a pent-up demand for biking. Your own data refutes this.

- According to **Figure 1 on Page 5** of the *2023 Resident Transportation Needs Assessment*, **80% of residents** effectively never use a bike (75% "Never", 5% "One Time").
- According to **Page 13** of the same report, **50% of residents** explicitly agreed with the statement: *"I do not want to use a bicycle as a means of transportation"*.
- In contrast, **73% of residents** rely on a private vehicle as a driver on a weekly or daily basis (**Page 5**).

By removing parking to prioritize bike lanes, you are dismantling infrastructure used by the vast majority to serve a demographic that half the city has explicitly rejected.

2. Safety Data Does Not Indicate Elevated Risk on This Segment

Vision Zero interventions must be based on evidence. A review of the City's crash data reveals that from 2017 to 2025, there have been **zero bicycle accidents** on the segment between Russell Road and the Railroad tracks.

Staff appears to be justifying this intervention by citing "Safety Priority" designations that apply to the *West End* segment (Mt. Vernon to West St), where 12 accidents occurred. We ask Council to reject the use of **"Safety data from a different segment of the corridor"** to justify construction on a safe corridor.

3. A Solution That Creates New Liability (ADA)

The *Alexandria Mobility Plan* prioritizes equity, yet this proposal creates new physical barriers for vulnerable residents.

- The plan proposes relocating ADA parking for the Good Shepherd Church to Hancock Avenue.
- Hancock Avenue currently has **no sidewalk**.
- The proposal also eliminates on-street parking for 13 households that have **zero off-street parking** options.

Forcing disabled congregants to navigate a roadway to reach a sanctuary is a liability, not an improvement. We urge you to pause this project and align your designs with the data your residents have already provided.

4. Supporting Reasoned Accommodation on Braddock Road (25 mph)

NACTO + NTSB Guidance:

Based on national safety guidance, at a 25 mph posted speed, lower-stress bicycle facilities such as shared or constrained lanes are consistent with NACTO's AA&A criteria and NTSB safety principles. Full protected bike lanes are recommended where vehicle speeds exceed 25 mph or traffic volumes are high; on lower-speed corridors like Braddock, context-appropriate shared accommodations can provide reasonable safety improvements without full removal of all vehicle lanes.

5. Supporting Reasoned Accommodation on Braddock Road (25 mph): NACTO + NTSB Guidance

A. Vehicle Speeds & Facility Selection *NACTO Urban Bikeway Design Guide*

The *NACTO Urban Bikeway Design Guide* provides practical guidance linking **motor vehicle speed and appropriate bikeway types**: traffic speed and volume strongly influence which facilities are suitable for cyclists, especially those of all ages and abilities. Under this guidance:

• **Protected bike lanes** (physically separated) are recommended on streets with **speeds above 25 mph or higher traffic volumes** to achieve "All Ages

& Abilities" (AA&A) conditions.
• Where **motor vehicle speeds are controlled at 25 mph or lower**, a range of lower-stress facilities including **shared spaces, bike boulevards, constrained bike lanes with buffer, or advisory bike lanes are considered appropriate**, *provided volume and context support them*.
• Conventional or constrained bike lanes with buffers are appropriate when motor vehicle speeds are **≤ 25 mph** and volumes stay within certain thresholds.

Practical takeaway for Braddock Road:
Since Braddock Road is posted *at 25 mph*, NACTO's own selection table indicates that **low-stress, non-protected bicycle facilities** such as shared lanes, constrained lanes with buffer, or advisory lanes — are *reasonable accommodations* when vehicle speeds and volumes are managed at or below this threshold.

B. NTSB Bicycle Safety Report Safety Context, Speed, and Infrastructure
The *National Transportation Safety Board* (NTSB) 2019 safety research on bicyclist crashes finds the following relevant principles:
• **Separated bicycle facilities can reduce bicycle–vehicle crashes and injuries** where appropriate infrastructure is feasible.
• **Reducing motor vehicle speeds improves bicyclist safety** by decreasing both the likelihood and severity of serious crashes.
• In cases where it isn't feasible to physically separate cyclists from traffic, **alternative safety measures (such as road diets, lower speeds, and dedicated bike infrastructure that fits the context)** are valid safety countermeasures. Reducing lane widths or number of travel lanes a form of road diet can both lower vehicle speeds and provide space for bicycle facilities.
• The report also shows that **crash severity increases with higher speeds**, and that a **25 mph or lower speed limit is associated with lower serious injury risk compared with higher limits**.

Importantly, the NTSB does **not prescribe that protected bike lanes are always required on every road with a 25 mph speed limit**; instead, it encourages adoption of *context-appropriate* countermeasures that balance safety, network connectivity, and roadway conditions.

In Summary for Braddock Road (Commonwealth → Mt Vernon)

- **Braddock Road's 25 mph posted speed is within the range where NACTO guidance supports shared or constrained bikeway accommodations**, especially where the roadway width and urban

context make physically separated lanes structurally difficult.

- **NTSB bicycle safety research supports reducing vehicle speeds and using appropriate bikeway facilities** but does not mandate protective infrastructure in every instance; it frames infrastructure decisions within a broader context of speed management, network design, and crash risk reduction.

Sincerely,

Grit Cooper

205 East Braddock Road
Alexandria, VA 22301

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From: Heather Steinitz
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock road
Date: Monday, February 16, 2026 1:45:05 PM

[You don't often get email from hdsmom22@yahoo.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

We need to retain parking on Braddock road.

Heather Steinitz
703-244-2071

_____
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From: Helen Cooper
To: [City Public Comment Board](), [Council Members Distribution Group]()
Subject: Opposition to Proposed Parking Removal on Braddock Road
Date: Thursday, February 19, 2026 12:08:21 PM

You don't often get email from helencooper0420@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification.

Members of the Board and Council,

I write as an engaged citizen to oppose the parking removal on Braddock Road. My objection is not based on resistance to change, but on a careful review of the City's own data. This proposal appears to be a solution in search of a problem—one that contradicts the documented behaviors, safety records, and priorities of Alexandria residents.

I ask you to remand this proposal to staff to address the following three contradictions:

1. Mismatch Between Proposed Intervention and Documented Mode Share

The City claims this project meets a post-tap demand for biking. Your own data refutes this.

* According to Figure 1 on Page 5 of the 2023 Resident Transportation Needs Assessment, 80% of residents effectively never use a bike (75% "Never", 5% "One Time").
* According to Page 15 of the same report, 50% of residents explicitly agreed with the statement: "I do not want to use a bicycle as a means of transportation".
* In contrast, 73% of residents rely on a private vehicle as a driver on a weekly or daily basis (Page 3).

By removing parking to prioritize bike lanes, you are dismantling infrastructure used by the vast majority to serve a demographic that half the city has explicitly rejected.

2. Safety Data Does Not Indicate Elevated Risk on This Segment

Vision Zero interventions must be based on evidence. A review of the City's crash data reveals that from 2017 to 2025, there have been zero bicycle accidents on the segment between Russell Road and the Railroad tracks.

Staff appears to be justifying this intervention by citing "Safety Priority" designations that apply to the West End segment (Mt. Vernon to West St), where 12 accidents occurred. We ask Council to reject the use of "Safety data from a different segment of the corridor" to justify construction on a safe corridor.

3. A Solution That Creates New Liability (ADA)

The Alexandria Mobility Plan prioritizes equity, yet this proposal creates new physical barriers for vulnerable residents.

* The plan proposes relocating ADA parking for the Good Shepherd Church to Hancock Avenue.
* This forces disabled congregants to cross [illegible].
* The proposal also eliminates on-street parking for 13 households that have zero off-street parking options.

Forcing disabled congregants to navigate a roadway to reach a sanctuary is a liability, not an improvement. We urge you to pause this project and align your designs with the data your residents have already provided.

4. Supporting Reasoned Accommodation on Braddock Road (25 mph)

NACTO + NTSB Guidance:

Rated on national safety guidance, at a 25 mph posted speed, lower-stress bicycle facilities such as shared or constrained lanes are consistent with NACTO's A&A criteria and NTSB safety principles. Full protected bike lanes are recommended where vehicle speeds exceed 25 mph or traffic volumes are high, on lower-speed corridors like Braddock, context-appropriate shared accommodations can provide reasonable safety improvements without full removal of all vehicle lanes.

5. Supporting Reasoned Accommodation on Braddock Road (25 mph) NACTO + NTSB Guidance

A. Vehicle Speeds & Facility Selection NACTO Urban Bikeway Design Guide
The NACTO Urban Bikeway Design Guide provides practical guidance linking motor vehicle speed and appropriate bikeway types; traffic speed and volume strongly influence which facilities are suitable for cyclists, especially those of all ages and abilities. Under this guidance:
• Protected bike lanes (physically separated) are recommended on streets with speeds above 25 mph or higher traffic volumes to achieve "All Ages & Abilities" (A&A) conditions.
• Where motor vehicle speeds are controlled at 25 mph or lower, a range of low-stress facilities including shared spaces, bike boulevards, constrained bike lanes with buffer, or advisory bike lanes are considered appropriate, provided volume and context support them.
• Conventional or constrained bike lanes with buffers are appropriate when motor vehicle speeds are ≤ 25 mph and volumes stay within certain thresholds.

Practical Takeaway for Braddock Road:
Since Braddock Road is posted at 25 mph, NACTO's own selection table indicates that low-stress, non-protected bicycle facilities such as shared lanes, constrained lanes with buffer, or advisory lanes — are reasonable accommodations where vehicle speeds and volumes are managed at or below this threshold.

B. NTSB Bicycle Safety Report Safety Context, Speed, and Infrastructure
The National Transportation Safety Board's (NTSB) investigations into bicyclist crashes finds the following relevant principles:
• Separated bicycle facilities can reduce bicycle–vehicle crashes and injuries when appropriate infrastructure is feasible.
• Reducing motor vehicle speeds improves bicyclist safety by decreasing both the likelihood and severity of serious crashes.
• In cases where it isn't feasible to physically separate cyclists from traffic, alternative safety measures (such as road diets, lower speeds, and dedicated bike infrastructure that fits the context) are valid safety countermeasures. Reducing lane widths or number of travel lanes a form of road diet can both lower vehicle speeds and provide space for bicycle facilities.
• The report also shows that crash severity increases with higher speeds, and that a 25 mph or lower speed limit is associated with lower serious injury risk compared with higher limits.

Importantly, the NTSB does not prescribe that protected bike lanes are always required on every road with a 25 mph speed limit; instead, it encourages adoption of context-appropriate countermeasures that balance safety, network connectivity, and roadway conditions.

In Summary for Braddock Road (Commercial/Residential Mix):

* Braddock Road's 25 mph posted speed is within the range where NACTO guidance supports shared or constrained bikeway accommodations, especially where the roadway width and urban context make physically separated lanes structurally difficult.
* NTSB bicycle safety research supports reducing vehicle speeds and using appropriate bikeway facilities but does not mandate protective infrastructure in every instance. it frames infrastructure decisions within a broader context of speed management, network design, and crash-risk reduction.

Sincerely,

Helen Cooper

205 East Braddock Road <https://gcc02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.google.com%2Fmaps%2Fsearch%2F205%2BEast%2BBraddock%2BRoad%2BAlexandria%2CVA%2BV.6%2B22301%3Fentry%3Dgmail%26source%3Dg&data=05%7C02%7Chelencooper0420%40gmail%40alexandriava.gov%7C4d1ae0f0f45c4f54ddde708dde7055cab6%7C1faeaf6b31437554aeeaaface79ad2f2e%7C0%7C0%7C638907157310899499491%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMiIsIkFOIjoiTWFpbCIsIldUIjoyfQ%3D%3D%7C0%7C%7C%7C&sdata=WvdJU3OmpQUxdaqgUYXaUYvu9bARTpmN9Ra1bz2Sn6g%3D&reserved=0>

Alexandria, VA 22301 <https://gcc02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.google.com%2Fmaps%2Fsearch%2F205%2BEast%2BBraddock%2BRoad%2BAlexandria%2CVA%2BV.6%2B22301%3Fentry%3Dgmail%26source%3Dg&data=05%7C02%7Chelencooper0420%40gmail%40alexandriava.gov%7C4d1ae0f0f45c4f54ddde708dde7055cab6%7C1faeaf6b31437554aeeaaface79ad2f2e%7C0%7C0%7C638907157310899477092%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMiIsIkFOIjoiTWFpbCIsIldUIjoyfQ%3D%3D%7C0%7C%7C%7C&sdata=uuzTDUzDPLUqdqC1qjYZkfJZcOOIdwpPKKeby5vYAXDtxM%3D&reserved=0>

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From: Holly Kenney
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Parking on Braddock
Date: Monday, February 16, 2026 8:48:14 AM

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To Whom It May Concern:

I am writing to say I do not support changing the parking spots to bike lanes on Braddock Road. I do not feel this change is necessary and would be a hardship for people who need to park there.

This includes homeowners without driveways, maintenance workers for homes on Braddock, future blood drives at Good Shephard church and others who need places to park.

This is another unnecessary change where the benefit to a few individuals is attempting to outweigh the inconvenience to all of us. Therefore, I do not support this bicycle lane extension.

Holly Kenney
3300 Alabama Avenue
Alexandria, VA 22305

Sent from my T-Mobile 5G Device
Get Outlook for Android

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To the Traffic and Parking Board,

My name is Ian Smith and I am an Alexandria resident. I would like to express my full support for the recommended concept design for the Braddock Road Corridor Improvements.

I live in Rosemont right next to the project area on Braddock Road, and travel along this section nearly every day. I use it to commute, to access Mt Vernon Avenue, to get to the Metro, to reach the trails, to walk my dogs, and most importantly, to get to Dos Amigos. I travel by car, by bike, and on my two feet.

To me, this project is a no-brainer. On Alexandria's own website, it lists Braddock Road as a "neighborhood connector" with "a strong need to accommodate and encourage pedestrian and bicycle activity". Braddock already has bike lanes running west of Russell Road and east of Mt Vernon Avenue, and it already has connections to the busy Metro Linear Park Trail and Potomac Yard trail. There's a Metro station here, and it is very close to both a middle school and an elementary school. As such, there is already higher-than-average pedestrian and cyclist activity.

It simply makes sense to connect the obvious gap in the network. When I bike here, I can tell you from experience that it feels incredibly unsafe and I have had some close calls. I can bike from my home all the way to my office in Bethesda, Maryland, and somehow the most sketchy and unsafe stretch part of the journey is right around my home. It feels unsafe to be in a bike lane and have it suddenly disappear and force you into the road where drivers frequently exceed the speed limit. I think many of us have experienced the pain of driving in DC, where sometimes the lane suddenly ends and turns into parking. It feels a lot like that, only more dangerous considering the difference in vehicle size and speed.

Despite there already being shared lane symbols painted on the road, I have still experienced drivers unsafely passing me or even yelling at me to get out of the way. Trust me, I don't want to be in your way either. Not only does this feel unsafe, but most studies on these road projects typically show that painted bike lanes are safer than shared lanes. Furthermore, there are often tangible improvements to pedestrian safety as well, as the bike lanes provide buffers for those on narrow sidewalks, and decrease the crossing distance.

I know that there are concerns for the loss of street parking, however, I do believe that the loss of spots would have minimal impact on our community. Almost every single home along this stretch of Braddock already has a driveway. The townhomes on the corner of Braddock and Mt Vernon, two churches, and Yates all have their own parking lots. Every block has a side street with at least one (and sometimes two) lanes of street parking. The metro station has a daily average ridership of over 2,000, which is overwhelmingly not being driven by the couple dozen street parking spots in question. While these spots are being used, I can tell you by walking past them on different days and at different times of day, they are almost never fully utilized and you can constantly see a significant number of them sitting empty.

Given that this is a public arterial road with higher volumes of pedestrian and cycling activity, with several nearby connections, and with plenty of nearby parking facilities, I believe that we

should prioritize safety and connectivity over a relatively small number of parking spaces. This is a fantastic project that has my full support.

Thank you

From: irene kho
To: TES-Traffic and Parking Board
Cc: alyia.gaskins@alexandria.gov
Subject: [EXTERNAL]Braddock Road
Date: Sunday, February 22, 2026 11:18:14 PM

[You don't often get email from irenekho@yahoo.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Good evening,
As a resident of Rosemont, I oppose the Improvement Plan of Braddock Road. We need to keep the streets parking lanes to remain available for those without street parking, for visitors and others who come to the neighborhood for local business, and the churches that need extra street parking, and extra parking also provide added value to the home sales in the area.
The justification for eliminating these parking spots do not improve the quality of our neighborhood.

Sincerely
Irene Kho
Sent from my iPhone

_____
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From:	Irene Kho
To:	TES-Traffic and Parking Board
Cc:	Alyia Gaskins; Abdel Elnoubi; Jacinta Greene; John Chapman; Canek Aguirre; Sarah Bagley
Subject:	Re: Braddock Road
Date:	Sunday, February 22, 2026 11:20:09 PM

You don't often get email from irenekho@yahoo.com. Learn why this is important

Good evening,
As a resident of Rosemont, I oppose the Improvement Plan of Braddock Road. We need to keep the streets parking lanes to remain available for those without street parking, for visitors and others who come to the neighborhood for local business, and the churches that need extra street parking, and extra parking also provide added value to the home sales in the area.
The justification for eliminating these parking spots do not improve the quality of our neighborhood.

Sincerely
Irene Kho
Sent from my iPhone

From:	Isabel Fernandez
To:	TES-Traffic and Parking Board
Cc:	Alyia Gaskins; Sarah Bagley; John Chapman; Canek Aguirre; Abdel Elnoubi; Jacinta Greene
Subject:	[EXTERNAL]Vote NO on Braddock Rd changes
Date:	Tuesday, February 17, 2026 1:58:12 PM

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Vote NO on Braddock Rd changes.

Thank you.
R,
Isabel Fernandez
Alexandria, VA

_____
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From: allgoodje@everyactioncustom.com on behalf of James Allgood
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Trail Access and Corridor Improvements
Date: Thursday, February 12, 2026 6:09:55 PM

[You don't often get email from allgoodje@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear Board Members,

I write to express my support for the staff recommended design concept for the Braddock Road Trail Access and Corridor Improvements Project. The recommendations will provide the best biking and walking improvements for the corridor making Braddock Road safer for all users - people walking, biking, taking transit, and driving. Making this corridor safer and better connected improves access to the Braddock Road Metro, area trails, schools and other places in the community.

THIS NOTE IS FOR THE NON-SUPPORT OF BRADDOCK RD TRAIL ACCESS AND CORRIDOR IMPROVEMENTS. The removal of on-street parking lanes is NOT justified given they are CONTINUOUSLY USED and doing so WOULD NOT ONLY MAKE PARKING EVEN MORE PROBLEMATIC, BUT WOULD ALSO EVEN MORE JEOPARDIZE SAFE TRAVEL for everyone traveling the corridor.

UNFORTUNATELY, Alexandria's Mobility Plan and Vision Zero Action Plan NEED AN EXTENSIVE OVERHAUL. BRADDOCK RD, SEMINARY RD, ET AL ARE MAIN EMERGENCY AND OTHER VEHICLE ARTERIES. TO THE MAXIMUM EXTENT PRACTICAL, AS IS THE CASE IN MANY CITIES WORLDWIDE, THEY ARE SAFEST AND BEST SERVE THE CITIES WHEN KEPT SEPARATE FROM BICYCLE/E-SCOOTER/E-BIKE, AND OTHER SLOWER TRAFFIC. DEDICATED BICYCLE/PEDESTRIAN PATHS IN SAFER AREAS ARE ENCOURAGED. WHEN WILL THE CITY DEVELOP A MOBILIZATION PLAN THAT ACTUALLY ACCOMMODATES THE NEEDS OF THE VAST MAJORITY OF ITS CITIZENS, ESPECIALLY THOSE INDIVIDUALS (E.G., ELDERLY) AND EVER-INCREASING DOOR-TO-DOOR BUSINESS DELIVERY SERVICES … AND ONE THAT ESPECIALLY ACCOMMODATES EMERGENCY RESPONDERS AND CITY EVACUATION ROUTES. WHY WOULD THE CITY RESTRICT/CONSTRAIN ROUTES, SUCH AS SEMINARY RD AND DUKE ST, THAT HAVE FIRE DEPARTMENTS AND HOSPITALS LOCATED ON THOSE ROUTES?!?!

PLEASE DISREGARD THE FORM LETTER COMMENTS BELOW. STAFF'S RECOMMENDED DESIGN WOULD WORSEN SAFETY ON BRADDOCK RD.

This project is a chance to fix the dangerous conditions existing today and provide a more connected and safe corridor for everyone. I ask that you vote in favor of staff's recommended design and advance the safest set of options for Braddock Road.

Sincerely,
James Allgood
1308 N Ivanhoe St Alexandria, VA 22304-1509
allgoodje@aol.com

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From: James Chessen
To: TES-Traffic and Parking Board
Cc: Pat B
Subject: [EXTERNAL]Comment on Braddock Rd Corridor Project
Date: Sunday, February 22, 2026 10:05:12 PM

You don't often get email from james.chessen@gmail.com. Learn why this is important

Dear Traffic and Parking Board Members:

We are writing to express our concern and opposition to many elements of the staff's recommendation. Our concern is fueled by the problematic methodology used by staff in gathering survey data, the absence of critical data for some options, failure to look at other alternatives for bike lanes, inadequate staff outreach to affected communities, and the opaque way that staff have presented their proposal.

This is **not** a modest plan. It has far reaching impacts, well beyond the homeowners that live on Braddock Road or the bike riders that want safe ways to commute. There has been little to no discussion of potential secondary impacts of this proposal.

— **Members of this board should be asking about the impact on nearby neighborhoods of Del Ray and Rosemont.** The lack of parking and the inevitable back-ups on Braddock will materially degrade the quality and safety of these areas adjacent to Braddock Road.

— **Members should be asking about the impact on response time of fire, rescue, and police vehicles along this route**. Back-ups and increased traffic will delay emergency vehicles with potentially live-threatening consequences. Have these parties weighed in on these staff recommendations?

— **Members should be concerned with the increased commute times to the metro and Old Town.** Traffic backups will delay bus traffic to the metro which affects more people than the few bikers likely to use Braddock Road. Because there are no parking facilities at Braddock Metro, many people drive family members or use Uber or Lyft to reach the metro. These commuters will see greater delays.

— **Members should be concerned about the lack of easily obtained data or traffic studies.** Navigating the website and finding data to support any option has been frustrating and often futile. Questions from the neighborhood associations about the data have largely been ignored. How can the public weigh in on proposals when the data is so difficult to access and is so poorly presented?

— Members should be concerned that no other bike-path options have been considered. Staff at a Rosemont Association meeting said that they had considered no alternative bike options other than Braddock Road (such as E. Glendale Ave) and would only do so if the option ultimately proposed was rejected. How can the public weigh in on alternatives that may better balance the needs of residents, bikers and the commuting public without a full analysis? At a minimum, the traffic board and the Council should not make any decisions until more options are considered and public input sought.

— Members should be concerned about the lack of meaningful community outreach. While Ms. Carroll did attend a recent Rosemont Association meeting, it felt like it was a "check-the-box" activity in order to claim that there had been adequate outreach. She acknowledged that staff had not mailed notices to homeowners along Braddock Road who would be directly impacted by their recommendation. Many residents walked away thinking that Ms. Carroll had made her decision and that she was somewhat dismissive of concerns voiced during the meeting.

This is a major proposal that will have a significant impact well beyond the residential areas along Braddock Road. Its impact will encompass a much larger number of commuters and visitors to Old Town—**most of whom are completely unaware that this change is under consideration.** It should not be implemented without a more measured analysis of likely impacts. We urge members of this board to ask tough questions and not just accept the staff recommendations. We believe there has not been a full exploration of the secondary impacts, nor sufficient involvement from the community to move forward. We suggest limiting the scope of this project to the section from N. West Street to Mt. Vernon and preserving the existing shared bike lanes along Braddock between Russell and Mount Vernon.

Respectfully yours.

James Chessen and Patricia Brennan
114 W. Alexandria Ave
Alexandria, VA 22301

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From: Jim & Pat
To: Traffic and Parking Board
Cc: jack@gadd.name
Subject: [EXTERNAL] Opinion Regarding Bike Lanes on Braddock Road between Russell Road and Commonwealth Avenue
Date: Friday, February 12, 2020 10:38:07 PM

You don't often get email from jpatk01@aol.com. Learn why this is important

To: Traffic and Parking Board

I am registering my strong opposition to the proposal to eliminate parking on one or both sides of Braddock Road between Russell Road and Commonwealth Avenue. This traffic-management action to create nominal bike lanes on this section of Braddock Road would essentially push vehicles now parking on Braddock to park on my street, West Glendale Avenue.

My street, West Glendale Avenue between Russell Road and Commonwealth Avenue currently has the following characteristics.

1. Heavy Russell-Commonwealth cut-through traffic avoiding the traffic light at the very busy Braddock-Russell Road intersection.
2. A preponderance of street parking on both sides of West Glendale Ave due to the near-complete absence of deep driveways and garages.
3. A high level of pedestrian activity associated with the Braddock Road Metrorail station, nearby schools, and income levels of families owning homes on this street.
4. A regular influence of service (DPU'ed), plumbing, yard maintenance, pest control, swimming pool service,Amazon delivery, lawn remodeling, food delivery, etc.) vehicles in addition to the trash and postal vehicle traffic.
5. A large number of young kids who regularly cross the street to play with friends and neighbors. Also, a large number of dog walkers who cross the street on their daily walks.

Adding parked vehicles on West Glendale shifted off Braddock Road to create a bike lane would greatly increase the already high safety risks for both pedestrians on West Glendale Ave. and homeowners trying to safely back out of their driveways and to safely drive into their driveways or peaceful park in the vicinity of their property. Inviting guests and extended family over would become the equivalent of a parking nightmare.

I have lived in my home at 19 West Glendale Avenue for 35 years. I also have a bike and occasionally ride my bike on the neighborhood. In 35 years, I have never had the occasion to ride either up or down the stretch of Braddock Road between Russell Road and Commonwealth Avenue under review. Also, I can't ever recall seeing a bike rider on the segment of Braddock Road in question. Conversely, I see frequent bike riders peddling north or south on Russell Road or on Commonwealth Avenue. Those traveling on Commonwealth inevitably turn east on Braddock Road, towards the metro, Old Town, other bike paths or retail establishments like 7-11 — NOT west on Braddock Road to face the obvious obstacle of peddling up Braddock Hill.

I am a professional civil engineer who has worked professionally for the Wisconsin Department of Transportation in urban traffic planning. In my professional opinion, this proposed bike lane is the classical "Solution in search of a problem" and is extremely unlikely to be supported by any factual traffic count data or any credible traffic safety analysis. In my professional opinion, there are a series of obvious, serious "real" safety issues on Braddock Road between North West Street and Russell Road — and this bike lane is not one of them. The wholly insufficient pedestrian cross-walk lighting for the two pedestrian cross-walks adjacent to the Braddock Road Metrorail bridge is a fatal accident waiting to happen. Rather than two weak general light illuminations and a pedestrian-actuated blinking light, both crosswalks should have more intense illumination of the entire crosswalks so that any/all pedestrians on the crosswalk are clearly illuminated any time they are in the crosswalk. Similarly, there should be a major improvement in markings and lighting on the West Street/Wythe Street pedestrian crossings, as the volume of vehicle and pedestrian traffic continues to increase.

In summary, there are real, consequential and solvable traffic and safety issues that should be addressed for Braddock Road — but bike lanes between Russell Road and Commonwealth Avenue isn't one of these issues. It is my strong view that in this case, "the cure is worse than the non-existent problem."

Sincerely and seriously objecting to this proposal,
Jim Kellogg
19 West Glendale Avenue
Alexandria, VA 22301
202-549-9478
JPAK@aol.com

Sent from the all-new AOL app for iOS <https://pxsl52.safelinks.protection.outlook.com/?url=https%3A%2F%2Faolapp.oolook.mo%2Fcd2qfx1Fpwf%3Fsite=Placement%26v%3DIOS_Acquisition_YMReg_520_Email&data=AtrobotmailDL%2Baol_mob1%3Dlcaquisition%2Baol_mob1%3DUK_YMReg%2Baol_mob1%3D%2Baol_mob1%3D0000021675%2Baol_mob1%3DnotFromNewAOLApp__Interstitial_%2Baol_cos_store_app%3Dlos10-mf01-001-1-a02b-e1723b3bb0a5%2Baol_android_mf%3Dhttps%253A%252F%252Fplay.google.com%252Fstore%252Fapps%252Fdetails%253Fid%253Dcom.aol.mobile.aolapp%252526referrer%253Dutm_source%25253Dmail_signature_altobotmobile--039%7C7437%7Cwellsandpackingbrand%40aol%2Ecom&sdata=Ue%2Fb0Wb%7C4%2F%3P%7C%3B0bb17fb0b4f02f07f9%7C%3Cbacwww%7C%7W8pnt2d2eAd0ej3FA5dBbU1ba5kzDnRp4WLkFVA5ttUq4uMEAvAKXaSAAAOKeW4vbbkbdbPQuUWbpbt3aMU3pzyIQ%2F%2F%3D%7C4000097%7C%7C%7C&reserved=0>

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From: JANET BARNETT
To: TES-Traffic and Parking Board
Cc: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Braddock Road Trail Access and Corridor Improvements
Date: Sunday, February 15, 2026 5:25:44 PM

You don't often get email from jbarn54015@aol.com. Learn why this is important

To the Traffic and Parking Board Members:

Thank you for studying the issues regarding safety and access along Braddock Road between Russell Road and Mount Vernon Avenue. I appreciate your volunteer hours to study these potential improvements.

My understanding is that there have been no pedestrian or bike incidents in over nine years. In addition, I thought that VDOT only identified public safety issues by Lena's and the METRO station.

I don't have the facts that you have, and the various studies you've conducted, but I hope that you put this project on hold for a long time. To me, roadways are for cars and for parking.
I drive from my house on North Howard Street to all parts of the city several times a week and at different times. I describe my driving experience as "noisy." Not only is there traffic, there are bike lanes, those zebra things, double lanes that have become single, pedestrian walkways with warning lights, and barricades. There is so much going on along our streets. Please don't add more.

As an avid walker, while I appreciate the walkways, few drivers pay attention. I pay close attention at these walkways to protect myself.

I wonder how many residents who live on Braddock and Russel Roads are in favor of your proposal? Please advise.

Our city has so many challenges. I wish we could prioritize these challenges (and maybe we have), like public safety, education, and quality of life issues.

May we hold on this project and spend our tax dollars differently? And, is it possible to conduct a bike user study on Seminary Road from

Kenmore Avenue to Quaker Lane? I rarely, if ever, see cyclists on the bike lanes. Perhaps, as a result of a study, we could restore the original lanes dedicated to Seminary Road.

Thank you,

Janet Barnett
1101 N. Howard Street
Alexandria 22304

Sent from my iPhone

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From: Janna Kimosh
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Project
Date: Saturday, February 7, 2026 8:01:28 PM

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To whom it may concern:

Please consider in your plans that there is a historic church — Good Shepherd Lutheran Church — on E Luray that has no dedicated parking and does a lot for the community. Any changes that eliminate already scarce parking in the vicinity of the church would negative impact its sustainability.

Thank you for consideration.
Janna Kimosh
2013 Main Line Blvd Alexandria VA

_____
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From: Janney Jay
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Bike lanes
Date: Monday, February 23, 2026 10:18:10 AM

[You don't often get email from janneyjay@hotmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

> Dear Sir or Madame,
>
> I am writing to OPPOSE the new Bike lanes through Braddock Road. We have enough traffic problems. These bike avenues would help such a minuscule part of the community compared to the people who need parking spaces or are affected by the constant cut through traffic in our neighborhood.
>
> If you'd really like to do something to help our neighborhood, why don't you make the left turn lane also a conjoined straight lane as you exit Russell Road towards the beltway and the Alexandria train station. That would be something that would actually be useful and would move the traffic along more efficiently. Traffic at that light currently backs up to formally Maury Elementary most afternoons.
>
> I realize your job is pretty thankless, but please do take into account the citizens that this will affect.
>
> Thank you,
>
> Janney Jay
> 438 Summers Drive
>
>
> Sent from my iPhone

_____
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From: Jared Stearns
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Corridor Improvement Project Concerns
Date: Thursday, February 19, 2026 11:41:35 AM

You don't often get email from austinstearns@gmail.com. Learn why this is important

Hello,
I'm writing to share concerns over the city's handling of the Braddock Road Corridor Improvement Project. There has been a noticeable lack of transparent, timely communication from the city over its plans; and little to no justification articulated for the city's 'improvement' endeavors along Braddock Road, particularly with regard to bike lanes. At a recent Rosemont Community Association (RCA) meeting, a representative from the city was there to proctor a conversation on bike lanes as an 'independent, fact-based' mediator. We found that no one else in the room had access to her set of facts and that in the debate over whether or not to add bike lanes, she was clearly in the tank for adding bike lanes. You'll understand why this is concerning, when the city seems intent on moving forward with a project that is overwhelmingly opposed by its residents. Why undertake an infrastructure project that would benefit a few dozen bikers and inconvenience everyone else? Are there different beneficiaries, such as developers?
Because the city has been close-hold with its facts, I'll just tell you how it *feels*. It feels like the city is ramming something through they know is overwhelmingly unpopular. It feels like bad government.
r/
JS

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From: Jarred Schantz
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Corridor - Resident Feedback
Date: Tuesday, February 10, 2026 11:14:34 PM

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Hello,

I am writing to voice my support for adding bike lanes to both sides of Braddock Road and removing parking. As a Rosemont resident, I was unable to attend the RCA meeting and feel that the association is not representing the view of the majority of residents due to its exclusionary in-person voting policy.

Thank you,
Jarred Schantz
6 E Chapman St

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From: Jason Hughes
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Rd. Bike Lane
Date: Saturday, February 21, 2026 1:45:53 PM

You don't often get email from jay72073@gmail.com. Learn why this is important

Hello, My name is Jason Hughes. I live at 903 Little St, Alexandria, VA 22301. I wanted to express my opposition to the proposed parking changes on Braddock Road. I am both a driver and cyclist. I rode my bicycle to the Braddock Metro 5 days a week for a year. I do not believe the improved convenience for cyclists outweighs the adverse effects for homeowners on Braddock. I understand most homes have a driveway but what happens when there is a delivery or plumber who needs access to both his equipment and the home? I fear what will happen is a number of vehicles parked in the bike lane forcing cyclists to dart in and out of traffic. This is more dangerous than just riding with traffic at a moderate speed.
Thank you for your time,
Jason Hughes

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From: Jeannine Ginivan Hyde
To: TES-Traffic and Parking Board; Alyia Gaskins; Abdel Elnoubi; Kirk McPike; Sarah Bagley; John Chapman; Jacinta Greene; Canek Aguirre
Subject: [EXTERNAL]Opposition to Recommended Braddock Road Corridor Design
Date: Monday, February 23, 2026 12:25:15 PM

You don't often get email from j9gini@gmail.com. Learn why this is important

Good afternoon,

I am writing as a Braddock Road resident to state my opposition to the recommended design concept for the Braddock Road Trail Access and Corridor Improvements project.

I respect the City's goal of improving safety for pedestrians and cyclists. However, based on living on this street and experiencing its conditions every day, I do not support moving forward with the proposed design as currently presented. I believe it will increase congestion and create new safety risks rather than reduce them.

Braddock Road already experiences significant congestion during peak hours. Removing travel lanes and turning lanes will worsen traffic flow and force vehicles to stop in through lanes, increasing rear-end collisions, sudden lane changes, and driver frustration. These are not theoretical concerns. We already see this behavior daily, and it will intensify under the proposed design.

Reducing lane capacity while increasing curbside activity, deliveries, and rideshare drop-offs will also lead to more double parking and illegal stopping. Adding a bike lane will not meaningfully reduce vehicle traffic on this corridor. Vehicle demand will remain, while capacity and parking are reduced. When that happens, drivers adapt in unsafe ways, including blocking travel lanes and intersections. I see it and hear it everyday.

Recent snow events made this especially clear. During slow snow removal, delivery trucks, maintenance vehicles, repair and utility crews caused major disruptions as they all double parked. Residents moved their cars responsibly and walked long distances home. That experience highlighted how little flexibility already exists and how disruptive the proposed change would be.

For my family, on-street parking is not a convenience. It is essential. We are a family of four with two vehicles needed for work and to transport our children to activities across the city. While walking and public transportation are preferred when possible, they are not realistic for reaching many parks and ballfields. We live in a garageless home with no ability to add off-street parking.

For these reasons, I urge the City Council and the Traffic and Parking Board to reject the recommended design and pursue alternatives that better reflect real-world conditions on Braddock Road and balance safety with access and functionality.

Sincerely,
Jeannine Ginivan 16 West Braddock Road

--
****

Jeannine Ginivan
j9gini@gmail.com

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From: Jeff Burnell
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Travel Lane and Parking Modifications for the Braddock Road Corridor Improvements Project
Date: Tuesday, February 17, 2026 4:50:44 PM

You don't often get email from jeburnell@gmail.com. Learn why this is important

I support the addition of protected bike lanes on Braddock Road from West Street to Russell Road. With the Metro station and GW Middle School in the area it should be quicker and easier to bike in the corridor. However, the current roads discourage riding in traffic with drivers who speed and ignore traffic signals.

The recommended plan appears to include bike lanes on Commonwealth Ave on both sides of Braddock Road. Please ensure these bike lanes connect with existing lanes further north and south on Commonwealth. The areas where the lanes end and are considered sharrows make for unsafe conditions when cars do not yield the lane to bikes and pass too closely.

The connectivity of bike lanes is important to get more cyclists to ride instead of driving in Braddock Road corridor.

Thank you,
Jeffrey Burnell
16 E Maple St, Alexandria, VA 22301

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From: Jennifer Witebsky
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Proposed Braddock Road Changes
Date: Monday, February 16, 2026 11:28:53 AM

You don't often get email from jwitebsky@gmail.com. Learn why this is important

Dear Alexandria Traffic and Parking Board,

I am writing as a homeowner on West Braddock Road to share concerns and request clarification regarding portions of the proposal.

I strongly support prioritizing safety improvements at the Braddock Road Metro area, where people and traffic flow is evidently outdated, unsafe, and in need of attention.

My questions relate specifically to the proposed changes for the East Braddock (between Mount Vernon and Commonwealth Avenues) and West Braddock (to Russell Road) sections. While options have been presented, I am concerned that residents have not seen sufficient data explaining **the need for the scale of the proposed changes** in these areas. Please consider this lack of clarity in your evaluation of the road project as well.

I would like the following questions asked of the Board:

- What traffic or safety data supports prioritizing the proposed lane reductions and addition of bike lanes?
- Have accident reports, traffic flow studies, or alternative options been thoroughly evaluated?
- How are commuter, cyclist, and resident needs **balanced** in this analysis?

On West Braddock, vehicle traffic is concentrated primarily during morning and evening rush hours, mainly during the school year. Bicycle and scooter traffic appears comparatively light and seasonal. Understanding the data driving these changes would help residents better evaluate their necessity.

I also ask that the Board consider the **practical and disproportionate impact** on homeowners. Many properties have limited driveway depth, requiring use of on-street parking or careful vehicle maneuvering. Removal of parking will increase activity of cars entering and exiting driveways and create challenges for all residents, visitors, contractors, and parishioners. Safety for those travelling in dedicated bike lanes is of increased concern- speaking first hand as a cyclist. Additionally, **West Braddock is an unusually long block**, meaning residents will regularly need to cross mid-block or walk significant distances to access vehicles parked on side streets.

Given these factors, **maintaining parking with shared bike lanes will provide a more practical and balanced safety approach for this section.**

I appreciate the Board's consideration and aim to ensure decisions reflect both data and the day-to-day realities experienced by residents who live along Braddock Road. Thank you.

Sincerely,

Jennifer Witebsky
100 West Braddock Rd.
703 317 7838

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From: Alexandria Carroll
To: TES-Traffic and Parking Board
Subject: FW: [EXTERNAL]Proposed Braddock Road Changes
Date: Thursday, February 19, 2026 11:20:58 AM

Alex Carroll, AICP (she/her)
Complete Streets Program Manager
City of Alexandria, Virginia
Department of Transportation & Environmental Services
Office: 703.746.4408
Cell: 703.213.8190
alexandriava.gov

From: Jennifer Witebsky <jwitebsky@gmail.com>
Sent: Wednesday, February 18, 2026 3:52 PM
To: Alyia Gaskins <alyia.gaskins@alexandriava.gov>
Cc: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Hillary Orr <Hillary.Orr@alexandriava.gov>
Subject: Re: [EXTERNAL]Proposed Braddock Road Changes

You don't often get email from jwitebsky@gmail.com. Learn why this is important

Thanks all for the help.

Jennifer 703.317.7838

On Tue, Feb 17, 2026 at 1:29 PM Alyia Gaskins <alyia.gaskins@alexandriava.gov> wrote:

> Hi Jennifer,
>
> Thank you for your email. I am looping in the staff who is leading this project to answer your questions about specific studies and accident reports. I believe much of this information is on the project website but staff can help point you in the right direction.
>
> As it relates to community engagement, in every project we have to balance the needs and opinion of multiple residents.
>
> Even though Council is not voting on this project, I can tell you that I have received multiple emails both for and against the proposal.
>
> Alyia Gaskins, Mayor
> Alexandria City Council

Cell: 703-244-3312

Alyia.gaskins@alexandriava.gov

Please note that Christine Macey is my aide. She can be contacted at: Christine.macey@alexandriava.gov

---

From: Jennifer Witebsky <jwitebsky@gmail.com>
Sent: Monday, February 16, 2026 10:57 AM
To: Sarah Bagley <sarah.bagley@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; adbel.elnoubi@alexandriava.gov <adbel.elnoubi@alexandriava.gov>; jacinta.green@alexandriava.gov <jacinta.green@alexandriava.gov>; Kirk McPike <kirk.mcpike@alexandriava.gov>; Alyia Gaskins <alyia.gaskins@alexandriava.gov>
Subject: [EXTERNAL]Proposed Braddock Road Changes

You don't often get email from jwitebsky@gmail.com. Learn why this is important

Dear Mayor Gaskins and Members of the City Council,

I am a homeowner on West Braddock Road and appreciate the time and effort the Council has been putting into evaluating the proposed Braddock Road traffic updates. I am writing to share concerns and request clarification regarding portions of the proposal.

I strongly support prioritizing safety improvements at the Braddock Road Metro area, where people and traffic flow is evidently outdated, unsafe, and in need of attention.

My questions relate specifically to the proposed changes for the East Braddock (between Mount Vernon and Commonwealth Avenues) and West Braddock (to Russell Road) sections. While options have been presented, I am concerned that residents have not seen sufficient data explaining **the need for the scale of the proposed changes** in these areas. Please consider this lack of clarity in your evaluation of the road project as well.

I would like the following questions asked of the Alexandria Safety and Parking Board:

- What traffic or safety data supports prioritizing the proposed lane reductions and addition of bike lanes?
- Have accident reports, traffic flow studies, or alternative options been thoroughly evaluated?
- How are commuter, cyclist, and resident needs **balanced** in this analysis?

On West Braddock, vehicle traffic is concentrated primarily during morning and evening rush hours, mainly during the school year. Bicycle and scooter traffic appears comparatively light and seasonal. Understanding the data driving these changes would help residents better evaluate their necessity.

I also ask that the Council consider the **practical and disproportionate impact** on

homeowners. Many properties have limited driveway depth, requiring use of on-street parking or careful vehicle maneuvering. Removal of parking will increase activity of cars entering and exiting driveways and create challenges for all residents, visitors, contractors, and parishioners. Safety for those travelling in dedicated bike lanes is of increased concern-speaking first hand as a cyclist. Additionally, **West Braddock is an unusually long block**, meaning residents will regularly need to cross mid-block or walk significant distances to access vehicles parked on side streets.

Given these factors, **maintaining parking with shared bike lanes will provide a more practical and balanced safety approach for this section.**

I appreciate the Council's work-always and aim to ensure decisions reflect both data and the day-to-day realities experienced by residents who live along Braddock Road. Thank you for your consideration and service to our community.

Sincerely,

Jennifer Witebsky
100 West Braddock Rd.
703 317 7838

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From: Jessica Collison
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road
Date: Saturday, February 21, 2026 2:31:19 PM

[You don't often get email from jessica.collison@yahoo.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Hello,
Please vote no to bike lanes on Braddock Road.

I live in Rosemont where traffic backs up tremendously from King into the neighborhood at Russell, I believe if bike lanes are made on Braddock as proposed, traffic will also back up into our neighborhood making it impossible to get out of the neighborhood in less than 1/2 an hour.

Eliminating turn lanes will also make the traffic an even greater nightmare.

I go to Good Shepherd Lutheran for blood drives and if there's no parking, it's likely those will not continue.

If I had bought a home on Braddock when there is street parking, I would be livid if that parking went away potentially driving the value of my house down - especially if the parking at Lena's remains.

I believe there are better solutions than the proposed bike lanes with neighborhood side roads marked for bike use and better crosswalk design.

Please do not move the proposed ideas forward.

Jessica Collison
202 W Masonic View Ave.
jessica.collison@yahoo.com
703.209.5587

_____
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Alexandria Parking and Traffic Board -

I am a 25 year resident of Alexandria who lives just off Braddock Road, and I submit these comments in opposition to the proposed “Travel Lane and Parking Modifications for the Braddock Road Corridor Improvements Project.”

These proposed “improvements” will make traffic and congestion worse on Braddock, impede school buses and emergency equipment, and worsen the already terrible parking situation in the Rosemont/Del Ray area. While I sympathize with efforts to make biking safer in our city, our strained city infrastructure cannot withstand the loss of turn lanes and street parking.

Every morning between 7:30 and 9:00 am, Braddock Road east and westbound is a parking lot as the major northern east-west artery connecting I-395, Del Ray, the Braddock Road Metro, and Old Town. It gets even worse after 3:00 pm and does not resolve until almost 7 pm. There have been times it has taken me 30 minutes to get from Braddock and West Timberbranch to the ACPS Central Office (Braddock Road Metro) or Old Town, when I can do it 12 minutes without traffic. Removing the turn lanes will exacerbate this horrible situation, as any left-turning vehicle will halt the flow of vehicles each light cycle. I also note that increasing the idling time of vehicles is horrible for healthy air in Alexandria and the release of more carbon dioxide - smooth traffic flow is environmentally friendly!

Worse, these alleged improvements seek to solve a non-existent problem because there is not significant bike use on Braddock (who has the VO2 max to bike up Braddock Road westbound at Russell Road anyway?) and there are safer side roads for cyclists to use rather than Braddock. A recent study showed only 8 cyclists using the proposed stretch of Braddock Road. This plan wrongly prioritizes the very few over the many

Our Traffic and Parking Board and certain members of the City Council, based on their preferred policy outcomes, are failing to work within the constraints of our built environment. Good governance means working with reality - and the reality is that Braddock is a major artery that should not be narrowed to serve the whims of a small but very vocal minority.

I respectfully request that the Traffic and Parking Board disapprove the “Travel Lane and Parking Modifications for the Braddock Road Corridor Improvements Project.”

Sincerely,

Jessica Hughes
2208 Valley Circle
Alexandria, VA 22302

From: James Balog
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]No to the Braddock Road "Improvement" plan
Date: Wednesday, February 18, 2026 3:52:34 PM

[You don't often get email from jjbalog@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Hello,
I am a resident on Braddock Road and would like to express my opinion of a solid no to this plan. I rely on parking in front of my house every day, and I see very few bikers that go down the street that would benefit. Please don't do it.

Jim Balog
30 East Braddock Road, Alexandria

Sent from my iPhone

_____
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From: Jodee Jewell
To: TES-Traffic and Parking Board
Cc: AJ Heidmann
Subject: [EXTERNAL]Braddock Road Bike Lanes
Date: Monday, February 23, 2026 11:35:13 AM

You don't often get email from jodee.jewell@gmail.com. Learn why this is important

Hello,

I am writing to express my concerns with adding bike lanes to Braddock Road after Russell Road. As an Alexandria City resident and member of Good Shepherd Lutheran church we are in the area often. I have, first of all, never seen bike riders needing their own lane in this stretch of Braddock Road in over 15 years attending this church. I believe taking away travel lanes for traffic and parking spaces for not only the residents but our church is not needed. I see this approach across Alexandria, and I don't want to see our city turn into a high rise big city. Alexandria City is historical and it should be preserved to highlight our neighborhoods, not congest them into a big city vibe.

Please consider my request in your discussions.

Thanks,
Jodee Jewell Heidmann

--
Jodee Jewell Heidmann
jodee.jewell@gmail.com
1409 Knox Pl, Alexandria, VA 22304
703-628-3489 cell

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From: Johanna Jones
To: TES-Traffic and Parking Board
Cc: johannamsjones@yahoo.com
Subject: [EXTERNAL]Bike Lanes in Alexandria: Vote No to Taking Away Parking on Braddock and Commonwealth
Date: Saturday, February 21, 2026 1:12:38 PM

You don't often get email from johannamsjones@yahoo.com. Learn why this is important

It is time for common sense in Alexandria and voting NO to taking away 100 parking spots on Braddock and Commonwealth. While I am a proponent of safe sidewalks and safety for bicyclists, taking away parking on busy streets for additional bike lanes is just crazy.

This will not decrease the number of cars on the road but increase the already terrible traffic and add increased headache to homeowners for already limited parking in Rosemont and DelRay.

Please vote no and show that common sense is not lost. We need to improve Alexndria, not make it a more unlivable city.

Thank you.

Johanna Jones
Alexandria resident for 30 years

Yahoo Mail: Search, Organize, Conquer

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From: jhmcc52@aol.com
To: [redacted]
Subject: [redacted]
Date: Saturday, February 15, 2020 12:22:48 PM

You don't often get email from jhmcc52@aol.com. Learn why this is important

To the traffic and parking board
My name is John McCormick and I live at 817 Little St and I am the secretary for our church.
Alexandria First Church of the Nazarene at 20 E. Braddock rd.
Our church has services on Sunday and Wednesday evening at our church. During service times and other programs we will be forced to inconvenience our neighbors by parking in front of their homes.
This neighborhood is already limited in parking as it is by signs only. Many of our neighbors do not even have driveways.
The proposed changes will not improve the neighborhood or the lives of traffic.
Please reconsider your proposals and let this neighborhood continue to be a place where people can live peacefully
Thank you
John H. McCormick
571-278-3231

font from the cdl serv ADL app for iOS <https://gcs02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsafeapp.com&data=xxx%2Fvx02%2FvjPmPx3RNxtxvyPSaxxxxxx%2Fxx%2fZE8_Acquisition_VMktg_IDS_EmailSignature_AlexInitiativeED_%2fxx2_usb4%2fAUS_VMktg%2fxx2_usb4%2fZE8_VMktg%2fxx2_usb4%2fZE8_VMktg%2fxx2_usb4%2fUS0000D4757%2fxx2_usb4%2fUS0000D4757%2fxx2_usb4%2fUSEmailVoteNowAOLApp__Interstitial_%2fxx2_ios_store_app%2fxx2fxx2fxx31xx4d0f-0511-a02b-
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From: John Cosimano
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Corridor Improvements - comments from a cyclist
Date: Sunday, February 22, 2026 4:13:46 PM

[You don't often get email from john.cosimano@hushmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Traffic & Parking Board,

I am writing to express my support for the staff recommendation for the Braddock Road Trail Access and Corridor Improvement Project, specifically Options 1B, 2A, 3, 4B, 5A, and 6C. These recommendations represent a thoughtful and necessary step toward making this corridor safer and more predictable for all users—drivers, pedestrians, and cyclists alike.

As a full-time bicycle commuter and regular recreational rider, I use the eastbound and westbound segments of Braddock Road between Mount Vernon Avenue and West Street on a frequent basis. This firsthand experience has given me a clear understanding of how the current design influences behavior and, at times, creates avoidable safety risks.

One recurring concern occurs on the eastbound approach toward West Street beginning at Yates Corner. The travel lanes appear visually wider than typical urban lanes, which can encourage drivers to attempt passing cyclists within the same lane rather than waiting for a safer opportunity. This dynamic, combined with the relatively short signal phase at West and Braddock, creates implicit pressure for drivers to proceed quickly, increasing the likelihood of close or unsafe passes. These interactions are uncomfortable at best and dangerous at worst, and they arise not from malicious intent but from roadway geometry that permits ambiguous use of space.

The proposed improvements would help clarify expectations, better organize the available space, and reduce these conflict points. This benefits everyone: cyclists gain predictable operating space, pedestrians gain a calmer and more orderly environment, and drivers benefit from clearer lane definition and fewer uncertain interactions.

These changes would bring the corridor into closer alignment with modern best practices in roadway design, reflecting the reality that Braddock Road serves multiple transportation roles. I strongly support the staff recommendations and appreciate the City's efforts to improve safety, usability, and long-term functionality along this important route.

Respectfully,

John Cosimano

_____
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Vélocity Bicycle Cooperative
2111 Mount Vernon Avenue
Alexandria, VA 22301
(703) 549-1108
spokeperson@velocitycoop.org
Building a More Sustainable, Equitable, and Healthy Community through Cycling

For Traffic & Parking Board
On Braddock Road Corridor Improvements (Russell Road to West Street)
From Velocity Bicycle Cooperative - Board of Directors
Date Feb 23, 2026

Chair and Members of the Board:

We submit this comment on behalf of Velocity Bicycle Cooperative. Many of us and our other volunteers are daily riders, and all of us are deeply invested in Alexandria's safety, quality of life, and continued progress toward being a truly world-class walking and biking community.

This segment of Braddock Road is a vital community connector—linking Metro, trails, homes, schools, and local businesses—and it will become an even stronger asset to our community by making the design work for all ages and abilities—including a middle-schooler riding to school with newfound freedom, a cautious parent riding with a child, families heading to worship or community events, and someone walking to transit or biking to work at night or in bad weather.

We appreciate the City's focus on safety outcomes. The City's materials describe operating speeds above the posted limit and a crash history that, while not constant, is not acceptable under a Vision Zero mindset: 17 crashes from 2019–2023, 8 injuries, and a prior pedestrian fatality at Braddock & Commonwealth (2015). Most crashes occurred at intersections—where the highest-severity risks also concentrate. Vision Zero is not about waiting for a "bad enough" year; it is about designing so predictable human mistakes do not become life-altering.

Recommendations

We support the staff-recommended preferred alternative—corridor options 1B, 2A, and 3, and intersection options 4B, 5A, and 6C—because it advances a clear, measurable aim: make this short but essential corridor safer and more usable for the everyday trips that define Alexandria. If adopted, we encourage the Board and City to measure success against three practical proof points—each directly reflected in the recommended design package:

1. **Continuous, low-stress biking from Russell to West.** Option 1B (Russell to Commonwealth) converts curbside parking to separated bicycle lanes, and Option 3 (Mount Vernon to West) delivers a two-way separated facility that creates a direct, legible connection between the Potomac Yard Trail/Metro Linear Trail network and the Braddock Road Metro Station. We support Option 2A (Commonwealth to Mount

Vernon) as the necessary middle link, and we encourage the City, as design advances, to prioritize all-ages comfort at driveways and intersection approaches so the experience remains continuous—not "safe until it matters most."

2. **Intersections that prevent crashes that cause serious injury.** The recommended intersection concepts point in the right direction: 4B creates space for the protected bikeway movement through Russell/Braddock/W. Alexandria; 5A enables continuous bicycle movements on both Braddock and Commonwealth while reducing pedestrian exposure; and 6C adds a bicycle signal phase that separates bicycle movements from westbound right turns at Mount Vernon—exactly the kind of turning-conflict control that changes outcomes. As the project is refined, we urge the City to maximize visibility and, where feasible, harden protection so intersection safety is not reliant on paint alone.

3. **Safe speeds and safer crossings, especially near the Metro.** Staff correctly identifies elevated risk at the two unsignalized crossings near the Braddock Road Metro Station and explains why the lane reduction within Option 3 materially reduces exposure and multiple-threat risk. We support that trade.

Curbside access: acknowledging real needs and managing impacts responsibly

We want to acknowledge—respectfully and directly—that reallocating curb space is a real change for neighbors, congregants, caregivers, and visitors who rely on convenient on-street parking. Even when there is capacity nearby, the loss of "right in front" parking can feel like a sacrifice -- especially for those with mobility, time, or caregiving constraints, and it is reasonable to ask whether that sacrifice is being made thoughtfully and fairly. The City's own parking counts in the TPB docket indicate that peak observed use on Braddock between Russell and Mount Vernon was 28 vehicles on a weekday evening and 47 vehicles on a Sunday morning, with 300+ available spaces within 1–2 blocks during those peaks. We view that data not as a dismissal of concern, but as a basis for a responsible compromise: proceed to invest in the safety improvements, and pair them with practical curbside management and monitoring so impacts are mitigated, not dismissed.

Relatedly, we recognize practical needs—deliveries, ADA access, bus operations, and emergency access. Those issues are real, but solvable through design, management, and enforcement decisions squarely within the City's control. We encourage a curbside management plan (loading and ADA placement with safe accessible paths, clear signage, and enforcement that prevents blocking bike lanes and crosswalks) so the safety improvements function as intended day-to-day.

Build, measure, and enhance

To ensure accountability and continuous improvement, publish a simple dashboard and evaluate at 3, 6, and 12 months—operating speeds, yielding rates, crashes and injuries, walking

and biking volumes, bus reliability, and curbside compliance—and commit to upgrading quick-build elements to durable protection as resources allow.

We also encourage the City to incorporate modest streetscape and greening elements where feasible—such as upgrades to existing median islands, additional street trees where space and sight lines allow, and low-maintenance planting/pollinator beds in appropriate buffer or amenity areas. These elements can make the corridor more inviting and help the street feel like a neighborhood place, while maintaining clear visibility, ADA access, and operational reliability.

If the project advances, Velocity would welcome partnering with the City on practical measures that help residents take advantage of safer walking and biking—such as safety education, route guidance, and, if resources allow, bike-access assistance targeted to nearby households

Conclusion - Choose safety and complete the Braddock Road network

Alexandria is already a strong place to live and ride, but by national benchmarks we are not yet where the best biking cities are. PeopleForBikes' City Ratings currently score Alexandria at 38/100 (73rd percentile). Closing network gaps like this corridor is the kind of investment that moves a city toward top-tier safety and participation.

One local image captures why this matters: kids riding from Del Ray toward the river for rowing practice should be normal and safe, not stressful. With the Potomac River under a recreational advisory, safe and healthy ways to move around our community—on foot and by bike—feel more urgent, not less.

We respectfully ask the Board to recommend the staff-preferred alternative (1B/2A/3 and 4B/5A/6C) and to require a clear plan to measure results and refine the design based on evidence.

Without action, Alexandria will continue to accept preventable injury risk on a corridor that should be safe for everyday trips.

Respectfully,

Velocity Bicycle Cooperative – Board of Directors

From: John Yuda
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]On the proposed Braddock Road safety improvements
Date: Monday, February 23, 2026 1:22:07 PM

You don't often get email from john@yuda.org. Learn why this is important <https://aka.ms/LearnAboutSenderIdentification>

To the Traffic and Parking Board:

I write in strong support of the proposed Braddock Road safety improvements and protected bike lane project. I am a current resident and homeowner in the Seminary Hill portion of the city, and have been a resident for nearly 25 years.

The case rests on straightforward facts about who uses this corridor and under what conditions. The easternmost segment is the sole connecting route between the middle school, Old Town, and the Braddock Road Metro station. Students travel this stretch twice each school day, on foot and by bike, beneath a railroad overpass that substantially reduces sight lines — conditions under which a driver exceeding the posted 25 mph limit cannot reliably see a pedestrian waiting at the crossing. This is not a theoretical risk; it is a predictable consequence of the geometry. The city's own data confirms that the 85th percentile speed on this corridor is 29–32 mph, and observers documented drivers failing to yield to pedestrians in the crosswalk. A pedestrian was killed at Braddock and Commonwealth in 2015.

The full corridor also provides primary school access from the west, and Braddock Road is one of a small number of east-west through-routes in Alexandria. We know from experience both locally and elsewhere that protected infrastructure will induce demand, but in this case we are not merely projecting: there is current demand, and this project will make meeting it safer.

Removing on-street parking to create protected lanes improves safety in two ways: it gives cyclists and pedestrians a buffered space, and it improves visibility for drivers exiting the many driveways along the route. On the question of parking hardship: the city's own parking study found that peak weekday usage was 28 vehicles on Braddock Road, while 311 spaces were simultaneously available on adjacent streets within two blocks. On the highest observed weekend day, 47 vehicles used Braddock Road parking while 304 spaces were open nearby. The question before the board is whether that marginal convenience outweighs documented safety benefits on a corridor used daily by children.

Some have argued that the absence of recent serious injuries means the road is already safe. Safety is not binary — it is a function of exposure, speed, visibility, and infrastructure. The conditions on this corridor, particularly under the overpass, represent elevated risk whether or not that risk has recently materialized as a recorded injury. We should not wait for a student to be struck before acting on conditions we can observe and measure.

The Del Ray Civic Association has endorsed this project; the Rosemont Civic Association has opposed it. Both votes represent members present at a single meeting, not every resident in their footprint.

I urge the board to approve all three segments tonight.

Yours,
John Yuda

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JOL A. SILVERSMITH

323 East Oak Street, Alexandria, VA 22301
Telephone: [703] 888-0727
Email: jol@thirdamendment.com

February 16, 2026

Alexandria Traffic & Parking Board
Ann Tucker, Chair
c/o Alexandria City Hall
301 King Street
Alexandria, VA 22314
trafficandparkingboard@alexandriava.gov

RE: Braddock Road Corridor Improvements Project

Dear Chair Tucker and Members of the Board:

I submit this letter in my personal capacity regarding the "Travel Lane and Parking Modifications for the Braddock Road Corridor Improvements Project," which I understand will be agenda item no. 9 at the Board's February 23 meeting.

I strongly oppose the Board's consideration of and any vote on this project, for the reason that it has not been subject to sufficient public scrutiny. Numerous elements of the project were not made public prior to the staff report prepared for the February 23 meeting, and some still are elusive. For example:

- Staff propose to remove parking on Commonwealth Avenue between Braddock Road and Spring Street. This proposal was never disclosed previously, including in communications with and a presentation at a meeting of the Rosemont Citizens Association (RCA).

- At the aforementioned RCA meeting, City staff represented that all homes along Braddock Road have off-street parking. The staff report now concedes that representation was false. Further, I note that the Planning Commission recently approved the subdivision of the property at 106 East Braddock Road, with the explicit condition that a new driveway cannot be added.

- Significant underlying data was not posted on the project website until after requests were made at the RCA meeting – and other data still does not appear to have been made available. For example, staff represented that current bicycle traffic on Braddock Road is 100/peak period – but no supporting data appears to have been posted, including the exact measurement timeframe, location, etc.

I also note that this is not the first time that T&ES have attempted to push a similar project forward without adequate public scrutiny. In 2020, I became aware that the City, without any input from the public, was developing a plan to remove traffic lanes and install bicycle lanes on the section of Braddock Road between West Street and Mount Vernon Avenue, and intended to submit that project to the Board in a timeframe that would have left little

or no time for scrutiny by community groups or the general public. Only after I obtained records which revealed what the City was doing, and called out staff for their secretive behavior, was that project abandoned – until now.

Given these issues and backstory, the Board should ask tough, specific questions of staff, including not just about the above issues but those identified by other members of the community, and decline to move forward until those issues are comprehensively addressed in writing, and a new, extended opportunity for review and feedback has been provided.

Sincerely,



Jol Silversmith

CC:
Michael Moon, Interim Director, TES, michael.moon@alexandriava.gov
Hillary Orr, Deputy Director, TES, hillary.orr@alexandriava.gov,
Christopher Ziemann, Transportation Planning Chief, christopher.ziemann@alexandriava.gov
Ryan Knight, Transportation Engineering Chief, ryan.knight@alexandriava.gov
Alexandria Carroll, Complete Streets Planning Manager, alexandria.carroll@alexandriava.gov
Alyia Gaskins, Mayor, alyia.gaskins@alexandriava.gov
Sarah Bagley, Vice Mayor, sarah.bagley@alexandriava.gov
Canek Aguirre, Council Member, canek.aguirre@alexandriava.gov
John Chapman, Council Member, john.chapman@alexandriava.gov
Abdel Elnoubi, Council Member, abdel.elnoubi@alexandriava.gov
Jacinta Greene, Council Member, jacinta.greene@alexandriava.gov
Jim Parajon, City Manager, jim.parajon@alexandriava.gov
Ann Tucker, Chair, T&PB, iowagal@gmail.com
Casey Kane, Vice Chair, T&PB, caseykane50@gmail.com
LaVonda Bonnard, Member, T&PB, 751 Thornton Way, #N-339, Alexandria, VA 22314
Annie Ebbers, Member, T&PB, aebbers@blm.gov
Dane Lauritzen, Member, T&PB, dane.lauritzen.esq@gmail.com
Ashley Mihalik, Member, T&PB, amihalik@fdic.gov
Kursten Phelps, Member, T&PB, kphelps@tahirih.org

From: jonathan@everyactioncustom.com on behalf of Jonathan Krall
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Trail Access and Corridor Improvements
Date: Thursday, February 12, 2026 9:53:25 PM

[You don't often get email from jonathan@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear Board Members,

I write to express my support for the staff recommended design concept for the Braddock Road Trail Access and Corridor Improvements Project. The recommendations will provide the best biking and walking improvements for the corridor making Braddock Road safer for all users - people walking, biking, taking transit, and driving. Making this corridor safer and better connected improves access to the Braddock Road Metro, area trails, schools and other places in the community.

As people return to office jobs, I see more and more people cycling to the Braddock Rd metro station. Without the barriers that are local roads without bike lanes, we could have many more people on metro and many fewer cars on the road. We could also open up the streets to families cycling together.

The removal of on-street parking lanes is justified given they are very underutilized and doing so makes room for the needed safety enhancements and rightly prioritizes the safety for everyone traveling the corridor.

These improvements support Alexandria's Mobility Plan and Vision Zero Action Plan.

This project is a chance to fix the dangerous conditions existing today and provide a more connected and safe corridor for everyone. I ask that you vote in favor of staff's recommended design and advance the safest set of options for Braddock Road.

Sincerely,
Jonathan Krall
6 A E Mason Ave Alexandria, VA 22301-1908
jonathan@jonathankrall.net

_____
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From: Jordan Eccles
To: TES-Traffic and Parking Board
Cc: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Feedback on the Braddock Road Corridor Improvements Project
Date: Tuesday, February 10, 2026 4:19:52 PM

You don't often get email from jordan.eccles@gmail.com. Learn why this is important

To the Members of the Traffic and Parking Board,

I am a resident of Alexandria and excited to offer my thoughts about the Braddock Road Corridor Improvements Project. I have lived in Rosemont with my family for ten years, starting in 2016 when my family was just myself and my wife. I now have two daughters, ages 6 and 4. I am writing in my personal capacity, but I am also a Vice President of the Rosemont Citizens Association Board and a member of the Environmental Policy Commission. I am writing to strongly support the recommended option for the design concept for Braddock Road.

The members of my family are often pedestrians and avid bikers. Our daughters bike to school in the mornings (they attend Naomi Brooks Elementary and Abracadabra just nearby) and my wife recently started the Brooks Bike Bus, a weekly group of students and parents who bike from all over the neighborhood to school. I bike to work and until she started working from home so did my wife. We love our neighborhood – in fact, we love it so much that in our recent house search, we drew a boundary around Rosemont and said “Only here.”

As a biker and pedestrian, I love the proposed improvements and think they are critical to improving safety. Safety is not just an abstract concept for me. Paraphrasing a slightly depressing aphorism, drivers are worried bikes will make their journey take a minute or so longer, and bikers are worried cars will kill them.

When Sophia, my eldest daughter, was four, I was biking along Cameron in the unprotected bike lane crossing St Asaph through a green light with Sophia in a child’s seat behind me. A car turning in front of me didn’t see us, and we collided with them. I remember taking Sophia off the bike as fast as I could, looking for blood, trying to understand if she was screaming because she was scared or because she was hurt. A bystander came up and asked me if Sophia liked dogs, and I said yes, and the lady brought her dog up to Sophia to distract her and calm her down as others called 911 and moved my bike. The paramedics came and checked us out. Luckily Sophia was only bruised (and the dog did calm her down). In what now seems like a crazy thing to do, I put her back on the bike and continued home. The next day I realized I couldn’t use my arm because my rotator cuff was injured. It took about six weeks to heal before I could pick up my kids again. Overall, I feel lucky – no one was dead. You might think this is a once-in-a-decade close call, but I have two other stories about narrow brushes with severe injury I could tell you.

I think the survey results were very illuminating about this project – a lot of people don’t feel safe but want to use these corridors for movement in modes that aren’t just cars. I am one of those people! I cross the intersection from Yates Corner to the Potomac Yard trail every day, usually with dozens of kids heading to middle school, and I think that could be safer. Many people agree with me! As you might guess, I also support the protected bike lanes. The convenience of a small amount of on-street parking in my

mind pales in comparison to protecting people's lives. Car-centric design has given us the strange status quo of storing our vehicles on land that belongs to everyone – can you imagine if people thought it was okay to store things on sidewalks or in parks? I am certainly a fan of abundant parking, but when we have to consider competing interests for public resources, I think we should emphasize safety for transit for all our residents and visitors regardless of mode over privileging convenience for car storage.

The overall proposal is fantastic and makes me excited about the vision for this corridor. I would love to speak at the meeting but I hope to leave room for others to express their opinions and I'll stick with writing. Thanks to the city staff who got us to this point and thank you for considering community input. Good luck making the decision.

Jordan Eccles

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From: Judy Miller
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road
Date: Monday, February 23, 2026 5:11:49 PM

You don't often get email from rltrmiller@aol.com. Learn why this is important

Sirs:

As a Rosemont resident I am prejudiced as I do not want to see cut-through traffic detoured through other streets in the area as Braddock Road becomes narrowed from Russell to West Street. Trying to bolster bike riders and confining traffic corridors to one lane becomes a life/death issue if emergency/traffic responders cannot safely enter into or exit from this area when there is no alternative lane for them during rush hours.

People backing out or heading onto Braddock from existing driveways sometime cannot be seen or see oncoming pedestrian/bike traffic. This creates a hazard for all creatures and vehicles. Road rage can result when traffic becomes stopped due to the existing long backups at rush hour.

We live in a small city which once existed as communal neighborhoods. Much traffic does not emanate from this area. As we eliminate parking from homes and churches, we appreciate the needs of bikers and pedestrians. It is preferred that they use side streets already in existence so as not to interface with vehicles that simply want the quickest way to get east or west.

Once the bike lanes are in place, homeowners, contractors, and church visitors will be parking on neighboring streets, making these narrower and less welcome than before. With prolonged traffic backups cars will seek these same side streets looking for alternatives - just to get away. The resulting chaos can be confusing to those who want a quick way out. The community suffers, so do the commuters.

Kudos to the voluminous numbers of bike riders who will safely navigate this roadway with no fear. The number of accidents occurring to them in the past shows justification that they will continue to remain safe as has been reported within the past 10 (?) years.

Why not concentrate at the West Street entry/exit roadway which had been the intended target. What is the purpose to damage/hinder the good of the common weal when the alternatives allow unimpacted roadway traffic to be of safe conduit for bikers.

As for pedestrians: as a child I was taught to stop, look, and listen before crossing any street. At that time there were no dedicated crosswalks. Now there are. Cannot pedestrians be taught to stop, look, and listen before crossing any roadway. When approaching a crosswalk, can they not be taught to press a button to stop traffic which will safely allow pedestrians to cross a roadway.

Thank you for your consideration.

Judy Miller,
An elderly, second-rate senior citizen
Former president of the Rosemont Citizens Association
July 4th Coordinator for 35 years
Former President of the Alexandria League of Women Votes

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Good Evening,

I am Karl Kalbacher and I reside at 25 West Oak Street which is directly across from Naomi Brooks school.

I prepare federal transportation grants and Benefit-Cost Analysis reports for local governments and private sector clients and have won 15 grants for clients totaling over $198 million.

This Braddock Road Bike Lane Project would not be a good candidate for federal grant award funding because the costs are unknown and the benefits cited by TES are not supported by their data.

The city asserts that the bike lane will be widely used; that it will make riding on Braddock safer; and that vehicular traffic flow will improve. None of these statements are supported by the data.

The city's January 30 – February 1, 2025 bicycle count in the project area doesn't support the need for a bike lane.

The January 30, 2025 bike count at Braddock and Commonwealth was 8; at Braddock and Russell it was 4.

The February 1, 2025 bike count at the 7-11 was 78. This correlates with access to the Potomac Trail but does not provide information on routes taken after leaving the trail. I bike a lot and immediately peel off to the ultra-safe Oak Street from the Potomac trail.

The city has not provided data on current or future bike users in the project area.

I requested details on the city's Synchro vehicle traffic modeling. The response was generic and unacceptable when one considers the detrimental impact this project will have on property values and quality of life of residents in the immediate project area. The city states that, "As with any traffic modeling exercise, results are based on standard engineering assumptions, accepted methodologies, and defined study boundaries appropriate to the project corridor. The modeling evaluated the signalized intersections within the project limits and key adjacent intersections that influence operations."

The city needs to fully describe the model boundaries. We all know that traffic backs up for a mile or more at certain intersections (King and Russell; West and Braddock; Commonwealth and King; Braddock and Russell) that are inside and outside of the project area but that also affect traffic in the project area. The city asserts that traffic flow will improve when 8 turn lanes are eliminated. That doesn't make sense. The city must be fully

transparent in providing all the traffic modeling data and assumptions before making this assertion.

Presuming that traffic actually gets worse with a reduced vehicle transportation network, the city should include an analysis of the following project dis-benefits:

1. More fuel consumption from more vehicles idling in traffic
2. More Greenhouse Gas Emissions from more fuel being consumed
3. More Vehicle Repair Costs from more use
4. More travel time to people in cars

The city indicates that bike riding on Braddock is not safe. Qualitatively I agree with that statement – I won't do it and it seems to me to be parental misconduct to allowing children to ride bikes on Braddock. But here's the problem – the city has once again only provided a limited data set on accidents that are focused on the Mary Washington Middle School area and not the project area.

This project is not ready for review. There are significant data gaps. You should vote this project down and send a clear and unambiguous message to TES that half-baked ideas are never acceptable.

From: Alexandria Carroll
To: TES-Traffic and Parking Board
Subject: FW: [EXTERNAL]Braddock Road Corridor Project
Date: Thursday, February 19, 2026 11:20:17 AM

Alex Carroll, AICP (she/her)
Complete Streets Program Manager
City of Alexandria, Virginia
Department of Transportation & Environmental Services
Office: 703.746.4408
Cell: 703.213.8190
alexandriava.gov

From: kfkalbacher@gmail.com <kfkalbacher@gmail.com>
Sent: Wednesday, February 18, 2026 4:48 PM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; 'Rob Hargis' <robhargis2@gmail.com>
Cc: 'Dana Lawhorne' <danalawhorne@verizon.net>
Subject: RE: [EXTERNAL]Braddock Road Corridor Project

Alex,

It seems to me that the traffic data collected doesn't support the need for a bike lane – Why I ask rhetorically? Because the additional traffic (bike/ped) data was collected on January 30 – February1, 2025 – pretty darn cold that time of year – not too many brave souls are travelling by bike! We still do not have good data to fully understand the totality of bike users in the project area.

January 30, 2025
All Day Braddock and Commonwealth (Bikes = 8)
All Day Braddock and Russell (Bikes = 4)
February 1, 2025 (Saturday)
All Day Braddock and 7/11 (Bikes = 78) - this one clearly shows folks wanting to access the Potomac Trail

The modeling response to several detailed queries seems to me to be generic and frankly unacceptable when one considers the detrimental impact this project will have on the property values of and degraded quality of life for residents in the immediate project area "*As with any traffic modeling exercise, results are based on standard engineering assumptions, accepted methodologies, and defined study boundaries appropriate to the project corridor. The modeling evaluated the signalized intersections within the project limits and key adjacent intersections that influence operations*." **We want the modeling details – we want to know how the city's consultant set up the model boundaries. We know first-hand that traffic**

backs up for a mile or more at certain intersections that are inside and outside of the project area but that affect traffic in the project area!! We are struggling how it could be that traffic flow is going to improve when 8 turn lanes are eliminated.

Please respond.

Thanks,

Karl

Karl Kalbacher, PG
Kalbacher Associates, LLC
25 West Oak Street
Alexandria, VA 22301
(703) 303-4665
KFKalbacher@kalbacherassociates.com

KALBACHER ASSOCIATES LLC

www.KalbacherAssociates.com

www.linkedin.com/in/karl-kalbacher-1b3014201

From: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Sent: Wednesday, February 18, 2026 2:32 PM
To: kfkalbacher@gmail.com; 'Rob Hargis' <robhargis2@gmail.com>
Cc: 'Dana Lawhorne' <danalawhorne@verizon.net>
Subject: RE: [EXTERNAL]Braddock Road Corridor Project

All,

Thank you again for the questions and comments and for your patience. To keep information clear and organized, I've provided responses by topic below:

Traffic Data
The City collected intersection counts at Braddock Road/West Street, Braddock

Road/Potomac Yard Trail, and Braddock Road/Mount Vernon Avenue prior to the project. These counts included vehicles, pedestrians, and bicyclists. That data has previously been shared and is attached again for reference.

Additional traffic counts were later collected by the City's consultant at intersections including Braddock Road/Commonwealth Avenue and Braddock Road/Russell Road. These counts were primarily intended to capture motor vehicle volumes for traffic modeling purposes. Pedestrian counts are included. Bicycle counts were recorded only for bicyclists using crosswalks and therefore are not considered comprehensive corridor-wide bicycle volume data.

As previously discussed, bicycle activity is higher in Segment 1 (between Mount Vernon Avenue and West Street) due to proximity to the Braddock Road Metro station, adjacent schools, and existing trail connections. Bicycle volumes are lower in Segments 2 and 3. The available data has been provided.

Traffic Analysis
A traffic analysis was conducted for all signalized intersections within the study area. The analysis evaluated existing and projected future traffic conditions based on current volumes, projected growth, lane configurations, and signal timing.

The Level of Service (LOS) summary that is posted on the project webpage is the standard tool for reporting vehicle operating conditions. The PM peak hour was used for the alternatives analysis because it represents the highest traffic volumes and most constrained conditions.

As with any traffic modeling exercise, results are based on standard engineering assumptions, accepted methodologies, and defined study boundaries appropriate to the project corridor. The modeling evaluated the signalized intersections within the project limits and key adjacent intersections that influence operations.

VDOT Priorities
The Virginia Department of Transportation (VDOT) designated Segment 1 (between Mount Vernon Avenue and West Street) as a statewide priority for pedestrian and bicycle improvements. This is stated in the "Background" section on the project webpage: *"Additionally, the Virginia Department of Transportation designated the segment between Mount Vernon Avenue and North West Street as a top statewide priority for pedestrian and bicycle safety upgrades."*

Statewide planning documents that identify priority corridors include:

- VTrans, the Virginia Statewide Transportation Plan. This identifies statewide priorities related to congestion mitigation, reliability improvements, pedestrian and bicycle access, etc. Here is a map viewer with those identified areas.
- Pedestrian and Bicycle Safety Action Plan. This is a component of the State Strategic

Highway Safety Plan and shows statewide priorities for pedestrian and bicycle safety improvements. Here is a map viewer for those priorities as well.

At this time, the project team has finalized its recommendation, and the Traffic & Parking Board will consider the item at its February 23 public hearing. Because the Board is the body responsible for reviewing the recommendation and taking action, the hearing is the most appropriate venue for sharing additional comments, concerns, or perspectives at this stage of the process. Information on how to participate is available on the Traffic & Parking Board webpage.

Thank you.

Alex Carroll, AICP (she/her)
Complete Streets Program Manager
City of Alexandria, Virginia
Department of Transportation & Environmental Services
Office: 703.746.4408
Cell: 703.213.8190
alexandriava.gov

From: Alexandria Carroll
Sent: Thursday, February 12, 2026 3:23 PM
To: kfkalbacher@gmail.com; 'Rob Hargis' <robhargis2@gmail.com>
Cc: 'Dana Lawhorne' <danalawhorne@verizon.net>
Subject: RE: [EXTERNAL]Braddock Road Corridor Project

Good afternoon all,

I am confirming receipt of your emails and am working with our engineering staff on your questions about the traffic analysis. However, please note I am out of the office tomorrow, and City offices are closed on Monday due to the holiday. I expect I'll have a response to you early-mid next week.

Thank you in advance for your patience, and have a nice weekend.

Alex Carroll, AICP (she/her)
Complete Streets Program Manager
City of Alexandria, Virginia
Department of Transportation & Environmental Services
Office: 703.746.4408
Cell: 703.213.8190
alexandriava.gov

From: kfkalbacher@gmail.com <kfkalbacher@gmail.com>
Sent: Thursday, February 12, 2026 2:11 PM
To: 'Rob Hargis' <robhargis2@gmail.com>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Cc: 'Dana Lawhorne' <danalawhorne@verizon.net>
Subject: RE: [EXTERNAL]Braddock Road Corridor Project

You don't often get email from kfkalbacher@gmail.com. Learn why this is important

Alex,

I agree with the comments below. The Synchro Model was completed for AM and PM rush hours but only the PM summary is presented on the web site.

It is important to fully understand the data inputs and boundary conditions in any modeling exercise. For this project, it seems to me that the boundary conditions should be at least from Duke and Callahan to King and Commonwealth to the south; North West Street and Pendleton and North West Street and Madison should be the eastern boundary; a mile west of the intersection of Russell and Braddock should be the western boundary; and High Street and Russell should be the northern boundary.

Traffic in this part of Alexandria is constrained by certain intersections: (King and Russell), (Braddock and Russell); (North West Street and Braddock) – these are the bottlenecks. During PM particularly rush hours there is tremendous vehicle queuing on Russell, King Street to Chinquapin (2 miles – I have been in it at 5 pm), and Braddock for a mile to Russell from the west. I observe traffic snarls daily from my residence at 25 West Oak Street. Traffic backs up in the south direction past Braddock and Russell and is fully jammed to King and Russell. It is not a 30 second delay as the Synchro model suggests. We need to add an order of magnitude to this analysis. I see the frustrations and the hear the horns blowing!

The Synchro model indicates that eliminating some eight turn lanes and adding bike lanes for a 100 or so new riders will somehow improve traffic flow? This seems outlandish and requires the city to clearly demonstrate how the model inputs were established. If transportation arteries are reduced, you get additional blockage - not more free flowing traffic.

Presuming that traffic actually gets worse with reduced vehicle transportation network, you should also account in your analysis the following dis-benefits:

1. More fuel consumption from more vehicles idling in traffic
2. More Greenhouse Gas Emissions from more fuel being consumed
3. More Vehicle Repair Costs from more use
4. More travel time to people in cars

I support bike lanes – just not the ones on Braddock. Let's have the bike lane on Oak Street

and other SAFER roads – we would love to have them join me for a ride!

Thanks,

Karl

Karl Kalbacher, PG
Kalbacher Associates, LLC
25 West Oak Street
Alexandria, VA 22301
(703) 303-4665
KFKalbacher@kalbacherassociates.com



www.KalbacherAssociates.com

www.linkedin.com/in/karl-kalbacher-1b3014201

From: Rob Hargis <robhargis2@gmail.com>
Sent: Thursday, February 12, 2026 11:00 AM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Cc: Dana Lawhorne <danalawhorne@verizon.net>
Subject: Re: [EXTERNAL]Braddock Road Corridor Project

Alex,

I'd like to help you understand why in last night's meeting, you were asked multiple times for the **study and data** for the current Braddock corridor traffic and the future post-project (as recommended) traffic. You said multiple time last night, "It's on the project webpage." No, Alex. It is not on the project webpage. The project webpage has a summary of a study and a narrative ostensibly derived from a study and from some collected data set. You know this is incomplete and is not the same as a study with relevant data or you wouldn't be in the position you are with the City. Your response is disingenuous. You have NOT provided the data or rationale for assumptions underlying the conclusions and definitely have not provided the actual study. What you posted is a

slide show summary FROM a study - likely including some analysis and assessment and opinion. This goes to why so many are suspect of your intentions and justifications. No fewer than 7 times by voice and in chat on last night's DRCA call, you were asked to provide the study. "It's on the webpage" is insulting to people who rely on the City to be transparent when instead, you gaslight them.

Dana and I have requested the same information from you several times including in the emails below. Can you at least let us and the public know why you can't or won't?

Also, mentioned several times last night was the statement, "VDOT has identified this corridor as a dangerous transit corridor and we must add safety measures," and similar statements. You did not correct any of those statements and you have said the same in previous meetings. So we assume you support that statement as true. **Please provide that assessment from VDOT - AND note what the defined corridor is.** Is it West-to-Mt. Vernon and the immediate surrounding intersections to the Metro AND **does the VDOT assessment expressly include the additional 0.6 miles of Braddock Road westward to Russell Road?**

No one appears to be able find ANY reference to a VDOT assessment of Braddock from Mt. Vernon to Russell Road. THIS TOO would go a long way to having people believe your and the City's deep concern for safety and parking removal along Segments 2 and 3 isn't simply a vanity project hiding in an adjacent (and much needed) safety improvement between Mt. Vernon and West.

Please provide the (dated) VDOT assessment that notes Braddock Road from Mt. Vernon to Russell Road identifies as a highly dangerous section. You still have not provided any bike and pedestrian data for this stretch - but it must exist in some form for VDOT to have come to their purported conclusion. You have not posted this information to the project webpage and it would go a long way to reducing criticism and suspicion many residents have of the City at this point. It is conspicuously absent. Help us understand the critical need to improve safety for a stretch of road that based on the ONLY data you provided for Segments 2-3 (City project posted crash data) show 6 vehicle-vehicle incidents in 9 years. Transparency should be a component of your community outreach. So far, it feels a bit sparse - to be as generous to you and the City as possible.

- **Let us know when you intend to post the VDOT assessment of Segments 2-3.**
- **Let us know when you will provide the actual study (with data and study assumptions) conducted to conclude that traffic flow will remain a C over the**

next 16 years to 2042 by removing 8 turning lanes and re-timing the lights. (Previous outstanding requests.)

Thanks,
Rob

On Feb 11, 2026, at 5:46 PM, Rob Hargis <robhargis2@gmail.com> wrote:

Alex,

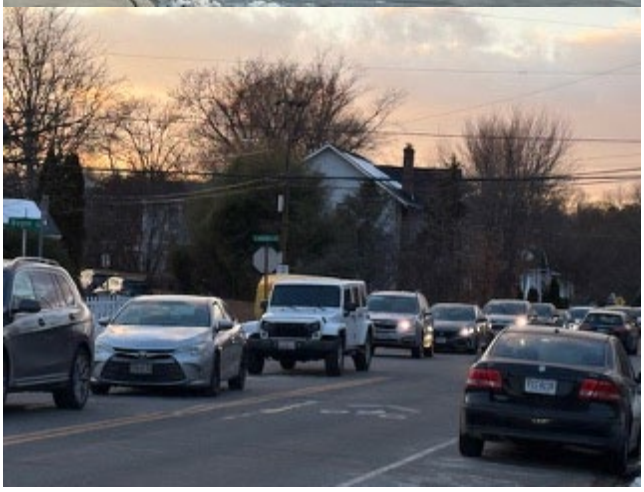
Please excuse the occasional typos as I knock out notes/emails on my phone.

Here's some context of the current grade-C traffic on Braddock between Mt Vernon and E Myrtle. The good news is that only the cars are at risk of being hit by a pedestrian or a bike.

If this is the Grade-C that is our current status - and the same Grade-C we should expect after removing 8 turning lanes, I find it VERY hard to believe any bike or pedestrian is at risk of being injured by a vehicle any more that they are other stationary objects such as utility poles, signage, and fences.

This is 5:20 PM - "rush" (although no one appears able to rush anywhere). If safety is your goal and a C is your target, we are there.





Thanks again for getting the TIA or any other internal and external analysis assessing current state and post-project state as a Grade-C.

Greatly appreciated,
Rob

> On Feb 11, 2026, at 5:19 PM, Rob Hargis <robhargis2@gmail.com> wrote:
>
> Thanks you, Alex.
>
> And based on data and a traffic impact analysis (TIA) report, you or an outside third party determined that after the removal of the

8 turn lanes over 0.6 miles of Braddock between Mt. Vernon and Russell, the anticipated delays from stopped delivery and services vehicles, and owners backing or heading onto the drivable Braddock roadway from perpendicular driveways that simply based on timing changes along Braddock, that the intersection delays will REMAIN a grade-C as you've told residents?

That is amazing news. If true, I would offer that simply with timing changes, you could get to an A now, reducing congestion and carbon emissions from C-level congestion, reduce driver frustration *(as you've noted leads to impatient and therefore dangerous driving), and would make the corridor safer overall. IF you've had these numbers for some time, why hasn't the City already changed the timing to improve the flow? Delaying those easy timing changes would immediately improve the flow and safety, by your description, and lead to a more objective assessment than the artificial condition we now have.

Perhaps you/the City should improve the timing first - and then assess the throughput and safety.

If your project's goal is to remain a grade-C, you could even improve the timing AND reduce the posted speed - improving safety through yet ANOTHER mechanism and being less disruptive to the community.

(1) Could you please provide the analysis you/the City did to assess these low-cost, available now, alternatives and similar lower-impact/immediately-beneficial options?

(2) Please include the TIA that leads you and "us" to understand the grade is currently a C and that post-project as recommended by you, the flow remains a grade-C.

Should we FOIA this as well or can you get the information to us directly as you did the bike traffic for (only) Mt. Vernon to West?

Thanks again for your time and efforts on this,
Rob

> On Feb 11, 2026, at 4:52 PM, Alexandria Carroll <Alexandria.Carroll@alexandriava.gov> wrote:
>
> Hi Dana,
>
> Apologies for the slow reply. I believe you're talking about the intersection level of service, which is a measure of vehicle delay. The intersection of Braddock/Russell/West Alexandria performs at a C during the PM peak hours, on a scale of A-F, with A being best and F being worst. Here is a scale of what each grade means in terms of corresponding vehicle delay in seconds:
>
> <image001.png>
>
> Hope this helps. Please let me know if you have any more questions.
>
> Alex Carroll, AICP (she/her)
> Complete Streets Program Manager
> City of Alexandria, Virginia
> Department of Transportation & Environmental Services
> Office: 703.746.4408
> Cell: 703.213.8190
> alexandriava.gov
>
> -----Original Message-----
> From: Dana Lawhorne <danalawhorne@verizon.net>
> Sent: Thursday, February 5, 2026 9:18 PM
> To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
> Cc: Rob Hargis <robhargis2@gmail.com>
> Subject: [EXTERNAL]Braddock Road Corridor Project
>
> [You don't often get email from danalawhorne@verizon.net. Learn why this is

important
at https://aka.ms/LearnAboutSenderIdentification]

Hi Alex,
When you met with us back in the Fall on the corner of Russell and Braddock, you mentioned that the corridor was assigned a grade, as it relates to overall safety. Can you tell me again the grade it was given and what it means in the traffic engineering world.
Dana

_____

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From: Kate P
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Bike Lane Project
Date: Thursday, February 19, 2026 10:37:45 AM

[You don't often get email from kate.p.22301@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Good Morning,
I am a resident in Rosemont, just a block off of Braddock, and I would like to write in support of proposed changes to the Braddock Road bike lanes and elimination of parking. I walk, bike, or drive this area nearly daily. As the city has recognized, the strip between Little and the Metro in particular is a disaster for all three forms of transportation. This should be a bike-friendly and safe area for kids heading to GW, families walking up to the Avenue, or commuters walking to the metro; instead, it is so dangerous to bike that we must divert out of our way (crossing in the middle of Braddock) to weave through smaller side streets. And as a pedestrian, I often encounter cars blowing through the crosswalk by the 7-11.

In an ideal world and budget situation, I would highly encourage the city to try to prioritize a more extensive reworking of the metro entrance as laid out in the online slide show proposal.

I understand that some of my neighbors are vocally balking at the elimination of parking spaces on Braddock. I would strongly encourage the city to move forward with this proposal despite these objections. The parking spaces on Braddock are sparsely used, and many are used by houses with vacant driveways that could house the car. The neighborhoods — including my own —can absorb the small number of eliminated parking spaces.

Thank you,

_____
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From: Katy Matthews
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Keep parking on Braddock Road
Date: Thursday, February 12, 2026 11:44:25 AM

You don't often get email from matthews.katy@gmail.com. Learn why this is important

Dear Traffic and Parking Board Members,

I write to voice my opinion to keep parking on Braddock Road. In residential areas, there are homes, churches and businesses that must have parking and if you eliminate parking, you eliminate the quality of life in our city.

Please do not eliminate parking on Braddock Road.

Sincerely,
Katy Matthews
707 N Paxton St, Alexandria, VA 22304

--
Katy G. Matthews
matthews.katy@gmail.com

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From: Katy Sokolove
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Concerns about Community Impact - Braddock Road
Date: Sunday, February 22, 2026 1:55:54 PM

You don't often get email from klsokolove1@gmail.com. Learn why this is important

Writing to say that I think it is against community interest to take away parking on Braddock Road, and turn lanes to extend bike lanes when bike lanes already exist on King. Many, many people cannot access public transportation to get to work for a multitude of reasons. While riding bikes is certainly a public interest, it should be balanced with the pragmatics of living in an area where many people must drive into work. Further, making it impossible for people to park in front of their homes is terrible. Alexandria is a wonderful city, but it seems like the bike lobby who is extremely active is the only voice listen to at the table. There needs to be space for both normal people trying to live their life and those that enjoy and are physically able to commute by bicycle.

Sincerely, Katy Sokolove, 4708 Surry place, alexandria, va 22304

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From: Kay Blemker
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Big NO on the plan to kill parking on Braddock Road
Date: Monday, February 23, 2026 1:07:27 PM

You don't often get email from kay.blemker@gmail.com. Learn why this is important

I have lived in Rosemont since 1998, and it has always been a neighborhood where people can come to visit and park on the street without having to double park and block driveways, etc. The city has been increasing the density and reducing the number of parking spaces by allowing more curb, cuts, and other restrictions to parking. This is a neighborhood. We need parking. The city has allowed more homes to be built without parking spaces. On E Masonic View, an infill lot was built next to a home on a single lot. Many homes on the street have no curb cut and must park on the street. Yet the City INCREASED the need for parking without providing a parking space. They continue to mess up neighborhoods to increase density with zero regard for the people who are already living in these neighborhoods. I have at least 3 parking spaces in my driveway. I do not need parking. But I feel sorry for people who can't park in their own neighborhood or on their own block because the City is hellbent on eliminating parking spaces without regard for people who live in the neighborhood and their lack of parking.

Thank you for your consideration.

Kay Blemker
10 W Masonic View Avenue

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From: Kelly Schuler
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Rosemont Parking
Date: Monday, February 16, 2026 11:16:05 AM

You don't often get email from schuler05@yahoo.com. Learn why this is important

Please consider community events when adopting new traffic and parking rules. It is vital to be able to have parking for events in our neighborhood. It is what strengthens and helps our community.
We are not just a pass through neighborhood and want to be able to function as a true neighborhood.
Thank you,
Kelly Schuler
504 Russell Road
Alexandria VA 22301

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From: Ken Notis
To: TES-Traffic and Parking Board
Cc: Mary-Jane Roth
Subject: [EXTERNAL]Braddock Road Trail Access and Corridor improvements
Date: Sunday, February 8, 2026 11:23:17 AM

You don't often get email from civ2kn@gmail.com. Learn why this is important

Dear Traffic & Parking Board,

I am writing on behalf of the Alexandria Bicycle and Pedestrian Advisory Committee (BPAC). We support the staff recommendations for the Braddock Road Trail Access and Corridor Improvement Project, in particular options 1B, 2A, and 3, because these make this road the safest for **all** users: drivers, walkers and cyclists.

These will improve safety for pedestrians on highly used sidewalks close to the Braddock Road metro station. They will improve the connectivity of the safe all ages and abilities bike network in a key location, connecting a metro station, two important trails, and the heavily used Commonwealth Avenue bike lanes, thus contributing to a connected bike network and advancing multiple City goals.

By calming traffic they will make drivers safer as well.

Ken Notis
Chair, Alexandria Bicycle and Pedestrian Advisory Committee

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From: Kevin J. Tankersley
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Project Comments
Date: Monday, February 23, 2026 10:23:30 AM

You don't often get email from pullman-porter@starpower.net. Learn why this is important

Dear Traffic and Parking Board:

I am writing to express my opposition to the Preferred Concept for the Braddock Road modifications. It appears to me that this proposed plan creates a bike raceway by making significant downgrades to vehicular travel and removal of badly needed on street parking along the length of Braddock Road, while doing little to nothing to improve pedestrian safety. The plan will leave wide swaths of open, unused pavement, which will result in increased speeds in those areas, and probably result in a forest of those ugly white stanchions popping up there too, an affront to the beauty of our City. For pedestrians, this option puts the bike lane against the already too narrow sidewalk along the north side of Braddock Road between Mount Vernon Avenue and the Metro station, and crosswalks at the major intersections still have to cross extremely wide street pavements, with no protection. And the plan does not appear to address proper signage and signaling needs for all modes in the corridor (in particular bicycle signals at signalized intersections), and the necessity for education on what the traffic laws require for pedestrians, bicyclists and motorists.

I do not support the adoption of this plan. It does not provide a balanced complete street solution.

Kevin J. Tankersley
103 E. Mason Avenue
Alexandria VA 22301-1709
703-836-0165 H
pullman-porter@starpower.net

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From: Kiana Fussner
To: TES-Traffic and Parking Board; Alyia Gaskins; Abdel Elnoubi; Jacinta Greene; Kirk McPike; Sarah Bagley; John Chapman; Canek Aguirre
Subject: [EXTERNAL]Plead for Pause on Proposed Traffic Changes
Date: Monday, February 23, 2026 1:38:08 PM

You don't often get email from kianafussner@gmail.com. Learn why this is important

Council Members,

I am writing as a resident who lives three houses from the Braddock/Russell intersection and as someone who uses this corridor daily; as a pedestrian, a cyclist, and a driver. I am urging the City to pause implementation of the proposed Braddock Road lane reconfiguration until a complete, transparent, and data-driven analysis can be conducted and a more robust and accepted proposal can be put in its place.

After reviewing the City's materials, crash data, and supporting documents over the last several months, I have identified numerous factual inconsistencies, omissions, and methodological flaws that call into question the validity of the proposal as currently presented, one of which I even voiced at a recent DRCA meeting to Ms. Alex Carroll, who admitted the data was disingenuously misrepresented. These issues are not minor; they materially affect the conclusions City staff have drawn and undermine confidence in the process.

As someone who bikes this corridor regularly, I can say confidently: a poorly designed bike lane is more dangerous than no bike lane at all. As someone who uses this street for parking daily, and has to turn left onto Russell from Braddock every morning, I can say these changes will severely debilitate my daily commute and activities of daily living such as loading/unloading kids, groceries, etc into my own home in a safe and effective manner.

These issues raise legitimate concerns about whether the proposal is grounded in accurate, representative, and complete information.

Request:

Given the substantial data inconsistencies, the lack of demonstrated safety need, the operational and equity impacts, and the overwhelming community opposition, I respectfully request that the City Council:

1. Pause implementation of the Braddock Road reconfiguration.

2. Conduct an independent, transparent, and complete analysis of safety, traffic operations, parking, and emergency response impacts, and make it READILY available to the community.

3. Evaluate alternative solutions that improve safety without eliminating essential parking or degrading corridor function.

As someone who lives on this corridor and uses it daily in all modes, I want improvements that genuinely enhance safety for everyone, not changes based on incomplete data and flawed assumptions that don't take into account the people who live right in the midst of the changes.

A pause is not opposition to safety. A pause is a commitment to getting this right.

Thank you for your consideration.

--
Kiana Fussner
111 W Braddock Rd.

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From: kvlasseman@everyactioncustom.com on behalf of Kim Vlasseman
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Trail Access and Corridor Improvements
Date: Saturday, February 14, 2026 5:33:07 PM

[You don't often get email from kvlasseman@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear Board Members,

I write to express my support for the staff recommended design concept for the Braddock Road Trail Access and Corridor Improvements Project. The recommendations will provide the best biking and walking improvements for the corridor making Braddock Road safer for all users - people walking, biking, taking transit, and driving. Making this corridor safer and better connected improves access to the Braddock Road Metro, area trails, schools and other places in the community.

The removal of on-street parking lanes is justified given they are very underutilized and doing so makes room for the needed safety enhancements and rightly prioritizes the safety for everyone traveling the corridor.

These improvements support Alexandria's Mobility Plan and Vision Zero Action Plan.

This project is a chance to fix the dangerous conditions existing today and provide a more connected and safe corridor for everyone. I ask that you vote in favor of staff's recommended design and advance the safest set of options for Braddock Road.

Sincerely,
Mrs. Kim Vlasseman
1200 N Quaker Ln Alexandria, VA 22302-3004
kvlasseman@episcopalhighschool.org

_____
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From: R. Kirk McPike
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Item 9 - Support for Staff Recommendation on Braddock Road
Date: Monday, February 23, 2026 11:15:10 AM

You don't often get email from kirk.mcpike@gmail.com. Learn why this is important

Dear Members of the Traffic & Parking Board,

As someone who often bikes across our City and has experienced the difficulty of biking along this corridor, I encourage you to adopt the staff proposal. The lack of bike lanes on this stretch of Braddock puts cyclists directly in front of vehicle traffic, endangering them and slowing the cars behind them. Separating bikes and cars will allow both sets of travelers to move at their own pace. The other improvements in this plan will also improve the experience of drivers, cyclists, and pedestrians.

I also want to speak to the tenor of the discussion around this project. I think it is important to note that City staff do not create these proposals out of whole cloth. Projects like this stem from policies and guidance provided by the City Council. In this case, multiple Councils have issued clear directives to staff, instructing them to implement Complete Streets projects and build out a bike lane network. Staff often incorporate public feedback into projects like this, and significant changes have been made to this proposal during its development. I have seen firsthand how hard staff work to address public input. However, feedback that amounts to "don't do this" often can't be incorporated, because doing so would go against the Council-set policies that staff must follow. That doesn't mean that it hasn't been heard, just that it hasn't been, or sometimes can't be, agreed to.

I understand that this can be frustrating to opponents of a project, but the proper way to address this is to petition Council for changes in policy, not to denigrate the work or character of members of the City staff. Alexandria is fortunate to have so many dedicated and talented people like Alex Carroll working on behalf of our residents. They deserve to be treated respectfully, just as they are expected to be respectful in their interactions with the public. I hope your board members continue to encourage all residents, regardless of whether they agree or disagree with a particular proposal, to engage with each other, the board, and City staff in a civil manner that fosters discourse and understanding.

Thank you for your own work on behalf of Alexandria. As a resident of our City, I am always so thankful for the time and talent volunteers like you provide.

Sincerely,

R. Kirk McPike

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From: kylerwalton@everyactioncustom.com on behalf of Kyle Walton
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Trail Access and Corridor Improvements
Date: Tuesday, February 17, 2026 2:26:43 PM

[You don't often get email from kylerwalton@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear Board Members,

I write to express my support for the staff recommended design concept for the Braddock Road Trail Access and Corridor Improvements Project. The recommendations will provide the best biking and walking improvements for the corridor making Braddock Road safer for all users - people walking, biking, taking transit, and driving. Making this corridor safer and better connected improves access to the Braddock Road Metro, area trails, schools and other places in the community.

I frequently walk my dog through this area, and it feels dangerous because of the limited space and crowding. While removing on-street parking is understandably controversial, in this case it is justified. I fully support making that stretch of Braddock Road safe for all users, especially walkers, even at the expense of some parking spaces.

These improvements support Alexandria's Mobility Plan and Vision Zero Action Plan.

This project is a chance to fix the dangerous conditions existing today and provide a more connected and safe corridor for everyone. I ask that you vote in favor of staff's recommended design and advance the safest set of options for Braddock Road.

Sincerely,
Kyle Walton
719 N Fayette St Alexandria, VA 22314-1857
kylerwalton@gmail.com

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From: Joy Assent
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Traffic and Parking Board Meeting Written Testimony-Please Save our Parking!
Date: Monday, February 23, 2026 4:57:02 PM

You don't often get email from jassent12@gmail.com. Learn why this is important

Hello, I am a faithful member of the Community Praise Church in Alexandria at 1400 Russell Road. I have been attending weekly since 1998 and I directly and heavily rely on the ability to park on Russell and Braddock roads since we have limited lot parking for our growing, thriving church. We have been a great neighbor in the community for more than 100 years, and it would be a travesty for us to lose that parking availability. Please do not take it away.

Thank you,
LaJoya Assent
16643 Leocrie Place
Woodbridge VA 22191
703.304.9255

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From: Laura B
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Trail Access and Corridor Improvement Project
Date: Saturday, February 14, 2026 10:14:30 AM

You don't often get email from lauramberol@gmail.com. Learn why this is important

Dear Traffic & Parking Board,

I'm writing to ask you to adopt the staff recommendation for the safest biking and walking options for the Braddock Road Trail Access and Corridor Improvement Project: Options 1B, 2A, 3, 4B, 5A and 6C. I believe these alterations will make Braddock Road the safest for drivers, walkers, and cyclists alike.

As a resident of Falls Church, I frequently travel on Braddock Road to reach parts of Del Ray and Old Town Alexandria. When I've walked along this section of Braddock Road, I've had cars turn in front of me with dangerous proximity and speed while I'm crossing in the crosswalk, especially during evening hours. When I've driven along this section of Braddock Road in the dark, I've felt concern that I won't see pedestrians and cyclists sharing the road.

Please act on the recommended alterations so as to reduce the number of conflict points where pedestrians and cyclists can be injured and give drivers more confidence as they drive that they are not risking an accident.

Sincerely,
Laura Berol
209 Tyson Drive
Falls Church, VA 22046

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From: Laura Doyle
To: TES-Traffic and Parking Board
Subject: Re: Traffic and Parking Board Meeting – Monday, February 23
Date: Monday, February 23, 2026 4:06:34 PM
Attachments: image.png

You don't often get email from doyle3kids@gmail.com. Learn why this is important

Thank you for taking into consideration our comments. I'm attaching a picture of the traffic turning onto Russell from Braddock on a particularly bad day a few year ago. I waited 20 minutes to turn onto W Glendale and the bus apparently couldn't wait. Please give the community additional data on how eliminating turning lanes and adding bike lanes improves the safety when our roads are already overcrowded with people cutting through to avoid congestion.

Best,
Laura Doyle



Sent from my iPhone

On Feb 21, 2026, at 12:49 PM, TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov> wrote:

Thank you for your comments, they have been sent to the Traffic and Parking Board members ahead of the meeting on February 23.

The in-person and virtual Traffic and Parking Board meeting will be held in the new City Council Chambers, Room 1305 at the Del Pepper Community Resource Center, 4850 Mark Center Drive, Alexandria, VA. To attend the meeting via Zoom, register here.

Additional information, including the docket, can be found on the Traffic and Parking Board webpage.

If you are interested in speaking at the meeting and wish to sign up in advance, you can do so via the speaker form. You can submit a speaker form in person or indicate you are interested in speaking online via Zoom as directed by the Board Chair.

Thank you,

Sheila McGraw
Curbside and Parking Program Manager
City of Alexandria, Virginia
Transportation and Environmental Services
703.407.3992 (Mobile)
703.746.4401 (Office)
Sheila.mcgraw@alexandriava.gov

-----Original Message-----
From: Laura Doyle <doyle3kids@gmail.com>
Sent: Thursday, February 19, 2026 7:04 PM
To: TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>
Subject: re: Traffic and Parking Board Meeting – Monday, February 23

[You don't often get email from doyle3kids@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Good evening. I am writing to strongly oppose efforts to add bike lanes along Braddock Road. As a resident of W. Glendale Avenue, I am particularly concerned about plans to eliminate the dedicated turning lane onto Commonwealth Avenue. As you are well aware a pedestrian was hit and killed by a dump truck several years ago. This intersection can be dangerous for those of us who walk it on a regular basis and will be made more so by eliminating the lane. The traffic flow through our area has increased significantly as have instances of aggressive and reckless driving. A no turn on red sign and a separate lane for those that are turning has allowed traffic to move while ensuring that pedestrians can cross. The elimination of parking on Russell Road also will directly impact us on West Glendale. We already see increased cars during church services for the church on the corner of Russell and Braddock and will see residents now having to park on our street. We already have increased traffic and people looking for a quick cut through. Please reconsider this proposal. It's not about not wanting cyclist but rather improving safety for those of us that live in the area. Thank you for your consideration.
Best,
Laura Doyle
28 W. Glendale Ave.
Alexandria, VA 22301
Sent from my iPhone

From: Laura Doyle
To: TES-Traffic and Parking Board
Subject: re: Traffic and Parking Board Meeting – Monday, February 23
Date: Thursday, February 19, 2026 7:04:31 PM

[You don't often get email from doyle3kids@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Good evening. I am writing to strongly oppose efforts to add bike lanes along Braddock Road. As a resident of W. Glendale Avenue, I am particularly concerned about plans to eliminate the dedicated turning lane onto Commonwealth Avenue. As you are well aware a pedestrian was hit and killed by a dump truck several years ago. This intersection can be dangerous for those of us who walk it on a regular basis and will be made more so by eliminating the lane. The traffic flow through our area has increased significantly as have instances of aggressive and reckless driving. A no turn on red sign and a separate lane for those that are turning has allowed traffic to move while ensuring that pedestrians can cross. The elimination of parking on Russell Road also will directly impact us on West Glendale. We already see increased cars during church services for the church on the corner of Russell and Braddock and will see residents now having to park on our street. We already have increased traffic and people looking for a quick cut through. Please reconsider this proposal. It's not about not wanting cyclist but rather improving safety for those of us that live in the area. Thank you for your consideration.
Best,
Laura Doyle
28 W. Glendale Ave.
Alexandria, VA 22301
Sent from my iPhone

From: Laura Hope Evans
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Bike Lanes Are Not Necessary
Date: Sunday, February 22, 2026 8:20:39 PM

You don't often get email from laura.hope.evans@gmail.com. Learn why this is important

Hello,

I am an Alexandria City resident, cyclist, active volunteer with a local animal rescue, and daily commuter (I CANNOT telework to do my job) writing to express my **STRONG** opposition to the proposed removal of street parking to "improve" Braddock Road.

This proposal creates significant harm for the local residents/city citizens while offering little demonstrated benefit to a corridor with few known cycling incidents. Street parking on Braddock and surrounding roads is already limited, and removing it will disproportionately impact homeowners without off-street parking, seniors, people with disabilities, families with young children, and residents who rely on in-home care, deliveries, and service providers.

The plan will also worsen traffic congestion by reducing turn lanes at already busy intersections, creating backups and unsafe conditions for drivers, pedestrians, cyclists, and emergency vehicles. It will increase parking pressure on adjacent residential streets, many of which function only when parking spaces are available for vehicles to safely pass one another.

If this past winter has taught me anything, it's that protected bike lanes are a bigger nuisance than benefit to our town. They cost the city money that could be spent on improving roads (potholes, repainting lane lanes, snow removal) and crossings for pedestrians and drivers alike (better marked crosswalks/lights for pedestrians actively crossing). **This is simply not a solution.** As a cyclist, I know the risks. I wear a helmet and flashing lights on my body and bike. And biggest of all: I pay attention. I don't need a protected lane and would rather see people get used to cyclists before we, as a city, declare war on vehicles just as the District of Columbia has (it was IMPOSSIBLE to park there for the past month - and I need to drive AND park to deliver heavy supplies and animals as a volunteer affiliated with a local animal rescue). And if you were there in the "snowcrete," then you know of what I speak.

Don't mess with the roads.

Spend the money to: Repaint lanes constantly. Install flashing lights for pedestrians crossing streets. Keep street lights shining.

Expect cyclists to have flashing lights on their bikes. Expect pedestrians to look up from their cell phones. It's simple.

Thank you,
Laura Evans
1220 Dartmouth Road, ALX 22314

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From: Laura Taylor
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Corridor Improvements Project
Date: Wednesday, February 11, 2026 1:38:23 PM

You don't often get email from laurathenerd@gmail.com. Learn why this is important

Hi,

I am a resident of Alexandria and I frequently use the Metro Linear Trail and Potomac Yard Trails as a runner and pedestrian. The crossing of Braddock in front of the 7-11 is super dangerous, and I am not sure that the proposal makes it any better. Better visibility would be great, but cars currently fly through the crosswalk and some even go around stopped cars. Bringing the number of lanes down to one in each direction will be very helpful in preventing this dangerous situation. I would also like to note that if there are speed bumps/humps that slow cars down, they tend to be more prepared to stop when approaching these crossings, so I would like to request that a speed bump or other slowing mechanic be included before each crosswalk in areas where there is a lot of foot traffic.

I also support the other pieces of this that make the area more pedestrian friendly. The whole point of living in this area is to avoid having to drive all the time, and our road choices should support less driving and more pedestrian/bike/other non-car options. We cannot trust that drivers will make the right decisions, and so road design needs to protect those of us who are not protected by a steel cage.

Thank you,

Laura Taylor
15 W Masonic VIew Ave

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From: Laurie MacNamara
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road proposal
Date: Monday, February 23, 2026 1:34:41 PM

You don't often get email from lmacnam1532@gmail.com. Learn why this is important

As an immediate neighbor of the proposed area for bike lanes, I am writing with my support of the City's proposal. The City has clearly demonstrated the safety impacts of its proposal and responded to citizen concerns. This is an important addition to Alexandria's Complete Streets plan, and as a resident who will be somewhat inconvenienced by the elimination of the left turn option on to my street from Braddock, I remain in full support of this important step forward in bike and pedestrian safety.

Laurie MacNamara
304 E. Spring Street
(703) 835-2470 (mobile)
lmacnam1532@gmail.com

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From: Leef Smith Barnes
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Improvement Plan
Date: Saturday, February 21, 2026 2:11:19 PM

You don't often get email from leefsmithbarnes@icloud.com. Learn why this is important

To whom it may concern,

As a long-time Alexandria resident, who lives on Commonwealth Avenue, I am not directly impacted by the plan to reduce parking on Braddock Road. However, I am concerned about the impacts to pedestrian safety that would be driven by the addition of bike lanes, and encourage you to vote no on this proposal.

Sincerely,

Leef Smith Barnes



Leef Smith Barnes
+1-703-870-4895

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February 20, 2026

Dear members of the Traffic and Parking Board:

I write in support of the staff options for bike lanes and other safety improvements on Braddock Road. I am not able to attend the public hearing, but wish to express my appreciation to the staff for their dedicated and thoughtful approach to the project, the options they presented, their community outreach, and their final recommendations.

I live at 1250 South Washington Street in Old Town. Prior to moving here last summer, my wife and I lived at 17 Cedar Street in Rosemont for almost 44 years.

For the past 25 years I have regularly biked three or four times a week for recreation, commuting, and errands, in all four seasons. In the 1990's and through 2010, I commuted to jobs in Washington, first to Capitol Hill and then to 17th Street NW. Since 2010 I have taught at the East Baltimore campus of Johns Hopkins University and, until the COVID-19 pandemic, I commuted there two or three days a week. I biked to Union Station, took the MARC train to Baltimore, and biked to the campus from Penn Station. Since the end of the pandemic, I have commuted there less frequently, but when I do, I usually bike and train.

Over recent decades, I have witnessed the expansion of bike lanes, especially in D.C., which now has an extensive network of protected bike lanes, and Arlington. Though we have made some progress, we in Alexandria are considerably behind, still without bikes lanes on major routes, including Russell Road and Mt. Vernon Ave.

This brings me to the Braddock Road proposal. Braddock is one of the key east-west roads in the city and while bike lanes exist west of Russell Road that keep peddling safe, the portion further east it is so inhospitable to bikes, and subject to traffic that often exceeds the speed limit, that I avoid it whenever I can. Even navigating the bike lanes near the Metro station can be treacherous.

The staff proposal address most of these problems. I would much prefer to see protected lanes, as in our neighboring jurisdictions, but I believe the proposal is a sound response to the need for roads safe for all and the increasing importance of biking (and scooters, too) to get around the city, while also accommodating the reasonable needs of homeowners. The proposed protected lanes on the West Street-Mt. Vernon Ave. segment are especially welcome.

I also think it is important to take account of the results of the establishment of bike lanes on major roads in the city in recent years. Though opponents predicted dangerous conditions, lack of parking, and unmanageable traffic if bike lanes were established on King Street and Seminary Road, the horrors have not come to pass, and instead they have become a great asset to the community.

I also wish to share that for the decades I lived on Cedar Street; parking was permitted on only one side of the street. Our property had a curb cut, but we never felt the need to build a driveway, as we were always able to park, sometimes not in front of the house, but always nearby. We never felt inconvenienced. I believe our Braddock Road neighbors will have a similar experience.

I therefore urge the Board to support the staff proposal.



Leonard Rubenstein
len.rubenstein@gmail.com

From:	Les ...
To:	Barbara Haley; TES-Traffic and Parking Board; Alyia Gaskins; Abdel Elnoubi; Jacinta Greene; John Chapman; Canek Aguirre; Sarah Bagley
Subject:	Re: Save the parking places on Braddock Rd.
Date:	Monday, February 23, 2026 2:32:42 PM

Some people who received this message don't often get email from lbf99@hotmail.com. Learn why this is important <https://aka.ms/LearnAboutSenderIdentification>

Folks,

Please maintain the parking places on Braddock Road. This will enhance quality of life for the households that live there as well as maintaining space for emergency vehicles and safety for pedestrians. Drivers on Russell Rd have figured out how to share the road with bikers, so it seems reasonable that they can also share on Braddock Rd. too.

Thanks,

Les Friedman
206 Summers Dr.
Alexandria VA 22301

Whether you think you can or whether you think you can't, YOU'RE RIGHT.

Appreciate what and whom you have

Life is chaos, chaos is life, control is an illusion
** Science, logic, pragmatism **

_____

From: Libby Clemens
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Please Support the Braddock Rd Traffic and Road Improvement Plan
Date: Monday, February 23, 2026 9:27:55 AM

You don't often get email from clemlib@gmail.com. Learn why this is important

As a ten-year Rosemont resident living on West Myrtle St, I am encouraging you to support the Braddock Rd traffic and road improvements.

My husband and I moved to Rosemont from a car-dependent suburb precisely to be able to walk, bike, and take public transit to most of the places we go. We also own cars and drive when necessary. Many trips take us through the Braddock Rd study area - by foot, bike, and car, to restaurants or the metro. Our assessment is that the improvements are much needed and will improve safety for pedestrians and bikers, while reducing drivers' risk of hitting these pedestrians and bikers. For cars, the traffic patterns are now confusing and I expect the proposed traffic plan to improve traffic flow.

As an added note, West Myrtle St, where we live, is narrow and has parking only on one side of the street. Parking is often constrained, not everyone has a driveway, and residents or church-goers from Comm Ave often park on our street. But we manage by being neighborly. Work trucks and visitors always find places to park.

Thank you for your attention and help. Passing the traffic plan will be a large step towards making our neighborhoods more liveable.

Libby Clemens

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From: Lindsey Bachman
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]support for proposed changes to Braddock Rd
Date: Monday, February 23, 2026 10:27:02 AM

You don't often get email from lindsey.bachman@gmail.com. Learn why this is important

Dear Traffic & Parking Board,

I support the staff recommendation for the safest biking and walking options for the Braddock Road Trail Access and Corridor Improvement Project, Options 1B, 2A, 3, 4B, 5A and 6C because these make this road the safest for all users: drivers, walkers and cyclists.

Thank you.
Lindsey Bachman
Resident of 22305

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From: Lisa Dougherty
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Improvements Feedback
Date: Tuesday, February 17, 2026 4:19:35 PM

You don't often get email from lisa.dougherty30@gmail.com. Learn why this is important

To Whom It May Concern Involved in this Project:

We are residents of Rosemont who use the left hand turn signal at the Yates intersection ***multiple times a day to get to our home***. Without this left hand turn (or any others for that matter), we would be forced to begin making left hand turns into the residential streets off of Braddock which poses a much greater safety risk - no light, no crosswalk, etc. We are already severely impacted getting to our home with all of the cars making left hand turns on to Russell Ave in the afternoon, PLEASE do not do something that will elevate the already serious traffic problem in Rosemont.

Lisa Dougherty
202 West Walnut Street

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From: Elizabeth Bolton
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]support for Braddock Traffic Calming
Date: Monday, February 23, 2026 8:55:51 AM

You don't often get email from lizard151@hotmail.com. Learn why this is important <https://aka.ms/LearnAboutSenderIdentification>

Good morning,

I just wanted to share my support for the planned improvements to the Braddock Road corridor. I used to commute into DC via metro, and I used to say that it was a matter of if, not when, a car would run me down as I tried to cross Braddock during morning rush hour.

(It is also supremely difficult to see people in that crosswalk closest to West heading east in a car, and I don't want to run anyone over myself!)

There are many times I would have biked to Chinquapin from my home in Parker Gray if I felt safe doing so. I've run the length of Braddock between King and West. We aren't imaginary people.

These days I worry about my son's biking because crossing Braddock feels unsafe, and yet there are amazing cycling facilities on either side of that road where a 9-year-old could and should ride safely if we as a community care about public health and access.

In short, thank you for taking these long-overdue safety improvements. My friend completed a study on the area by the metro for Toole Design Group many years ago, when I used to have to cross Braddock daily, and I've been eagerly awaiting its implementation ever since.

Liz Bolton
1202 Oronoco Street
202.329.1587

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From: Elizabeth Marshall
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]No Bike Lanes on Braddock
Date: Sunday, February 22, 2026 9:45:29 PM

[You don't often get email from liz.marshall212@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

I am reaching out as a resident of Rosemont to object to the plan to add bike lanes to Braddock. I have lived here since 2020 and have two young children. I would describe myself as pro-development and a YIMBY. This new plan defies logic. If Alexandria wants to increase housing density (which I think is a good goal), it makes no sense to remove turn lanes on one of our busiest thoroughfares. Traffic will get even worse and people will use our Rosemont streets as cut-throughs even more than they already do. This makes the streets less safe for kids and pedestrians. The people who want to bike will continue to find a way to bike. Please do not approve this poorly thought through plan so the needs of a handful of vocal bikers can take priority over everyone else who lives here.

Thanks,
Liz
Resident of E Walnut St.

_____
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From: Lori Arrasmith Quill
To: TES-Traffic and Parking Board
Cc: Alyia Gaskins; Sarah Bagley; John Chapman; Canek Aguirre; Abdel Elnoubi; Jacinta Greene; Kirk McPike
Subject: [EXTERNAL]Vote NO on the Bike Lane design along Braddock Road
Date: Monday, February 23, 2026 8:51:45 AM

You don't often get email from arrasmithquill@gmail.com. Learn why this is important

Dear Board Members and City Council,

As a resident of Rosemont, I have been following the discussions of the dedicated bike lanes along Braddock Road.
While I support bike safety and the improvement of these major intersections, I have concluded there must be better options.
I oppose the current proposal and ask for the City to return to the community with a better design, especially at the major intersections.

To paraphrase a letter posted to the RCA list serve by Missy and Matt Estabrook,

1. Keep the street parking available for residents and churches.
2. Do not eliminate turning lanes for traffic at the major intersections.
3. Safeguard travel lanes for emergency vehicles and buses. This is especially important since Braddock Road is one of the few streets to cross the rail lines. Commonwealth Avenue at King Street typically has a 4 block backup starting at 4 pm, so Braddock Road becomes the best option across the City.
4. The design should follow the Americans with Disabilities Act with the best of intentions, the Federal Law for design standards.
5. Better visibility of cyclists. As a resident of W. Walnut Street, every day cyclists blow through the stop signs at Commonwealth and Russell, going at a very fast speed, especially those traveling down the hill from King Street. It is difficult to see these approaching cyclists while backing out of our driveway. The design of these dedicated bike lanes along Braddock Road will make it even more difficult to navigate getting in and out of a driveway without bringing traffic to a halt on Braddock Road. Will the cyclists stop in these bike lanes to accommodate residents trying to leave a driveway on a busy thoroughfare?

This design lacks common sense and impacts the quality of life for many residents of our City.
I am asking for the Traffic and Parking Board and City Council to vote NO on this plan.

Best regards,
Lori Arrasmith Quill
Architect

9 W Walnut Street
Alexandria, VA 22301

DISCLAIMER: This message was sent from outside the City of Alexandria email system. DO NOT CLICK any links or download attachments unless the contents are from a trusted

source.

From: Marc Malouf
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Opposition to Braddock Rd bike lanes
Date: Wednesday, February 18, 2026 9:22:01 PM

You don't often get email from mamalouf@gmail.com. Learn why this is important

Dear Traffic & Parking Board,

We have lived on Braddock Road since 2018 and would like to express our serious concerns regarding the proposed plan to add dedicated bike lanes along our street.

I want to emphasize that I strongly support improving public transit and expanding alternative transportation options. Having traveled extensively throughout Europe, I have seen firsthand how effective and beneficial well-planned transit and cycling infrastructure can be. However, the current proposal for Braddock Road appears deeply flawed and would create significant unintended consequences for the residents who live here.

First, traffic on Braddock Road is already extremely congested during peak hours. Removing turn lanes and the existing shoulder space that drivers currently use to pass turning vehicles will almost certainly worsen backups, increase driver frustration, and potentially create additional safety risks.

Second, many residents on Braddock Road who have driveways—including our household—currently back into our driveways. This allows us to exit safely by pulling forward into traffic, especially during busy morning hours. Eliminating the parking lane and buffer space would make this practice impossible and instead force residents to back directly into heavy oncoming traffic, which raises clear safety concerns.

Third, the City previously installed shared-road bicycle markings along Braddock Road to encourage cycling and improve awareness. There does not appear to be any clear evidence that these markings significantly increased bicycle usage. Given this, it is difficult to justify removing essential residential parking and roadway capacity based on uncertain assumptions that dedicated lanes will dramatically change transportation patterns.

Fourth, the proposed bike lane segment—from Russell Road to the Braddock Metro station—covers less than one mile. Most residents within this corridor already walk to the Metro due to the short distance. Without a broader, connected network extending much farther beyond this area, the practical usefulness of these lanes appears limited.

Beyond these concerns, the proposal would eliminate vital on-street parking that residents rely on daily—for guests, service providers, deliveries, and households without sufficient driveway space. Moreover, because the bike lane would be short and disconnected from a larger network, it is unlikely to meaningfully improve bicycle safety. In contrast, the design changes would clearly reduce driving safety for residents by removing buffer space, increasing congestion, and forcing more dangerous driveway entry and exit conditions. While city studies show that similar road designs can reduce crashes overall, we are concerned about the practical effects on daily driveway access, congestion during peak hours, and the limited utility of such a short bike lane segment.

For these reasons, we respectfully request that the City conduct a comprehensive traffic and

safety impact study—specifically evaluating effects on congestion, emergency access, driveway safety, and parking availability for residents—before moving forward with any permanent changes. We also encourage the City to engage more deeply with affected residents and consider less disruptive alternatives.

Finally, we ask that the City provide full transparency regarding the projected cost of this project, including funding sources and any anticipated construction expenses, before any permanent roadway changes are made.

We urge the City to ensure that efforts to improve transportation do not unintentionally reduce safety and quality of life for the residents who live along this corridor every day.

Thank you for your time and consideration.

Sincerely,
Marc Malouf
102 E Braddock Road

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Margaret & Laurent Janowsky
106 W. Braddock Road
Alexandria, VA 22301

February 20, 2026

Traffic & Parking Board trafficandparkingboard@alexandriava.gov
Mayor and Alexandria City Council councilcomment@alexandriava.gov
City Manager jim.parajon@alexandriava.gov
City Attorney Cheran.ivery@alexandriava.gov

Re: Braddock Road Corridor Improvements Project, TPB Docket #9

Dear Board Members, City Council and City Manager,

We support recommended items related to the VDOT identified area of concern on E. Braddock Road between Mt. Vernon Avenue & N. West Street.

We oppose the following recommended items in the above referenced project:

1. the removal of parking on Braddock Road from Russell Road to Mt. Vernon Avenue,
2. the installation of dedicated, protected bike lanes,
3. the removal of traffic lanes and turn lanes at the intersections of Braddock Rd & Russell Rd, Braddock Rd & Commonwealth Ave, and Braddock Rd & Mt. Vernon Ave, and
4. the removal of a pedestrian crosswalk at E Braddock Rd & E Spring St.

Two of our email communications with city staff were included in the official published docket package. Unfortunately, staff decided not to include further email interactions on February 10th with Ms. Orr. While you were copied on those emails, they are attached here to make sure they appear in the official record.

We have lived in our home on W. Braddock Rd. near the intersection with Russell Rd. for nearly 29 years. We raised two children here who we walked to Maury (now Brooks) Elementary for 8 years, and who then walked on their own to GW Middle School along West and East Braddock Road to E Spring St where they safely crossed in the crosswalk to proceed to GW along E Spring St. We also walked our rescue dog all around our neighborhoods for 16 years. We taught our children to ride bikes at the GWMS track and vacant parking lot. To be disparagingly cast as “Against Safety” by some avid supporters of this project is outrageous, hyperbolic and disrespectful.

Let's Talk Safety

Unfortunately, the city staff and those avid supporters have decided that *our safety* isn't a priority for them because, no matter how often the city says these changes won't increase traffic and congestion in our neighborhood, the proposed elimination of parking and the elimination of turn lanes will do exactly that creating a big safety risk for us and our neighbors.

During a typical rush hour, both am and pm, we would block traffic westbound on W. Braddock Rd at Russell Rd if we were to try to turn left into our driveway while waiting for the eastbound traffic to subside. Currently, to be considerate and to keep traffic moving, we pull into a parking spot on the north side of the street and wait for a gap in traffic to cross into our driveway. Or if, as is often the case, the traffic is so continuous that there is no break in sight, we can leave our car there.

Likewise, when we are able to get out of our driveway heading west (not guaranteed) and want to turn south on Russell Rd, we use the left turn lane in which we often wait more than one light cycle. If this turn lane is removed, along with the left and right turn lanes heading eastbound, westbound traffic would come to a complete standstill. The road rage will be real and dangerous for us residents and for all the drivers and pedestrians on this major east/west artery between the West End and North Old Town.

Perhaps the supporters of this proposal will say we should change our drive patterns so we only turn right into and out of our driveway? We should drive farther, increasing vehicle emissions, to traverse the smaller side streets? In effect, reducing the accessibility to our driveway that the city staff is so quick to point out that we have use of for our vehicles?

It is disappointing to note that while the city proposes that we all park on side streets, they didn't add a crosswalk to cross from W. Luray to the south side of W. Braddock Rd to reach our homes. Our block is actually two blocks long. Incredibly, they also propose to eliminate a crosswalk at E Spring St. with a bus stop on the south side and a safe route to GWMS on the north side. Equally incredible is the total disregard of the city's obligation under "the Alexandria Mobility Plan (2021), which establishes that all bus stops must be fully accessible per the Americans with Disabilities Act (ADA)" (Docket #7, p.19).

Let's Talk More Traffic & Congestion

The staff documents include a "Traffic Analysis Chart" (Attachment 4, Docket p.61) that has no source information or Key to understand the "data". Was there a professional study done? When, where, by whom?

We wonder in amazement at this chart's assumption of a "No Build" scenario. Without doing any traffic studies, the city claims there won't be any significant changes to the

congestion on Braddock Rd. They stated it's an *assumption* based on a "no-build" scenario – *simply outrageous!*

In the 29 years we've lived in our home, north Old Town has had an explosion of large developments and has several more very large projects on the books, including the power plant. And how about the Landmark redevelopment on the west end? I dare anyone in City Hall try to tell us we aren't impacted by all these developments!

Braddock Rd is one of the major east/west corridors in the city, as well as an emergency route, and the traffic is only getting worse. We find it incredible that it has been called a "minor arterial roadway" by the city (p.36). As the deputy fire marshal stated in his letter Docket #9 p. 205

> "Please understand that our concerns are magnified on this project because the area of Braddock Road in question is the primary route of travel for emergency vehicles entering and exiting the north end of Old Town. It is heavily travelled by our units and needs to always be as passable as possible."

All these factors add up to significantly less accessibility to our driveways, the basis for the city's argument to remove the street parking on Braddock Road.

<u>Let's Talk Accessibility to Our Homes</u>

We have been warned about making this *personal* but it's impossible not to. Like most middle-class families, our home is our single largest asset. My family and my neighbors are going to be significantly harmed by this proposal.

In addition to the Safety and Traffic concerns already discussed, by proposing to install protected bike lanes in front of our homes, the city is effectively removing access to our homes for all the normal activities afforded the vast majority of homeowners throughout the city. We will not be able to have contractors, service providers, deliveries, remodeling or repair companies, roofers, movers, landscapers, healthcare providers, car ride services, or anything else you can think of that one encounters in the normal course of daily living activities. Even in the densest parts of our city with extremely limited street parking, including Del Ray, and more notably, Old Town, if you need to have direct access to your home, say for a remodeling contractor or moving vans, you can go to City Hall and request No Parking postings so you can have available parking on the dates needed.

When we asked city staff about all these concerns, the flippant response we got was "they can park on the side streets." I'm not an attorney, but in effect, this could be construed as an eminent domain taking. The city is proposing to severely limit access to and use of our homes in every normal sense for daily use.

Conclusion

As stated at the beginning of our letter, we support improvements to the area of E. Braddock Road between Mt. Vernon Ave. and N. West St. as a well-documented area in need of safety improvements.

On the other hand, with no documented pedestrian or bike incidents from 2017-2025 (Vision Zero webpage) on the stretch of Braddock Rd from Russell Rd to Mt. Vernon Ave., and only 6 minor vehicular incidents in the same period, we believe the city has not proven the need for the proposed dramatic changes to parking and turn lanes in this section of Braddock Road. The harm to residents and churches significantly outweighs any hypothetical "safety" improvements.

We request that the TPB:

1) accept the recommendations except the removal of parking and the removal of turn lanes on Braddock Rd & side streets between Russell Rd & Mt. Vernon Ave.,
2) require Shared Bike Lane markings be applied on the street and Shared Bike Lane signage be added on Braddock Road where there is none currently,
3) reinstate the crosswalk at E Braddock Rd & E Spring St., and
4) consider reducing the speed limit on Braddock Rd from Russell Rd to N. West Street to 20 MPH.

We welcome any visitors to our home during the peak rush hours and during church events to witness first-hand the environment we currently live in and to thoughtfully consider the impacts of the proposed changes on Braddock Road.

Sincerely,

Margaret & Laurent Janowsky
106 W. Braddock Rd

Gmail

Margaret Janowsky <margarettjanowsky@gmail.com>

Braddock Road Update

Hillary Orr <Hillary.Orr@alexandriava.gov> Tue, Feb 10, 2026 at 3:49 PM
To: "margarettjanowsky@gmail.com" <margarettjanowsky@gmail.com>
Cc: Emily Baker <Emily.Baker@alexandriava.gov>, Jim Parajon <jim.parajon@alexandriava.gov>, "CouncilComment@alexandriava.gov" <CouncilComment@alexandriava.gov>, Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>

Dear Ms. and Mr. Janowsky,

Thank you for sharing your concerns regarding the proposal for W. Braddock Road. We recognize that changes to street design can feel personal for residents who live along the corridor, and we understand that not everyone will agree with the recommendation being advanced.

I do need to address your characterization of our staff member directly. She is an experienced and highly respected professional who approaches her work with diligence, integrity, and genuine care for the Alexandria community. Over the course of this project, she has invested significant time reviewing data, evaluating multiple alternatives, meeting with residents, and ensuring that all perspectives were heard and documented. She is thoughtful in her analysis, measured in her communication, and deeply committed to advancing solutions that balance safety, mobility, and neighborhood needs, and it is important to recognize the professionalism and good faith with which City staff carry out their responsibilities. While disagreement with a recommendation is entirely appropriate and expected in a public process, personal attacks directed at public servants who are doing their jobs are not appropriate, do not reflect the standards of respectful civic engagement that our community strives to uphold, and undermine constructive civic dialogue.

Throughout this project, staff conducted outreach, reviewed public input, analyzed safety and operational data, and evaluated multiple alternatives. Not all suggestions result in changes to a proposal; however, input is considered alongside safety requirements, emergency access needs, operational constraints, and adopted City policies. The recommendation before the Traffic & Parking Board reflects that comprehensive review.

The appropriate venue for further comment is the public hearing before the Traffic & Parking Board, and we encourage you to participate if you wish to share your views, but your written correspondence will also be included in the published docket and become part of the public record for the Board's consideration.

City staff will continue to carry out their responsibilities professionally and in accordance with adopted policy and safety standards.

- Hillary

Hillary Orr *(she/her)*

Deputy Director, Transportation

City of Alexandria

Department of Transportation & Environmental Services

(O) 703.746.4017 | (C) 703.229.2593

AlexandriaVA.gov

From: Margaret Janowsky <margarettjanowsky@gmail.com>
Sent: Tuesday, February 10, 2026 9:46 AM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Cc: TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>; james.parajon@alexandriava.com; councilcomment@alexandriava.com
Subject: Re: Braddock Road Update

You don't often get email from margarettjanowsky@gmail.com. Learn why this is important

Braddock Road Update

Margaret Janowsky <margarettjanowsky@gmail.com> Tue, Feb 10, 2026 at 8:02 PM
To: Hillary Orr <Hillary.Orr@alexandriava.gov>
Cc: Emily Baker <Emily.Baker@alexandriava.gov>, Jim Parajon <jim.parajon@alexandriava.gov>, "CouncilComment@alexandriava.gov" <CouncilComment@alexandriava.gov>, Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Bcc: Dana Lawhorne <danalawhorne@verizon.net>, Rob Hargis <robhargis2@gmail.com>

Ms. Orr,
I expect nothing less from you but to support your employee. However, as you were not present at any of the in-person meetings with Alex, you can't honestly know how she treated residents. We're not sure you could find one individual who believes she has shown the least bit of respect to us as we present our positions. As stated in our letter, her appearance at our home was clearly perfunctory - I'd be curious to know what notes she took away from our meeting as there were a lot of good suggestions. Your defense of the proposed recommendation is obvious - she is your employee and therefore, you greenlighted this recommendation. Your statement "She is thoughtful in her analysis, *measured in her communication*, and deeply committed to *advancing solutions that balance safety, mobility, and **neighborhood needs"*** is quite honestly outrageous.

1. The "analysis" is based on little to no data suggesting that there are any safety concerns in the stretch of Braddock Rd from Russell Rd to Mt. Vernon Ave. In fact, based on accident data on the city's website, the current Shared Road configuration works so well that there has not been a single bicycle accident between those two points since at least 2017. Additionally, there were only 9 car accidents in the 0.6 miles between Mt. Vernon Avenue and Russell Road in the 9 years 2017 to 2025, and it is the least dangerous stretch of the 3.75 miles of Braddock Road between West Street and Beauregard. This compares to the 12 car accidents in the 900ft. from Mt. Vernon Ave. to Braddock Metro/West St. identified as a “safety priority” by the Virginia Department of Transportation (VDOT).
2. Alex not only spoke disrespectfully to me at my home, she summarily dismissed anyone else who had an alternative idea to this "worst-case" scenario for the W. Braddock Rd residents. She clearly had no interest in either "listening" or "hearing" anything we had to say. And several participants in the call last Thursday that Alex held with the DRCA Traffic Calming Committee stated that she "yelled" at them. I am happy to get you in touch with those individuals so you may get first-hand accounts.
3. But the last part of your statement takes the cake:
   "safety" - see #1, there is no safety issue that needs solving - this is a solution looking for a problem;
   "mobility" - we have found no impact studies to suggest that this proposal improves mobility. I work from home and see the traffic stack at the light at W Braddock and Russell Rds daily, so much so that if I am trying to turn into my driveway during these times, I generally choose to park across Braddock so as not to slow down traffic while waiting to get into my driveway. The proposal to eliminate left turn lanes on Braddock Rd in both directions will cause even longer stacks and traffic in our neighborhood. Not only that, I witness on nearly a daily basis cars travelling east (down the hill) on Braddock running the light. The longer wait times will only encourage more of this behavior;
   "neighborhood needs" have not been delineated by the city but the neighborhood has spoken very clearly with the Rosemont Citizen Association votes in December and January overwhelmingly voting to oppose the recommendation to eliminate parking in favor of protected bike lanes on Braddock Rd between Russell Rd and Mt. Vernon Ave. This should come as no surprise as the city's own resident surveys could have pre-informed you that this would be the case. According to the *2023 Transportation Survey*, **80% of residents** effectively never use a bike, while **75% of residents** rely on a private vehicle on a **weekly or daily** basis AND **50% of residents** explicitly stated, *"I do not want to use a bicycle as a means of transportation"*. Additionally, in the *2024 Resident Survey*, residents ranked **"Ease of travel by car"** and **"Safety while driving"** as top transportation priorities.

I am more than happy for you to include my email communications in the package to the Traffic & Parking Board as am happy to continue to share my thoughts with everyone in city hall that might listen.

Margaret Janowsky

[Quoted text hidden]

From: Margaret Janowsky
To: Alexandria Carroll
Cc: TES-Traffic and Parking Board; james.parajon@alexandriava.com; councilcomment@alexandriava.com
Subject: Re: Braddock Road Update
Date: Tuesday, February 10, 2026 9:46:40 AM

You don't often get email from margarettjanowsky@gmail.com. Learn why this is important

Alex,
We see you didn't actually consider ANY input from the residents of Braddock Rd. We see you don't care about anything the residents have to say.

You have changed nothing in the proposal since the beginning of our so-called "community engagement" in mid-September except for some obtuse proposals for traffic pattern changes at our lights on W. Braddock at Russell Rd and Commonwealth Ave. You are self-righteous and rude to the citizens of the City. Your attendance at our home for a so-called "listening session" was a perfunctory and performative appearance to just check us off your list of requirements. You made it abundantly clear that you had no interest in anything our community had to say. And, to make it even more apparent, you have skewed what little "data" you have to "support" your desired outcome. Is that what you've been doing for the past 5 months??

As ***punishment*** for us speaking out, you have chosen to propose to the Parking & Traffic Board the most disruptive option of those considered, the removal of parking on both sides of W. Braddock Rd AND the installation of stanchions. This is, in fact, the most dangerous of any scenario as delivery trucks, work vehicles, moving vans, etc. will stop in the middle of the busy traffic lanes, causing traffic back-ups and perhaps impeding emergency vehicles along our Emergency Route. And, it is quite clear you don't care at all about the four churches, their congregations or the community at-large who use the spaces for community gatherings. IN SUMMARY, you just don't care - period.

You are an embarrassment to the City of Alexandria the way you talk, or more accurately, shout, at residents and I will be sure to share our opinion with the City Manager and City Council. Apparently, the Parking & Traffic Board are your cheerleaders so they are a useless contact for frustrated Alexandria residents.

Disgustedly,
Margaret & Laurent Janowsky, 106 W. Braddock Rd.

On Fri, Feb 6, 2026 at 1:29 PM Alexandria Carroll <Alexandria.Carroll@alexandriava.gov> wrote:

> Braddock Road Project Stakeholders,
>
> Here is an update on the City of Alexandria's Braddock Road Corridor Improvements Project: https://www.alexandriava.gov/news-tes/2026-02-06/city-recommends-preferred-concept-design-for-braddock-road-corridor
>
> The City's Traffic & Parking Board will consider the recommended concept design for the project

at its **February 23** public hearing. This recommendation was developed based on extensive community input, data analysis, and industry best practices.

I deeply appreciate all of your engagement in the project thus far. If you would like to participate in the public hearing, here's how:

- Email your comments trafficandparkingboard@alexandriava.gov no later than *noon on February 23*
- Attend the public hearing via Zoom and speak during the public comment period for this item
- Attend the public hearing in person and sign up to speak during the public comment period for this item
    - Location: City Council Chambers, Room 1305 at the Del Pepper Community Resource Center, 4850 Mark Center Drive, Alexandria, VA

Additional information is available on the project webpage.

Thank you again.

Alex Carroll, AICP (she/her)

Complete Streets Program Manager

City of Alexandria, Virginia

Department of Transportation & Environmental Services

alexandriava.gov

From: mmacva@aol.com
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Opposition to Protected Bike Lanes and Parking Removal on E. Braddock Road and Commonwealth Avenue
Date: Monday, February 23, 2026 11:08:41 AM

You don't often get email from mmacva@aol.com. Learn why this is important

Dear Members of the Alexandria Traffic and Zoning Board,

I am writing to formally **oppose the installation of protected and/or dedicated bicycle lanes** on **East Braddock Road between Commonwealth Avenue and Mount Vernon Avenue**, as well as on **Commonwealth Avenue between Braddock Road and Spring Street**. I also **oppose the removal of existing curb parking** on either side of East Braddock Road within this corridor.

I **support the existing Shared Road bicycle facility** on East Braddock Road, which aligns with the City's **Transportation Master Plan (TMP)** objectives by accommodating multimodal use while preserving corridor functionality, access, and safety.

My position is based on the following TMP-aligned considerations:

1. Corridor Classification and Function
East Braddock Road functions as a **primary east–west arterial** serving emergency response, transit, local access, and neighborhood connectivity. TMP guidance emphasizes that facility selection should reflect corridor context and operational role. Introducing protected bike lanes on this segment would compromise arterial performance by reducing curb access and operational flexibility without demonstrated necessity.

2. Safety Performance and Data-Driven Need
TMP policy prioritizes investments where data demonstrates safety deficiencies. City data shows **zero reported bicycle crashes on East Braddock Road between 2017 and 2025** under the existing shared-lane configuration. Absent a documented crash pattern or safety issue, the proposed facility does not meet a data-driven threshold for intervention.

3. Multimodal Balance and Level of Service
The TMP supports multimodal accommodation but does not prioritize one mode at the expense of others where impacts are disproportionate. Removal of curb parking would negatively affect **residential access, passenger loading, deliveries, and institutional uses**, degrading overall corridor level of service for non-cyclist users while yielding limited modal shift benefit.

4. ADA and Universal Accessibility
TMP and Complete Streets principles require preservation of **accessible routes and ADA-compliant access**. Along this corridor, particularly at **Good Shepherd**

Lutheran Church, the only ADA-accessible entrance and associated accessible parking are located on Braddock Road. Removal of curb parking would materially reduce accessibility and conflict with universal design objectives.

5. Emergency Operations and Network Reliability
East Braddock Road is a **designated emergency response and snow emergency route**. TMP policy recognizes the importance of maintaining network reliability and emergency operations. Protected bike lane infrastructure, including flex posts or physical barriers, would constrain curb clearance, reduce maneuverability, and complicate emergency response and snow removal operations.

6. Equity and Residential Impacts
Several properties along this corridor lack off-street parking. TMP equity principles require consideration of disproportionate impacts. Eliminating curb parking would impose undue burden on residents—particularly seniors and families—by increasing walking distances and reducing personal safety and accessibility.

7. Alternative Network Opportunities
TMP implementation encourages context-sensitive routing. Lower-volume parallel streets such as **Glendale Avenue and Oak Street** already serve bicycle travel and may better support enhanced bicycle facilities without undermining arterial corridor function.

The proposed protected bike lanes and parking removal are **inconsistent with TMP principles of context sensitivity, data-driven decision-making, emergency access, ADA compliance, and balanced multimodal performance**.

The existing Shared Road configuration appropriately serves all users and should be retained.

Further, a bit of experience from the real-world use of this corridor. On Wednesday, February 18, I left my residence at 1403 Russell Road at 5:22 pm to travel to the US Post Office on Wythe Street, a drive that should take 10 minutes at the speed noted. As you can see from the attached, the moment I turned from Commonwealth onto Braddock, I was in fully stopped traffic. I arrived at my destination at 5:56 pm, 34 minutes later. Imagine this now repeated every day with the proposed changes. It does not seem efficient or safe for our residents.

I respectfully request that the Board **reject protected or dedicated bike lanes on the identified segments**, preserve curb parking on East Braddock Road, and maintain the current shared-lane approach consistent with the TMP.

Thank you for your consideration.

Respectfully,
Marianne McInerney

1403 Russell Rd
Alexandria VA 22301

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From: Marlane Wurzbach
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Save Braddock Road!!
Date: Thursday, February 12, 2026 11:47:48 AM

[You don't often get email from mkwurzbach@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

PLEASE vote no on the ill-conceived Braddock Road bike lane project. The roads aren't wide enough for bike lanes AND the neighborhood parking so many of us depend on.

Thank you!

_____
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From: marsha wallace
To: Hillary Orr
Cc: CouncilComment@alexandriava.gov; TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Rd Proposed
Date: Thursday, February 19, 2026 10:40:21 PM

You don't often get email from ecresqr@gmail.com. Learn why this is important

I have been a resident of Rosemont since 1984 and have seen all kinds of changes, both good and bad, I love living here and have no plans to leave. However, the proposal to have bike lanes on both sides of Braddock Road will cause more inconvenience and anger, and increase the likelihood of accidents.

Trying to get anywhere after 3:00 p.m. in this neighborhood is always dodgy. Streets get backed up for blocks. Intersections get blocked by cars that are stopped before they are able to move forward.

Besides heavy residential taxes, we also have to pay for parking stickers and pay property tax on our cars, and now people won't be able to park in front of/close to their homes? Convenience like this is one of the reasons this neighborhood is so desirable.

I'm a senior citizen and have had numerous injuries and health problems and required home health aides. That would be a big problem if they couldn't park in front of my house. I worry what's going to happen to my neighbors if they're forced to park far away from their homes.

I am all for clean air and fewer cars on the road, but these bike lanes will not accomplish that. People who need their cars need their cars. I am way past my bicycling years, and there are many errands you cannot do on a bike or in inclement weather. I seldom see more than one bike at a time on Braddock Road between Mount Vernon and Russell. Bike Lanes will help very few people and inconvenience tons more.

Moreover, the loss of turning lanes makes no sense to me. Why back up traffic any more than it is? Have you seen what it looks like on Russell Road during rush hour? I don't believe the city has shown the benefit of such changes.

I hope the voice of the people will be heard. In fact I truly wonder if the preferences gleaned from the survey are being served by the proposals, or does the city truly not care what people think?

Marsha Wallace MD
607 Wayne St,
Alexandria, VA 22301

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From: Mary & Phillip Battey
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road corridor
Date: Monday, February 23, 2026 9:38:01 AM

[You don't often get email from mgbandjpb@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

To Whom It May Concern:

We oppose the proposed bike lane project on Braddock Road.

Sincerely,
Mary & J. Phillip Battey
101 West Alexandria Avenue
Alexandria, VA 22301

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From: Mary Daly
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock bike lines
Date: Tuesday, February 10, 2026 7:34:00 PM

You don't often get email from dalymandc@yahoo.com. Learn why this is important

Bad news: The City's proposal for bike lanes on Braddock does not take into account the many and varied needs of its citizens. No doubt the planners meant well - but wow.

Good news: There are better ways to protect cyclists. Residents of Rosemont and Del Ray widely share the goal of helping cyclists -- but not with the plan the city favors.

-- Don't make getting out of Rosemont and Del Ray even harder. Braddock, Commonwealth and Russel are already crazy slow for hours in the afternoon and there is no alternative route or bus for anyone needing to see a doctor, volunteer, grocery shop or dine.
-- Don't take away parking from Braddock residents and churches -- it's unconscionable. The City employee actually said that parking on Braddock was a "preference" moments after she said that you couldn't ask a cyclist to detour to a quieter street. Ponder that. A senior citizen or family's need to park near their house is less important than a cyclist not being asked to take a detour of a few seconds?

Proposal: A neighbor with a family of cyclists is proposing an alternative. Please look at it. She feels Braddock will never be safe for children, even with the proposed protected lanes. A better solution is to put the cycling traffic on quieter streets. Try it out. See how it works. Give it a chance.

We want to help cyclists. In fact, most of us cycle as well as drive. Please give us a sensible plan, sensitive to all citizens. The City's proposal does not comport to the reality and needs of your citizens but rather seems like something one grabbed from a utopian text about a car free world. We walk, we cycle, we drive -- by necessity.

Thank you for your consideration.

Mary Daly

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From: John Embrey
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Improvement Project
Date: Monday, February 16, 2026 6:46:03 AM

[You don't often get email from va.embreys@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Hello,

I am writing to voice my concern and lack of support forthe planned “improvements” that will add to the congestion of our city, and in particular, this stretch of road in Del Ray. The statistics of traffic safety don’t support this change and will certainly cause problems for residents. Additionally, and equally as concerning, are future blood drives that may not be able to take place because of the lack of street parking for the blood mobile.

I have little hope or belief the city and the powers that be will take into account and listen to the voice of its citizens who DO NOT WANT THIS CHANGE TO OUR STREETS, but nevertheless am voicing my concern.

Sincerely,
Mary Embrey

Sent from my iPhone

_____
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From: MARYKAY WALLK
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Rosemont Resident
Date: Thursday, February 19, 2026 7:28:32 AM

You don't often get email from bbmkw@comcast.net. Learn why this is important

Hi,

I've lived and owned my home in Rosemont for 28 years. I want you to know that I am a supporter of the Braddock Road bike lanes and the Rosemont Citizen's Association does not speak for me. Riding a bike can be dangerous and I know of many bike commuters in my neighborhood who would agree.

Thank you,
Marykay Wallk
24. W. Chapman Street

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From: Matt Arnold
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support Item 9 - Staff Recommendation on Braddock Road
Date: Monday, February 23, 2026 9:07:48 AM

[You don't often get email from matt@mattarnold.org. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

I strongly encourage the board to support item 9, the staff recommendation for Braddock Road. As a Potomac Yard resident, I frequently use the adjacent trail to access Braddock Road Metro station on my bike, and the two way bike lane staff proposes would make that much easier and safer (currently I either have to use the sidewalk that is typically congested with pedestrian traffic or cross Braddock Road twice).
Additionally, the benefits of wholistic and protected bicycling infrastructure far outweighs any down side of reduced street parking on Braddock Road. The best way to reduce traffic is to get people out of cars and into more efficient modes of transit like walking or biking. And those who choose better transportation deserve safe and effective streets as much as any other road user.

Thank you,
Matt Arnold

_____
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From: matthewthomasblake@everyactioncustom.com on behalf of Matt Blake
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Trail Access and Corridor Improvements
Date: Monday, February 23, 2026 11:53:31 AM

[You don't often get email from matthewthomasblake@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear Board Members,

I write to express my support for the staff recommended design concept for the Braddock Road Trail Access and Corridor Improvements Project. The recommendations will provide the best biking and walking improvements for the corridor making Braddock Road safer for all users - people walking, biking, taking transit, and driving. Making this corridor safer and better connected improves access to the Braddock Road Metro, area trails, schools and other places in the community.

I write to you with a plea to employ common sense in decision making that affects us all. I routinely park on Braddock road as part of my daily work activities. Removal of parking will hinder my work as well as hinder the work of any vendor servicing any of the homes on this stretch. I have lived in Alexandria since 1979 and know the traffic patterns extremely well.

I also live one house off Mt Vernon at Luray and see the daily backups created by cut through traffic trying to take that left to get to the Beltway. Elimination of dedicated turn lanes will exacerbate the problem and introduce hazards not there now.

Please do not do this. Literally no one uses the bike lanes and we all know it.

This project is a chance to fix the dangerous conditions existing today and provide a more connected and safe corridor for everyone. I ask that you vote in favor of staff's recommended design and advance the safest set of options for Braddock Road.

Sincerely,
Matt Blake
407 E Luray Ave Alexandria, VA 22301-1603
matthewthomasblake@gmail.com

_____
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From: Matthew Estabrook
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Opposition to Braddock Road plan
Date: Monday, February 23, 2026 11:59:03 AM

You don't often get email from estabrook@mac.com. Learn why this is important

I am writing to oppose the Braddock Road plan

If this plan is approved, we will lose over 100 street parking spaces on Braddock, Commonwealth and Spring, including for the three churches along this route and families with NO OFF-STREET PARKING. This is simply too much to ask of our elderly neighbors and those with small children.

2) Keep the intersections of Braddock/Commonwealth and Braddock/Russell as-is. If this plan is approved, they will be reduced to single lanes creating more congestion, more backups on the crossroads and an increase in volume beyond what these roads - and the side streets that will inevitably face traffic run-off - can handle safely.

3) Allow emergency vehicles to use this emergency route as it was intended. If this plan is approved, there will only be SINGLE LANES in every direction at the intersections of Braddock/Commonwealth and Braddock/Russell and nowhere for cars to pull over, thus greatly delaying emergency services for those who need them most. This shrinking of the intersections will also delay Dash busses and the ACPS school busses that are already so often late getting kids to school even with two lanes.

4) Comply with the American with Disabilities Act (ADA). This project purports to advance the goals of the Alexandria Mobility Plan (2021), which establishes that all bus stops must be fully accessible per the ADA. Unfortunately, if this plan is approved, access to the three churches on Braddock Road that have no (or very little) off-street parking will be gravely compromised. This includes the elimination of the handicapped spaces in front of the Lutheran Church with the only direct access to the ADA compliant ramp on the Braddock Road side. Further, the Alexandria Mobility Plan establishes that all bus stops must be fully accessible per the ADA, yet there are no reconfigurations in the proposal related to the many bus stops along Braddock Road that would bring them into compliance.

5) Keep Cyclist Safety in Mind. Far from being a "mobility plan," this proposal will make driving in our community nearly impossible. Accidents will increase ten-fold when cars not only have to back out of their driveways into oncoming traffic but also wade through the "flex posts" that will surround any protected bike lanes that are installed. Visibility is already a challenge for those of us who live on Braddock Road. If this plan is approved, it will further diminish, putting everyone at risk.

Sincerely,
Matthew Estabrook

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From: Matthew Underwood
To: TES-Traffic and Parking Board
Cc: Alyia Gaskins; Sarah Bagley; John Chapman; Canek Aguirre; Abdel Elnoubi; jacina.greene@alexandriava.gov
Subject: [EXTERNAL]Comment on Braddock Road Corridor Improvements Project
Date: Monday, February 23, 2026 2:17:16 PM

You don't often get email from matthewcarlunderwood@gmail.com. Learn why this is important

Dear Members of the Traffic and Parking Board,

I'm writing as an Alexandria resident, Rosemont homeowner, car owner, parent of GW Middle School students, and daily bike commuter to urge you to continue to support common-sense improvements to the Braddock Rd corridor that prioritize pedestrian and bicyclist safety, especially that of school-age children.

In addition to improving vehicular traffic flow, this project promises to greatly improve pedestrian and bicyclist safety without imposing an undue burden on drivers and car owners. Reducing the percentage of a public good like street space currently allocated for the storage of private property (i.e. cars) is a small price to pay when the benefits can be measured in injuries reduced and lives saved.

While opponents of this project claim they fear a reduction in property values, I'd argue the opposite is more likely to be true. I chose to purchase a home in Rosemont precisely because of its proximity to public transit and the region's integrated bicycle path infrastructure. As a daily bike commuter to Arlington, however, I ride each day with a feeling of civic jealousy when I see how much more developed Arlington's bike infrastructure is than Alexandria's. Making our neighborhood safer and more bike friendly will only help make the city more attractive to potential homebuyers, raising our property values, not lowering them.

Like many of my neighbors, I have public street parking in front of my home. I also have a driveway and a garage where I can store my car when required. I would gladly give up the portion of the street out front allocated to car storage to a project that improved the safety of the children who pass my house twice daily on their way to and from school. Please put the bike lanes in on West Chapman St next!

With thanks for your service to our city,

Sincerely,

Matthew Underwood
22A W Chapman St

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From: Megan Van Etten
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Opposed to removal of parking in Section 1 of the Braddock Road Improvement Project
Date: Monday, February 23, 2026 8:59:23 AM

You don't often get email from meganvanetten@gmail.com. Learn why this is important

Good morning,
I attend Good Shepherd Lutheran Church, located on the corner of Braddock Road and W. Lurray Ave. I am opposed the removal of parking in Section 1 of the Braddock Road Improvement Project. Parking on Braddock Road (between Russell Road and Commonwealth Ave) is important for me and my 2 young daughters to be able to attend worship services and community events at the church. I also oppose relocating of the current handicap space on Braddock (25 ft from the entrance) to Luray and Hancock Ave (150 ft to the entrance), so that all in our church and community can access the building easily.

Many thanks for your attention to this matter.

Megan Van Etten

--
Megan Van Etten
202-699-1809

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From: Melanie Davis
To: TES-Traffic and Parking Board; Alyia Gaskins; Abdel Elnoubi; Jacinta Greene; Sarah Bagley; John Chapman; Canek Aguirre; CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Opposition to he removal of 97 parking spaces on Braddock Road and Commonwealth Avenue,
Date: Monday, February 23, 2026 9:06:19 AM

You don't often get email from mdavis22305@gmail.com. Learn why this is important

I am writing to express my opposition to the removal of 97 parking spaces on Braddock Road and Commonwealth Avenue, the removal of 8 right or left turn lanes on Braddock Road, and the lack of safety data showing that protected bike lanes are advisable on this stretch of Braddock Road, and the negative impact the proposal will have on the people who live in the neighborhood and the churches that rely on those parking spaces is significant. Traffic will be worse. Emergency vehicles will have trouble crossing the city. Our community and livability will be impacted.

In addition, I feel like you are ignoring the elderly, along with people with disabilities when you are moving their parking spaces further away from the building. Lastly, I feel that the personal interest of a city managing employee, who is a cyclist enthusiast, gives personal influence over the city's determination of bike lanes while sacrificing the common good for every citizen in Alexandria.

The city's far reaching impact of messing with roads necessarily needs to STOP. The Traffic Circle in Warwick village is a prime example of overreaching unnecessary traffic calming measures.

I hope you take our opinions and listen to them. As this is everyone['s city, not just the biker's city.

Sincerely.

Melanie Davis

2719 Sycamore Street

Alexandria, VA 22305\

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February 13, 2026

Dear Chair Tucker and Members of the Traffic and Parking Board,

I'm writing to you today **in support of Staff's final recommended plan** for major safety improvements to the section of East Braddock Road between Russell Road in the west to where it ends at West Street in the east. This section of road is a gap in the bike lane network that can connect families like mine safely to several other parts of town without having to ride with cars. It is also adjacent to a Metro Station, a middle school, an elementary school, a convenience store, and several restaurants, and as such handles hundreds if not thousands of pedestrians walking to and from these destinations each day.

I live on Madison near West, and I **ride** my son to school at Naomi Brooks Elementary, crossing under the railroad tracks, he on the back of my cargo bike. There are few bike facilities between where we live and where he goes to school, nothing protected or even buffered, and nothing continuous that he could rely on as a small young rider. When he bikes to school on his own bike with the new Brooks Bike Bus on Fridays, we have to ride where people walk: along the front of the Metro station slowly between and around folks walking to the trains, crossing four lanes of traffic at Braddock at the rapid flashing beacon, meeting up with other families at Colecroft Apartments, and then taking the narrow sidewalk on the south side underneath the tracks to avoid as many pedestrians as possible. We weave through the Yates parking lot (because it's less hazardous than turning left from Braddock onto Mt. Vernon) and from there onto Oak, finally a small and slow neighborhood street.

My family also **walks** these stretches, alongside many others on foot every day. We walk to Spill the Tea, Dos Amigos, Lena's, Grape+Bean, and as far as Del Ray along Mt. Vernon Ave. The pedestrian crossings are a confusing mess. We use the Potomac Yard trail to practice bike skills and get to the splash pad, but when we have connect to it, we ride or walk our bikes on the north sidewalk under the tracks, competing for a narrow, cramped space.

We also **drive** this stretch of Braddock Road. We travel to day camps and summer camps near King, Quaker, and Braddock, and farther up King still to access day camps for out of school time. Changes here that force cars to move more slowly will affect us, too, and we are ok with that tradeoff.

And that is the crux of the matter, isn't it? Families in the community who use this road travel by **car, foot, bus, bike, scooter, skateboard, and more**. It's the city's responsibility to look objectively at how the street can best contribute **to safety and our commitment to Vision Zero**. Many people travel on foot along this corridor every day, middle school kids

unload from DASH in large groups to get to George Washington Middle School in the mornings, stopping at 7-11 for snacks along the way. And yet **Braddock near Metro continues to have one of the most dangerous street designs** – two lanes for cars in each direction and multiple uncontrolled pedestrian crossings. This design creates the danger than one car stops but the second car doesn't see why they are stopping and continues through the crosswalk without slowing down. My family and I have had several such close calls, and I squeeze my son's hand and my dog's leash each time we cross.

The Washington Post recently published an investigative piece that hit home. The author wrote, "*Vision Zero's failures in more than two dozen cities fit a predictable pattern, according to the Post analysis and interviews with experts in traffic safety. Motorists are hostile to measures that slow traffic and favor pedestrians. Local leaders give token or tepid support. Spending on pedestrian-friendly improvements is not prioritized. The US government, meanwhile, never backed up its pledge with federal action or significant funds.*" ("America's plan to protect pedestrians failed. A young women's death reveals why." December 4, 2025.)

Please do not let Alexandria fall into that trap. We are making progress! We must continue to research, design, approve, and build changes that make our roads safer for all users. If a trade-off is slower car travel, that is great for safety, too! If a trade-off is people will walk farther to get to their cars parked on side streets, it's **totally worth it** to connect our community better and keep people safe. We can always build more time into our daily routines for these minor inconveniences. We can't take back what's lost when a crash kills or seriously injures someone we love.

Please support staff's recommendation for a continuous bike facility on Braddock Road that completes this critical network connection, support the reduction in car lanes under the railroad tracks to make safer space for my family and others who are biking and walking, and support safer crossings for us all walking from one side of Braddock to the other.

Sincerely,

Melissa McMahon
1237 Madison Street
Alexandria, VA

From: meredith.k.815@everyactioncustom.com on behalf of Meredith Karbowsky
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Trail Access and Corridor Improvements
Date: Monday, February 16, 2026 12:40:32 PM

[You don't often get email from meredith.k.815@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear Board Members,

I write to express my support for the staff recommended design concept for the Braddock Road Trail Access and Corridor Improvements Project. The recommendations will provide the best biking and walking improvements for the corridor making Braddock Road safer for all users - people walking, biking, taking transit, and driving. Making this corridor safer and better connected improves access to the Braddock Road Metro, area trails, schools and other places in the community.

The removal of on-street parking lanes is justified given they are very underutilized and doing so makes room for the needed safety enhancements and rightly prioritizes the safety for everyone traveling the corridor.

These improvements support Alexandria's Mobility Plan and Vision Zero Action Plan.

This project is a chance to fix the dangerous conditions existing today and provide a more connected and safe corridor for everyone. I ask that you vote in favor of staff's recommended design and advance the safest set of options for Braddock Road.

Sincerely,
Meredith Karbowsky
751 Thornton Way Apt 140 Alexandria, VA 22314-4420
meredith.k.815@gmail.com

_____
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From: Meta Viers
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Opposition to Braddock Road Improvement Plan
Date: Sunday, February 22, 2026 10:37:46 AM

You don't often get email from meta.viers@gmail.com. Learn why this is important

Hello,

I'm writing regarding the Braddock Road Improvement Plan. I understand that the plan is expected to be approved or disapproved Monday. As a longtime resident of Alexandria and frequent visitor to the Braddock/Commonwealth and Braddock/Russell areas, I strongly opposed the plan in its current state.

While overall I'm a supporter of providing more biking accessibility in our area, I do not believe it should come at the cost of daily accessibility for families who live in the area. Currently, parking on Braddock is already difficult. Many families with homes have maybe one space to part in and part on the street for their second vehicle. Taking away those spaces on Braddock forces them to go many blocks over to park. This creates a problem for both young families and older ones in getting back and forth to their homes.

Several residents on Braddock who have the privilege of having off-street parking have also voiced to me over the years how difficult it is to already leave their residences' especially at certain times of the day. I believe this plan would only exacerbate that current issue. We should be making it easier for people to live, work, play and connect across different areas of our city not make it more difficult. This would certainly force these neighbors to add more time onto each trip and have them have to be extremely more cautious backing out of their driveways - if they have them - to avoid striking cyclists.

Traveling through the area I have also seen how ambulances, fire trucks and other emergency vehicles navigate the traffic there. I cannot fathom how with this plan anything would improve for them in making it to their destination. Given what I've seen happen on Seminary Road and other areas, the traffic volume will increase, causing a slowdown of emergency vehicles in getting through. Often I think I would not want it to be my loved one on the ambulance slowed down an extra 3 minutes because the vehicle can't get around one to two lanes of traffic. Any emergency personnel can tell you that 3 minutes can make a big difference between life and death in many cases.

I would encourage the city to pass on the current plan and instead continue to study the area over the next year and work with the citizens in the most accident-prone section to identify better traffic solutions. We still have time to make smarter, greener, safer choices in the area. There's no need to rush.

Thank you for your time and consideration.

Sincerely,
Meta Viers

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From: Michael Griffith
To: TES-Traffic and Parking Board; Alexandria Carroll
Subject: [EXTERNAL]The Braddock Road Trail Access and Corridor Improvements project
Date: Wednesday, February 18, 2026 6:30:16 PM

You don't often get email from michaelsgriff@yahoo.com. Learn why this is important

Dear Traffic and Parking Board - I support the goals of the Braddock Road Trail Access and Corridor Improvements project to enhance safety and accessibility for all roadway users along Braddock Road between Russell Road and North West Street. How to achieve these goals can be challenging with all of the factors that need be considered.

I have worked my entire career in highway safety and fully support projects with safety as the priority goal especially for vulnerable road users (pedestrians and bicylists).

I have some questions.

Design option 4B (Braddock and Russell) - It's indicated 10 seconds of delay per cycle is expected. Is this the expected delay during pm peak period? I'm concerned if there's too much delay that drivers will become aggressive.

Design 5A (Braddock and Commonwealth)- Again, it's indicated 10 seconds of delay per cycle is expected. Is this the expected delay during pm peak period? Again, I'm concerned if there's too much delay that drivers will become aggressive.

Parking Spaces - I see how many feet of parking is being proposed to stay. How many on-street spaces does this represent? How many residents on a typical day will need to find parking off of Braddock Rd. or on Braddock Road but more than 200 to 300 feet away from their home? I recognize this is hard information to collect. I'm concerned about individuals with limited mobility having to walk too far.

Answers to these questions will help me better understand what the parking and traffic impacts would be and how they will affect certain "quality of life" aspects along the corridor.

Some comments:

Exclusive pedestrian phase - I wholeheartedly support this safety countermeasure.

Bike lanes - I'm certainly supportive of the bike lanes as an avid cyclist (with the hope of attracting more cyclists especially children to and from school and other places) but I would like to get answers to the questions I raised about traffic and parking. I'm wondering if shared travel lane/sharrows may be needed in certain sections to maintain more of the parking spaces. Without more information, it's hard to know.

It appears most of the bike lanes are buffered with the exception of the protected bike

lane between Mount Vernon Ave. and West St. Were vertical elements like plastic posts consider in any sections for the buffered bike lanes?

These are challenging projects to pull off when considering all of the competing needs. In the end, I believe safety should be the driving factor when considering these needs.

Thank you for your hard work!

Kind regards,

Michael Griffith
11 W. Spring St.

DISCLAIMER: This message was sent from outside the City of Alexandria email system. DO NOT CLICK any links or download attachments unless the contents are from a trusted source.

From: Alexandria Carroll
To: TES-Traffic and Parking Board
Subject: FW: [EXTERNAL]The Braddock Road Trail Access and Corridor Improvements project
Date: Thursday, February 19, 2026 11:21:04 AM

Alex Carroll, AICP (she/her)
Complete Streets Program Manager
City of Alexandria, Virginia
Department of Transportation & Environmental Services
Office: 703.746.4408
Cell: 703.213.8190
alexandriava.gov

From: Michael Griffith <michaelsgriff@yahoo.com>
Sent: Wednesday, February 18, 2026 6:30 PM
To: TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: [EXTERNAL]The Braddock Road Trail Access and Corridor Improvements project

You don't often get email from michaelsgriff@yahoo.com. Learn why this is important

Dear Traffic and Parking Board - I support the goals of the Braddock Road Trail Access and Corridor Improvements project to enhance safety and accessibility for all roadway users along Braddock Road between Russell Road and North West Street. How to achieve these goals can be challenging with all of the factors that need be considered.

I have worked my entire career in highway safety and fully support projects with safety as the priority goal especially for vulnerable road users (pedestrians and bicylists).

I have some questions.

Design option 4B (Braddock and Russell) - It's indicated 10 seconds of delay per cycle is expected. Is this the expected delay during pm peak period? I'm concerned if there's too much delay that drivers will become aggressive.

Design 5A (Braddock and Commonwealth)- Again, it's indicated 10 seconds of delay per cycle is expected. Is this the expected delay during pm peak period? Again, I'm concerned if there's too much delay that drivers will become aggressive.

Parking Spaces - I see how many feet of parking is being proposed to stay. How many on-street spaces does this represent? How many residents on a typical day will need to find parking off of Braddock Rd. or on Braddock Road but more than 200 to 300 feet away from their home? I recognize this is hard information to collect. I'm concerned about individuals with limited mobility having to walk too far.

Answers to these questions will help me better understand what the parking and traffic impacts would be and how they will affect certain "quality of life" aspects along the corridor.

Some comments:

Exclusive pedestrian phase - I wholeheartedly support this safety countermeasure.

Bike lanes - I'm certainly supportive of the bike lanes as an avid cyclist (with the hope of attracting more cyclists especially children to and from school and other places) but I would like to get answers to the questions I raised about traffic and parking. I'm wondering if shared travel lane/sharrows may be needed in certain sections to maintain more of the parking spaces. Without more information, it's hard to know.

It appears most of the bike lanes are buffered with the exception of the protected bike lane between Mount Vernon Ave. and West St. Were vertical elements like plastic posts consider in any sections for the buffered bike lanes?

These are challenging projects to pull off when considering all of the competing needs. In the end, I believe safety should be the driving factor when considering these needs.

Thank you for your hard work!

Kind regards,

Michael Griffith
11 W. Spring St.

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From: Michael Uehlein
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support Item 9 - Staff Recommendation on Braddock Road
Date: Monday, February 23, 2026 2:58:53 PM

You don't often get email from uehleinmike@gmail.com. Learn why this is important

I am writing in support of Item 9. We must continue to make Alexandria roads safer. Bike and pedestrian infrastructure slows cars and keeps people safer. Please support the staff's recommendation.

--

Michael Uehlein
Cell: (317)506-3428
E-mail: uehleinmike@gmail.com

DISCLAIMER: This message was sent from outside the City of Alexandria email system. DO NOT CLICK any links or download attachments unless the contents are from a trusted source.

From:	Michele
To:	TES-Traffic and Parking Board
Cc:	Alexandria Carroll; james.parajon@alexandriava.com; councilcomment@alexandriava.com; Michael Moon; Hillary Orr; Christopher Ziemann; Ryan Knight
Subject:	[EXTERNAL]Urgent Request to oppose staff recommendation in docket item 9 re. Parking and Road Configuration of Braddock Road
Date:	Sunday, February 15, 2026 2:08:29 PM

You don't often get email from mschoeppe@yahoo.com. Learn why this is important

Members of the Traffic and Parking Board, Please submit to the docket:
Thank you for your careful consideration of the staff's recommendation to eliminate curbside parking and install bike lanes along Braddock Road from Russell Road to the Braddock Road Metro station.
As a longtime City and 100 block of W. Braddock Road resident of 26 years, I am deeply concerned that this proposal neither reflects the realities of our block, relies on data, nor considers the needs of the people who live here—especially families with children, seniors, church members, individuals aging in place, and residents with mobility limitations who rely on parking within feet of their homes, not blocks away. **This recommendation for segments 2 and 3 is not based on data that supports changes to these segments. Please oppose the recommendation.** There are a number of reasons to oppose:

There are no documented bike-safety issues on this stretch of Braddock Road that justify removing all curbside parking. What the City proposes would create far more problems than it solves. It also appears to directly conflict the other docket item to restrict parking times in Northridge. T**his change will make it harder for not just us but others to travel to Old Town businesses. It also fails to address the areas of Braddock where there are accidents near Quaker Lane to advance safety.**

Congestion and Neighborhood Impact

Removing parking would push every multi-car household—and all their visitors, caregivers, and service providers—onto already crowded side streets. These streets cannot absorb the displaced vehicles without creating new congestion and safety issues. This change would particularly burden families with small children and older or disabled members who cannot walk long distances, which includes neighbors with no parking.

Impact on the Good Shepherd Lutheran Church and Community Groups

Good Shepherd Lutheran Church members regularly park along Braddock Road during Sunday services and throughout the week. Many attendees, particularly seniors, cannot reasonably walk from distant blocks or even around the block if their handicap spot is moved. Community groups, including a large choral group that meets on Tuesday evenings, also depend on these parking spaces. Removing this parking disregards the needs of those in our community.

Delivery and Emergency Vehicle Concerns

Eliminating curb parking removes the only safe place for daily delivery vehicles to pull over. UPS, FedEx, and Amazon trucks currently use the curb lane to stay out of traffic. Without it, trucks will stop directly in the travel lanes—creating backups and increasing risk.

Emergency vehicles already rely heavily on this section of Braddock Road. Any added traffic obstruction will delay response times when seconds truly matter.

Evidence of Existing Parking Use

The photos below and shared with Bryan clearly show that both neighborhood residents and Good Shepherd congregants rely extensively on curb parking. This is not theoretical—it is our daily reality. I did not see my prior email in the docket with photos below.

ADA/Title II Compliance: Eliminating all curbside parking on this block would significantly diminish access for seniors, residents aging in place, people with mobility disabilities, caregivers, and church attendees who need to park or be dropped off **within feet** of their destination. Title II requires the City to operate on-street parking and pedestrian right-of-way programs so that, when viewed in their entirety, they are accessible and provide **meaningful access** to people with disabilities. The City must also make **reasonable modifications** to curb policies if necessary to avoid discrimination unless it can show a fundamental alteration. If the City proceeds with an alteration to the right-of-way, it must preserve or provide **equivalent accessible parking or loading** and maintain usable pedestrian access routes. The **U.S. Access Board's PROWAG**—now adopted by USDOT for transit stops and widely used by jurisdictions for streets—sets out scoping and technical guidance for **accessible on-street parking** and pedestrian access routes that the City should follow, rather than removing all curb access without alternatives.

What Would Actually Improve Safety and what we need to know

Targeted speed and traffic enforcement would make this corridor safer far more effectively than new bike lanes. When the solar-powered speed sign was installed years ago, drivers slowed down. This information would help this Board take a first step before radical non-data-based steps are taken as suggested in the recommendation from staff. The City has not provided daily bike-use counts, accident data, traffic studies, or any quantitative analyses supporting the removal of parking. We request the full set of data and decision criteria used for this proposal, including background traffic projections, safety surveys, and bike-volume analyses during peak and off-peak periods for segments 3 and 2.

A Better Approach for Cyclists

The City has not explored routing cyclists onto adjacent, calmer streets—an approach Arlington successfully implemented along Columbia Pike. Extending the existing bike route from Glendale and Main Line, continuing out Glendale and then onto Luray or another parallel street, would provide cyclists with a low-traffic, no-traffic-light path from Russell Road to the Braddock Road Metro.

This must be put on hold and these options studied first.

Neglect of Existing Bike Infrastructure

My biggest concern for cyclists is not the lack of bike lanes—it is the lack of maintenance of the lanes we already have. Commonwealth Avenue's bike lanes are deteriorated, cracked, and in places dangerous to ride on.

For all of these reasons, I urge the Board to reject the proposal to eliminate curbside parking on Braddock Road in segments 3 and 2. The data does not support that this should be done nor that it is a priority. It does not reflect the conditions on our street, threatens the well-being of young families, seniors and residents aging in place, and creates more safety issues than it solves.

Please protect the character, accessibility, and safety of a neighborhood many of us have called home for decades.

Thanks, Michele Schoeppe, 24 W. Braddock Rd.

----- Forwarded Message -----
From: Michele <mschoeppe@yahoo.com>
To: Bryan Hayes <bryan.hayes@alexandriava.gov>
Sent: Monday, September 22, 2025 at 07:18:50 PM EDT
Subject: Re: [EXTERNAL]Urgent Request to Preserve Parking and Road Configuration of Braddock Road

Thanks and please let me know if I can provide more information.
Michele

On Monday, September 22, 2025 at 05:00:10 PM EDT, Bryan Hayes <bryan.hayes@alexandriava.gov> wrote:

Michele,

Thank you for your feedback on the Braddock Road Trail Access & Corridor Improvements project. Your comments will be logged and reviewed with public input.

If you haven't already, please complete the online feedback form at alexandriava.gov/go/6545 by October 3. The form includes specific questions about each design option and helps ensure your input is documented and considered alongside other community feedback.

Visit alexandriava.gov/go/6545 for project updates. We will share next steps for the project in early October after reviewing community input.

Thank you for your interest in improving Braddock Road.

Bryan Hayes
Project Manager
Department of Transportation & Environmental Services
City of Alexandria

From: Michele Schoeppe <mschoeppe@yahoo.com>
Date: Saturday, September 20, 2025 at 5:07 PM
To: Bryan Hayes <bryan.hayes@alexandriava.gov>
Subject: [EXTERNAL]Urgent Request to Preserve Parking and Road Configuration of Braddock Road

You don't often get email from mschoeppe@yahoo.com. Learn why this is important


MOSS
BUILDING & DESIGN
703-961-7707
MossBuildingandDesign.com



Michele Schoeppe

24 W. Braddock Road
Alexandria, VA 22301

September 20, 2025

City of Alexandria
Department of Transportation & Environmental Services
301 King Street
Alexandria, VA 22314

Subject: Urgent Request to Preserve Parking and Road Configuration of Braddock Road

Dear Mr. Hayes:

I am writing as a long-time resident of 24 W. Braddock Road, located between Russell and Commonwealth Avenues, to express my deep concern regarding proposed changes to the road's configuration and parking availability. Also, I oppose flipping direction of W Alexandria

I have lived in this neighborhood for over 13 years and have found the current road layout and traffic patterns to be effective and safe. The existing configuration supports a balanced flow of vehicles, pedestrians, bikers, and transit users. I respectfully urge the City to preserve all current lanes and maintain on-street parking along Braddock Road from Russell to Mount Vernon Rd.

Parking on this stretch is not a luxury—it is a necessity. Like many of my neighbors, I rely

on curbside parking to unload groceries, welcome guests, and access my home. Our homes lack alleyways, leaving the front curb as the only viable access point. Parking utilization near my home regularly exceeds 85% during peak hours, and traffic—including cars, trucks, and buses—is steady throughout the day. Please see attached photos from this week.

While I support efforts to improve safety and accessibility, I very rarely see cyclists using this portion of Braddock Road. I am concerned that removing parking will not only fail to improve safety but may actually encourage speeding and increase hazards for all road users.

This corridor is also a critical route for emergency vehicles with sirens on every day and night, and any changes that introduce more pedestrians and cyclists could make it more dangerous for them - not less.

Residents, churchgoers, contractors, movers, and delivery drivers all depend on this parking. Eliminating parking would increase traffic congestion from vehicles circling for spots, parking in the street for deliveries, reduce accessibility for seniors and families, and shift cars into adjacent residential blocks that are already crowded as many of those residents do not have driveways, worsening safety and livability.

I respectfully ask the City to consider targeted safety improvements such as enhanced speed enforcement, rather than removing essential infrastructure that residents depend on daily.

Thank you for your time and consideration.

Thank you. Michele Schoeppe

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DISCLAIMER: This message was sent from outside the City of Alexandria email system. DO NOT CLICK any links or download attachments unless the contents are from a trusted source.

From: ML
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Plan
Date: Monday, February 23, 2026 1:55:40 PM

You don't often get email from feelthewind01@gmail.com. Learn why this is important

Good afternoon,

Please vote no on the Braddock Road Plan to remove parking. It is increase traffic on the side roads which is already bad. It backs up on Maple during rush hour and it can take forever to go the one block to my driveway. I understand the bike safety concern but there are so few bikes. We have lived here for three years and I honestly seen four to five cyclists in that time.

Thank you.

v/r,
Michelle
Russell and Maple

Michelle
"The constitution only guarantees you the right to pursue happiness. You have to catch it yourself."
Benjamin Franklin

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From:	Missy Santoro Estabrook
To:	Alexandria Carroll; TES-Traffic and Parking Board
Cc:	Matthew R. Estabrook; Nancy Widmer; jpak@aol.com; ljanowsky1960@gmail.com; crissy.stubbs@gmail.com
Subject:	Concerns Re: Braddock Road Update
Date:	Monday, February 9, 2026 9:40:02 PM

You don't often get email from missysantoro@yahoo.com. Learn why this is important

Hi Alex,

Thanks very much for the update on the Braddock Road Corridor Improvements Project. I'm attaching my concerns below and copying the Traffic and Parking Board email.

1. Among other things, the proposed plan purports to include safer pedestrian and bicycle crossings. As we have lived in our home at 10 West Braddock Road for over 20 years, I can tell you that very few bicycles ever go up or down Braddock Road between the intersections of Braddock/Commonwealth and Braddock/Russell. This is not because of the two lanes or the parked cars, it's because of the GIANT Braddock Road hill awaiting them on a downward or upward path heading toward King Street. The very few bicyclists I've seen have given up and hopped off their bikes to push them up and, one imagines, never try it again it's so dangerous and challenging. This new plan will not change the topography of the hill.

2. At the same time, churchgoers from the Lutheran Church on Braddock Road and the Seventh Day Adventist Church on Russell must park somewhere on Saturdays and Sundays and they always seem to park on our block of Braddock. If these senior citizens can't park on Braddock right outside the church, where will they be able to without any (Lutheran) or just a small (Seventh Day) parking lot at their disposal?

3. Braddock Road is an emergency route for the City. I can attest to this having watched hundreds of fire trucks and ambulances go by over the years. How will they navigate these new limited traffic patterns and fewer lanes to get by single lane traffic both ways and bike lane posts to get their patients where they're going or put out fires? Single lanes along this already very busy stretch will endanger everyone living on them who suffers an emergency and has to wait that much longer for help. Cars are expected to pull over to let emergency vehicles go by; with this new plan, that won't be possible.

4. Making both the Braddock/Russell and Braddock/Commonwealth intersections single lane without ANY ability to turn will result in literally 1-2 cars getting through per green light. As it is now, left turns onto Russell from Braddock are in the left lane and straight/right hand traffic can pass in the right lane. It's ALREADY incredibly congested in the morning with cars going down the hill to the metro/city and cars going up the hill to get to Alexandria City High School. Many of these drivers are teenagers who will have even less experience navigating crowded intersection and will undoubtedly run the red lights that result. More people racing through after the 1-2 cars that have time to legally pass is not safe in any way, shape or form.

5. As much as folks in City Hall would like this to be a bikes-only city, it is not. The vast majority of people get to and fro in their cars or via the metro. You simply cannot hold the majority hostage while making things easier for the small percentage of bikers out there. Far from being a mobility plan, this is a plan that will clog the roads and make those of us who live and work here less mobile.

6. Safer pedestrian crossings won't mean much when angry drivers build up a nice case of road rage just trying to drive a couple blocks in the city. Further, everyone up and down our road backs out from their driveways onto Braddock. It's difficult enough to do that now. I can't imagine what will happen when bike lanes AND cars are blocking us in further, in particular during rush hour.

7. New pedestrian and bicycle crossings between the trails at the Braddock Metro station where there is actual bike traffic CAN be created with a two-way protected bike lane there, but it does not necessitate making the rest of Braddock Road impassible for those of us who live here.

8. Without viable parking on Braddock, homeowners and guests will be forced to park their cars further afield on already crowded streets like Glendale or Luray. None of our neighbors on those streets will appreciate losing what little street parking they have to Braddock Road residents or those who park here to walk to the metro. Further, those side streets are so narrow already that forcing more cars onto them is just asking for more accidents and damage to resident cars.

9. Finally, I would urge you to actually witness the traffic we already suffer in the mornings and evenings during rush hour on Braddock and imagine how you would feel if it was YOU who could not back out of your own driveway? Then, picture doing it with fewer lanes, more traffic and angry drivers. THEN ask yourself: who are these changes actually helping?

We're grateful for your consideration of these serious concerns and hope you will take them to heart. PLEASE VOTE NO on this plan, keep the intersections as-is at Braddock/Commonwealth and Braddock/Russell, keep accessible parking to our elderly families and those with children and help the residents of Rosemont and Braddock Heights stay safe and moving.

Sincerely,

Missy & Matt Estabrook
10 West Braddock Road
Alexandria, VA 22301

> On Feb 6, 2026, at 1:29 PM, Alexandria Carroll <alexandria.carroll@alexandriava.gov> wrote:
>
> Braddock Road Project Stakeholders,
>
> Here is an update on the City of Alexandria's Braddock Road Corridor Improvements Project: https://www.alexandriava.gov/news-tes/2026-02-06/city-recommends-preferred-concept-design-for-braddock-road-corridor
>
> The City's Traffic & Parking Board will consider the recommended concept designfor the project at its **February 23** public hearing. This recommendation was developed based on extensive community input, data analysis, and industry best practices.

I deeply appreciate all of your engagement in the project thus far. If you would like to participate in the public hearing, here's how:

- Email your comments trafficandparkingboard@alexandriava.gov no later than *noon on February 23*
- Attend the public hearing via Zoom and speak during the public comment period for this item
- Attend the public hearing in person and sign up to speak during the public comment period for this item
    - Location: City Council Chambers, Room 1305 at the Del Pepper Community Resource Center, 4850 Mark Center Drive, Alexandria, VA

Additional information is available on the project webpage.

Thank you again.

Alex Carroll, AICP (she/her)
Complete Streets Program Manager
City of Alexandria, Virginia
Department of Transportation & Environmental Services
alexandriava.gov

From: Alexandria Carroll
To: TES-Traffic and Parking Board
Subject: FW: [EXTERNAL]97 spaces
Date: Thursday, February 19, 2026 11:19:59 AM

Alex Carroll, AICP (she/her)
Complete Streets Program Manager
City of Alexandria, Virginia
Department of Transportation & Environmental Services
Office: 703.746.4408
Cell: 703.213.8190
alexandriava.gov

-----Original Message-----
From: Missy Santoro Estabrook <missysantoro@yahoo.com>
Sent: Wednesday, February 18, 2026 12:47 AM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Cc: Matthew R. Estabrook <estabrook@mac.com>; Nancy Widmer <nmwidmer@verizon.net>
Subject: [EXTERNAL]97 spaces

[You don't often get email from missysantoro@yahoo.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Hi Alex,

Following up on some information my neighbor received only to confirm that the traffic board really intends to remove 97 spaces from Braddock Road. If so, where do you suggest those 97 people park? I'm particularly concerned about those who don't have a driveway or any off street parking, including neighbors at 115 West Braddock, 26 East Braddock and the hundreds of parishioners who attend the Lutheran Church across the street from us. The already overcrowded side roads in Rosemont will not accommodate the additional cars and surely you agree people shouldn't have to park blocks away from their own homes to placate a few cyclists who may or may not use the new route?

Thanks for any additional information you can provide on this misguided plan.

Missy Estabrook
10 West Braddock Road

Sent from my iPhone

_____
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From: mollyrwilliams@everyactioncustom.com on behalf of Molly Pugh
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Trail Access and Corridor Improvements
Date: Saturday, February 14, 2026 7:15:31 PM

[You don't often get email from mollyrwilliams@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear Board Members,

I write to express my support for the staff recommended design concept for the Braddock Road Trail Access and Corridor Improvements Project. The recommendations will provide the best biking and walking improvements for the corridor making Braddock Road safer for all users - people walking, biking, taking transit, and driving. Making this corridor safer and better connected improves access to the Braddock Road Metro, area trails, schools and other places in the community.

I travel frequently through this area. I have a child at GWMS, and I often ride my bike down Braddock to get to the Potomac Yard Trail or Braddock Road Metrorail Station. Removing the on-street parking lanes is the right choice. They aren't used enough, and their removal will make room for needed safety enhancements.

These improvements support Alexandria's Mobility Plan and Vision Zero Action Plan.

This project is a chance to fix the dangerous conditions existing today and provide a more connected and safe corridor for everyone. I ask that you vote in favor of staff's recommended design and advance the safest set of options for Braddock Road.

Sincerely,
Molly Pugh
1200 N Quaker Ln Alexandria, VA 22302-3004
mollyrwilliams@gmail.com

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From: dyes.misuse4c@everyactioncustom.com on behalf of Mona Mirmortazavi
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Trail Access and Corridor Improvements
Date: Saturday, February 14, 2026 11:35:31 PM

[You don't often get email from dyes.misuse4c@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear Board Members,

I write to express my support for the staff recommended design concept for the Braddock Road Trail Access and Corridor Improvements Project. The recommendations will provide the best biking and walking improvements for the corridor making Braddock Road safer for all users - people walking, biking, taking transit, and driving. Making this corridor safer and better connected improves access to the Braddock Road Metro, area trails, schools and other places in the community.

The removal of on-street parking lanes is justified given they are very underutilized and doing so makes room for the needed safety enhancements and rightly prioritizes the safety for everyone traveling the corridor.

These improvements support Alexandria's Mobility Plan and Vision Zero Action Plan.

This project is a chance to fix the dangerous conditions existing today and provide a more connected and safe corridor for everyone. I ask that you vote in favor of staff's recommended design and advance the safest set of options for Braddock Road.

Sincerely,
Mona Mirmortazavi
714 Snowden Hallowell Way Alexandria, VA 22314-1972
dyes.misuse4c@icloud.com

_____
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From: Monica
To: TES-Traffic and Parking Board
Cc: Monica
Subject: [EXTERNAL]Opposition to Braddock Rd Improvement Project
Date: Friday, February 20, 2026 5:40:16 PM

You don't often get email from monica.marie.deangelo@gmail.com. Learn why this is important <https://aka.ms/LearnAboutSenderIdentification>

Good evening,

I am writing to state my strong opposition to the Braddock Road Improvement Project. I am the homeowner at 104 East Braddock Road and have lived at this address for more than 11 years. The proposed changes will significantly affect my day-to-day safety and access to my property, yet I have received no direct outreach from the City regarding this project. A project with this level of impact warrants proactive communication with affected residents, not reliance on a survey that reached only a narrow segment of the community. Approximately 290 responses to a survey in proportion to a City population of almost 160,000 is remarkably low. Furthermore, if the City made direct outreach to the 53 homes directly affected by the proposed project, the survey results that the City has relied upon would have been materially changed. In fact, the City has not published survey results showing how many respondents support bike lane design whatsoever, but instead make a huge leap to the conclusion that bike lanes would increase safety without evaluating any unsafe situations that w ould be directly created by the incorporation of the bike lanes themselves. I was not aware of the survey and therefore none of my concerns are reflected in the survey results.

There has been no evidence provided that demonstrates the proposed bike lanes will be used at meaningful levels. The corridor in question is already within a short walking distance of the Metro, which raises questions about whether this is the most logical or effective location for bike-lane investment.

In addition, there is no data indicating that the current roadway presents safety issues that justify this redesign. In contrast, the proposed configuration introduces clear safety risks for homeowners who must back into and pull out of their driveways. Driveway conflicts are the number one concern (of four) for bike lanes in residential neighborhoods: 1. Driveway conflicts, 2. visibility issues, 3. turning conflicts and 4. emergency access concerns.

It is already very difficult to navigate finding a place to pull off, wait for traffic behind you to clear, wait for a break in oncoming traffic to pull forward, then back into the driveway – pulling in forward is not an option because of the risk to pedestrians and oncoming vehicles. The proposed project would create two more lanes of traffic to navigate while simply trying to back in and pull out of a driveway. Bikers move at a much greater speed than cars so its going to be even harder to see bikers going in both directions at different speeds while also trying to navigate across two lanes of cars and avoid both scooters and pedestrians on the sidewalks…and this will be done multiple times per day per household.

Navigating multiple lanes of traffic, moving cyclists in both directions at varying speeds, moving scooters and pedestrians and limited sight lines will create exponentially hazardous conditions that do not exist today. These risks are foreseeable, substantial and preventable. The City will be unable to avoid liability arising from its implementation of bike lanes that create unsafe conditions from vehicles pulling into and out of driveways. Similarly, delivery drivers, contractors, ride share drivers, etc will be forced to stop in the middle of the road and it will be unavoidable to prevent everyone from stopping momentarily in the bike lines themselves – this will force bikers onto a much narrower roadway causing a host of unintended consequences.

The City's broader effort to increase housing density while reducing parking availability also raises practical concerns. It is unclear how these conflicting policies are intended to function together or what the long-term objective is for mobility and access in this corridor.

Finally, changes that reduce access to on-street parking and introduce new safety hazards will directly impact property value and the usability of my home. I request clarification on how the City intends to address these

consequences, specifically a reduction in personal property taxes for vehicles that must be parked blocks aways and a reduction of property value and tax rates reflecting an even greater discrepancy between a home on Braddock Rd vs a similar home not on a main corridor.

In summary, the project introduces unavoidable safety risks, lacks supporting usage data, and was not communicated adequately to the residents most affected. I urge the City to reevaluate this proposal with safety, access, and equitable outreach as the primary considerations. If this proposal proceeds, I urge the City to make direct outreach to each of the residents with compensation equal to the impact on each property value and reduced quality of life.

Respectfully,

Monica DeAngelo

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20 February 2026

From: Tom Van Wagner, 202 East Braddock Road
Margaret Ticer Janowsky, 106 W Braddock Road

To: Traffic & Parking Board

SUBJ: Citizen Input to the Braddock Road Corridor Proposal from those most directly impacted by the recently announced Staff Recommendations to Traffic and Parking Board

In response to the City's Braddock Road Corridor Improvement Proposal proposed parking removal and lane removal on Braddock Road between Russell Road and Mt. Vernon Avenue as well as Commonwealth Avenue between Braddock Road and Spring Street recently announced by City staff, several concerned citizens have gone door-to-door to solicit individual feedback from residents and households who will be most directly impacted by the recommended proposal to remove all street parking between Mt. Vernon Avenue and Russell Road.

The attached petitions contain over 275 signatures of citizens who are opposed to the removal of curb parking and the installation of protected and/or dedicated bikes lanes that we have recently been informed is the option being recommended to the Traffic and Parking Board at the February 2026 meeting.

By their signatures on the petitions below, the undersigned citizens have affirmed their opposition to the current staff recommendations. As shown on each petition, "we the undersigned:

OPPOSE the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave. and West Braddock Road between Russell Road and Commonwealth Ave.
SUPPORT the "Shared Road Concept" bike lanes going both east and west on the Braddock Road Corridor from Russell Road to Mt. Vernon Avenue.

Respectfully submitted,

Tom Van Wagner
202 East Braddock Road

Margaret Ticer Janowsky
106 West Braddock Road

#1 13+

HOMEOWNERS and CHURCH MEMBERS PETITION ~ BRADDOCK ROAD CORRIDOR PROJECT

Rosemont and Del Ray National Historic Trust Neighborhood Homeowners, Good Shepherd Lutheran Church members, 100 West Luray Avenue, and Community Praise Church members, 1400 Russell Road, OPPOSE the installation of PROTECTED and/or DEDICATED BIKE LANES on WEST BRADDOCK ROAD between RUSSELL ROAD and COMMONWEALTH AVENUE.

We OPPOSE the removal of ***any*** existing curb parking on either side of West Braddock Road between Russell Road and Commonwealth Avenue.

Homeowners and church members SUPPORT the "Shared Road Concept" bike lanes going both east and west on the West Braddock Road Corridor, Rated "C."

	Signature	Address
1	Margaret J. Janowsky Laurent Janowsky	106 W. Braddock Rd.
2	Caitlin Barile John Krattenmaker	104 West Braddock Rd
3	Linda Mary Mills	102 West Braddock Road ~Mills Family owned since 1949
4	ART WITEBSKY KATIE WITEBSKY 20 JENNIFER WITEBSKY ANDREW WITEBSKY 18	100 WEST BRADDOCK ROAD
5	Nancy Haney JOE HANEY	26 W Braddock Rd
6	BRITTNEY DEPIANO RILEY DEPIANO	115 W Braddock Rd
7	MARK BANGERT KIANA BANGERT	111 W. BRADDOCK RD.

8	Ann + Glenn Siegal	105 W. Luray Ave.
9	Amy + Dan Niss 22 Nos	22 W Braddock Rd.
10	Denise Gray	18 E Linden St. ↓GSLC member
11	Kim + Drew Robbert	110 W. Alexandria Ave
12	Karl + Adrienne Kalbacher	25 West OAK street
13	Judy Miller Judy Miller	507 N. View Terr
14	Sandra Levy SANDRA LEVY	106 W. Walnut St.
15	Jacqueline Bridges	103 W. Linden St.
16	Thomas Lacey	108 W. Alexandria Ave 22301
17	Nancy Lacey	108 W. Alexandria Ave
18	John Lacey	108 W. Alexandria Ave
19	Will Lacey	108 W. Alexandria Ave
20	TOM HYDE JEANNINE GINIVAN	16 WEST BRADDOCK ROAD

Tom Hyde Jeannine Ginivan

21	DANA & LINDA LAWHORNE	102 W. Ale & Ave 22301
22		
23	Mary Jane Baron Mary Jane Baron — Walk down 1523 Woodbine St 22302 Braddock everyday.	
24	Patricia Lovo Patricia Lovo	19 W. Glendale Ave Alex. VA 22301
25	James Lovo JAMES LOVO	19 W. Glendale Ave - 22301
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#2

HOMEOWNERS and CHURCH MEMBERS PETITION ~ BRADDOCK ROAD CORRIDOR PROJECT

Rosemont and Del Ray National Historic Trust Neighborhood Homeowners, Good Shepherd Lutheran Church members, 100 West Luray Avenue, and Community Praise Church members, 1400 Russell Road, OPPOSE the installation of PROTECTED and/or DEDICATED BIKE LANES on WEST BRADDOCK ROAD between RUSSELL ROAD and COMMONWEALTH AVENUE.

We OPPOSE the removal of ***any*** existing curb parking on either side of West Braddock Road between Russell Road and Commonwealth Avenue.

Homeowners and church members SUPPORT the "Shared Road Concept" bike lanes going both east and west on the West Braddock Road Corridor, Rated "C."

	Signature	physical Address [redacted]
1	T.R. Jones Jr.	17 W Rosemont Ave Alexandria, VA 22301
2	Charles Feitel Ashleg Feitel	1217 Russell Road Alexandria VA 22301
3	Andrea Ponsor Scott Ponsor	1215 Russell Rd Alexandria VA 22301
4	Sara Shackelford	1210 Russell Rd 22301
5	Grant Shackelford	1210 Russell Road Alexandria VA 22301
6	Betsy Jones	1105 Russell Rd
7	Gina Dibona	1103 Russell Rd Alexandria VA 22301

8	Benjamin Force Benjamin Force	32 W Glendale Ave Alexandria, VA 22301
9	Elizabeth Anderson Elizabeth	33 W. Glendale ave. Alexandria VA 22301
10	DAVID ANDERSON III David Anderson III	33 WEST GLENDALE. AVE ALEXANDRIA, VA 22301
11	Jake DeSimone Jake DeSimone	1000 Russell Road Alexandria, VA 22301
12	Lili Romero-DeSimone Lili Romero-DeSimone	1000 Russell Road Alexandria, VA 22301
13	Micaela DeSimone Micaela DeSimone	1000 Russell Road Alexandria, VA 22301
14	Julie Kroneck Julie Kroneck	1202 Russell Road Alexandria VA 2230
15	JAMES R BILYEA James R Bilyea	1206 RUSSELL RD ALEXANDRIA, VA 22301
16	BRADEN L. GOETZ Braden L. Goetz	1206 RUSSELL RD ALEXANDRIA, VA 22301
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#3

HOMEOWNERS and CHURCH MEMBERS PETITION ~ BRADDOCK ROAD CORRIDOR PROJECT

Rosemont and Del Ray National Historic Trust Neighborhood Homeowners, Good Shepherd Lutheran Church members, 100 West Luray Avenue, and Community Praise Church members, 1400 Russell Road, OPPOSE the installation of PROTECTED and/or DEDICATED BIKE LANES on WEST BRADDOCK ROAD between RUSSELL ROAD and COMMONWEALTH AVENUE.

We OPPOSE the removal of ***any*** existing curb parking on either side of West Braddock Road between Russell Road and Commonwealth Avenue.

Homeowners and church members SUPPORT the "Shared Road Concept" bike lanes going both east and west on the West Braddock Road Corridor, Rated "C."

	Signature	Address
1	Marisza Sordyl	1303 Hancock Ave Alexandria, VA
2	Steve Warren	10 W. Luray Ave Alex, Va.
3	Lindsay Roecker	6 W Luray Ave Alexandria, VA
4	Melissa White	4 W Luray Ave Alexandria, VA
5	Yuliya V. Appel	1 W Luray Ave Alexandria, VA
6	Thomas Appel	1 W Luray Ave Alexandria, VA
7	Mitchell Young	5 W Luray Ave Alexandria VA

8	Dr. Burke L. Sett	1305 Hancock Ave Alexandria, VA 22301
9	Kathleen Kuehnast	7W. Alexandria Avenue
10	Mary Battey	101 W. Alexandria Ave.
11	Jane Carlson	101 W. Rosemont Ave.
12	John J. Patrick	710 Braxton Place
13	Luke Fields	120 W Alexandria Ave Alexandria, VA 22301
14	Barbara Dorsey	10 W. alexandria Ave alexandria, VA 22301
15	[signature]	6 W. Alexandria Ave Alexandria, VA. 22301
16	James P. Battey	101 W. Alexandria Ave Alexandria 22301
17	Alex Murguia	111 W Alexandria Ave. Alexandria, Va 22301
18	Krushi Kumar	"
19	[signature] Caitlin Terrell	4A W. Alexandria Ave. Alexandria, ~~Ave~~ VA 22301
20	Laura Sellstrom	103 W Alexandria Ave. Alexandria VA 22301

21	Kimberly Rancour	109 W. Alexandria Ave Alexandria, VA 22301
22	Joe Rancour Joe Rancour	109 W. Alexandria Ave. Alexandria, VA 22301
23	Adriana Barturen	113 W. Alexandria Ave Alexandria, VA 22301
24	Philip Hopke	113 W Alexandria Ave 22301 Alexandria, VA
25	Kim Michael	100 West alexandria Ave Alexandria VA 22301
26	michael gonzalez	108 west alexandria Ave Alexandria VA 22301
27	Steven D. Etka Steven D. Etka	1301 Hancock Avenue Alexandria, VA 22301
28	Vincent Troy Knighton V. Troy Knighton	1301 Hancock Ave Alex, VA 22301
29	Rachel Chute	1310 Commonwealth Ave Alex, VA 22301
30	Carrie Brady	4 W Alexandria Ave Alex VA 22301
31	DENNIS A. SORTO ELINA TEPLINSKY Dennis A. Sorto E. Teplinsky	1302 Commonwealth Ave. Alex VA 22301
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#4

HOMEOWNERS and CHURCH MEMBERS PETITION ~ BRADDOCK ROAD CORRIDOR PROJECT

Rosemont and Del Ray National Historic Trust Neighborhood Homeowners, Good Shepherd Lutheran Church members, 100 West Luray Avenue, and Community Praise Church members, 1400 Russell Road, OPPOSE the installation of PROTECTED and/or DEDICATED BIKE LANES on WEST BRADDOCK ROAD between RUSSELL ROAD and COMMONWEALTH AVENUE.

We OPPOSE the removal of ***any*** existing curb parking on either side of West Braddock Road between Russell Road and Commonwealth Avenue.

Homeowners and church members SUPPORT the "Shared Road Concept" bike lanes going both east and west on the West Braddock Road Corridor, Rated "C."

	Signature	Address
1	Madelina Spano	106 E Spring St
2	Suzette Steele	522 E Windsor Ave
3	Matt Call	522 E Windsor Ave
4	Karen & Paul Harris	3 W. Oak St
5	Dylan Jones	20 W. Braddock Road
6	Denise Gray	18 E Linden St.
7	Stephen Gregory Cottell Michele Schoeppe	24 W. Braddock Rd

8	Cynthia Fuller Douglas Fuller	13 W. Oak St Alexandria VA 22301
9	Edward Ramotowski Edward Ramotowski	202 ELM ST ALEXANDRIA, VA 22301
10	Anna Anderson	4951 Brenman Park Dr Alexandria 22304 Member of Good Shepherd Church
11	Wendell L Anderson	11
12	Jared Stearns Jared Stearns	8 E Walnut St. Alexandria, VA 22301
13	Ben Hammack	205 Commonwealth ave Alex. .. 22301
14	Jennifer Hargis	116 West Alexandria Ave 22301
15	Robert Hargis	11
16	Kathleen Walls Kathleen Walls	8 E Oak St. Alexandria, VA 22301
17	Anne Malinee	120 W Alexandria Ave Alexandria, VA 22301
18	Nancy T. Lacey	108 W. Alexandria Ave Alex VA 22301
19	Jeffrey J. Lopez	5 W. OAK STREET ALEXANDRIA, VA 22301
20	Dorothy B. Koopman Dorothy B. Koopman	116 W. Maple St. Alexandria, VA 22301

21	Nancy A Lopez Nancy A. Lopez	5 West Oak Street
22	John Stubbs	7 W Braddock
23	Richard Dorrier	Richard T Dorrier 6 W Glendale Ave
24	Janet A. Hammond Janet A Hammond	6 W. Glendale Ave
25	Ann M. Clark Ann M Clark	18 W Glendale Ave
26	MICHAEL CASSIDY Michael J Cassidy	18 W. GLENDALE AVE
27	MISSY SANTORO Missy Santoro	10 W. Braddock Road
28	MATTHEW ~~ESTABROOK~~ Matthew Estabrook	10 W. BRADDOCK RD.
29	WENDELL T. PEARSON W. T. Pearson	22 WEST GLENDALE AVE
30	RAYMOND BIEGUN Raymond Biegun	22 WEST GLENDALE AVE
31	Aimee Desrosiers Aimee Desrosiers	16 W. Glendale Ave.
32	Martelle Blaine Martelle Blaine	23 W. Glendale Ave.
33	Daniel Blaine Daniel Blaine	23 W. Glendale Ave.

34	James A. Garner	25 N Glencastle Ave Alex VA 22301
35	Christine R. Garner	2520 Glendale Ave Alex Va 22301
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#5

HOMEOWNERS and CHURCH MEMBERS PETITION ~ BRADDOCK ROAD CORRIDOR PROJECT

Rosemont and Del Ray National Historic Trust Neighborhood Homeowners, Good Shepherd Lutheran Church members, 100 West Luray Avenue, and Community Praise Church members, 1400 Russell Road, OPPOSE the installation of PROTECTED and/or DEDICATED BIKE LANES on WEST BRADDOCK ROAD between RUSSELL ROAD and COMMONWEALTH AVENUE.

We OPPOSE the removal of ***any*** existing curb parking on either side of West Braddock Road between Russell Road and Commonwealth Avenue.

Homeowners and church members SUPPORT the "Shared Road Concept" bike lanes going both east and west on the West Braddock Road Corridor, Rated "C."

	Signature	Address
1	Vineeta Anand	11 E Spring, Alexandria VA 22301
2	Rebecca Siegal	105 West Luray Ave Alexandria VA 22301
3	Barbara Haley	206 Summers Dr.
4	Les Friedman	"
5	Glenn R. Siegal	105 W Luray Ave Alex, VA 2230
6	JC Feins	107 W Luray Ave Alexandria, VA 22301
7	Sarah Dores	107 W. Luray Ave Alexandria, VA 22301

Homeowners and Church Members Petition
Braddock Rd Corridor Project

Rosemont and Del Ray National Historic Trust Neighborhood Homeowners, Good Shepherd Lutheran Church members, 100 West Luray Avenue, and Community Praise Church members, 1400 Russell Road, OPPOSE the installation of PROTECTED and/or DEDICATED BIKE LANES on WEST BRADDOCK ROAD between RUSSELL ROAD and COMMONWEALTH AVENUE.

We OPPOSE the removal of ***any*** existing curb parking on either side of West Braddock Road between Russell Road and Commonwealth Avenue.

Homeowners and church members SUPPORT the "Shared Road Concept" bike lanes going both east and west on the West Braddock Road Corridor, Rated "C."

Name + Signature	Address
Leigh Borghesani Leigh Borghesani	112 W. Alexandria Ave Alexandria, VA 22301
Neal Ashby	112 W. Alexandria Ave Alexandria, VA 22301
Turner Ashby	112 W. Alexandria Ave Alexandria, VA 22301
Liam Ashby	112 W. Alexandria Ave Alexandria, VA 22301

Homeowners and Church Members Petition
Braddock Rd Corridor Project

Rosemont and Del Ray National Historic Trust Neighborhood Homeowners, Good Shepherd Lutheran Church members, 100 West Luray Avenue, and Community Praise Church members, 1400 Russell Road, OPPOSE the installation of PROTECTED and/or DEDICATED BIKE LANES on WEST BRADDOCK ROAD between RUSSELL ROAD and COMMONWEALTH AVENUE.

We OPPOSE the removal of ***any*** existing curb parking on either side of West Braddock Road between Russell Road and Commonwealth Avenue.

Homeowners and church members SUPPORT the "Shared Road Concept" bike lanes going both east and west on the West Braddock Road Corridor, Rated "C."

Name + Signature	Address
James Chessen & Patricia Brennan	114 W. Alexandria Ave Alexandria, VA 22301

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Email Address	Signature
Barbara Webne	209 E. Custis Ave Alex 22301	bwebne.gmail.com	B L Webne
Ronald L. Webne	209 E. Custis Ave. Alex VA		R C Webne
Delphia Lambson	27 E Myrtle St 22301		
Lisa Walker	207 E ~~Spring~~ St.		Lisa Walker
Omar	20 E Braddock st		
Ute Hedgins	813 Little St		
Jenn Topping	814 Little St		
~~Candace~~ Rush	200 EAST Braddock Rd.		
Brent Trigg	204 E. Braddock Rd.		Brent Trigg
Ryan McDonough	703-346-4066		
Jill Gilliland	229 E. Spring St. Alex. 22301		
MARK GILLILAND	229 E SPRING ST		
Robert McDonough	227 E. Spring St Alex VA 22301		

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Signature
Trent Bigler	206 E Braddock Rd.	
Kenneth W Carter	18 E. Braddock Rd.	Kenneth W Carter
Charon Phillips	1005 Newton St.	
Mark Fahlberg	111 Adams Ave	
GREGORY ECK	208 ½ ADAMS AVE	
Nicole Eck	208½ ADAMS AVE	NCE
Cynthia Suchman	208	
Michael Germain	225 Adams Ave	
Liz Boyd	31 E Myrtle	
James S Clauson	208 West Glendale Ave	

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Email Address	Signature
ALEX Hume	4 E Spring St	Achume02@gmail.com	
Sarah Hammer	4E spring st	sarahjhammer@gmail.com	
Katie Durst	23 E. Braddock	kaitlinbauer@gmail	
Garrett Durst	23 E. Braddock	garrett.durst1@gmail	
Alison Mullarkey	1W Spring	Alidrapp@gmail.com	
Daniel Mullarkey	1W Spring St.	mullarkey@gmail.com	

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Signature
Bashir Idlibi	10 E Myrtle St Alexandria, VA 22301	
GARY McGEE	15. E. MYRTLE ST Alexandria, VA 22301	
Jillian McMahon	23 E Myrtle St Alexandria VA 22301	
Roger Roberts	415 E Bellefonte Alexandria VA 22301	

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Signature
Kevin Vyas	19A E. Myrtle St.	
Allyson Noble	16½ E Myrtle St.	
Joseph Roelsen	20 E Myrtle St	

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Signature
	802 Ramsey	Lori Williams
Michel Hall	806 Ramsey	
Sean Rohr	901 Ramsey	
MARIE MANNING	901 RAMSEY	
Rachel McGovern	902 Ramsey	
Milagros Matus	6A West Chapman	
Kristen Martin	611 Ramsey	
Matt Goldstein	301 E. Braddock Rd	
	800 RAMSEY ST	Norma Hill
Monica DeAngelo	104 E Braddock	
Martha Barroso	SE Monroe Ave	

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Signature
Sarah Krakowiak	115 E Spring St, Alexandria VA 22301	Sarah Krakowiak
Jeffrey Davison	206 E. Spring St. Alexandria VA 22301	
Sarah Tuohy	206 E Spring St Alexandria VA 22301	
Matt Arnold	212 E. Spring St Alexandria VA 22301	
Lisa Guernsey	212 E. Spring St. Alexandria VA 22301	
Andrew Vrabel	905 Lee St	Alexandria, VA 22301
Ashley Juarez-osorio	111 E Spring St	
Edwin Juarez	111 E Spring St	

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Email Address	Signature
VERNON LIX	901 Little St		
Zile Bemis	813 Little St.		
John Ritzmann	220 E. Spring St.		
Joan Kuhlmeir	220 E Spring St.		
Elizabeth Trigg	204 E Braddock Rd		
Fitz Thompson	902 Little St		
SUSAN THOMPSON	902 Little St		
MIKE GALLARDO	514 LITTLE STREET		
Jason Hughes	903 Little Street		

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Signature
Brenda Cox	201 E. Spring St Alex 22301	Brenda Cox
ROBERT RETTIG	203 E. SPRING St. ALEX 22301	
MAGGIE RETTIG	203 E. SPRING ST ALEX 22301	
Sarah Whelan	205 E Spring St Alex 22301	
Peter Whelan	205 E. Spring St. Alex 22301	
LINDSEY POPE	205A E. SPRING ST. ALEX 22301	
Kellie Hart	207 E Spring St. Alex 22301	
Jad Jaber	104 E Spring St. Alex 22301	
Abbey Smith	210 E. Spring Alex 22301	
Dora Greco	110 e. spring st Alex 22301	
Stephen Crid	115 E. Spring St. Alex 22301	

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Signature
Harvey Coleman	102 E. Spring St	
Peggy Coleman	" "	
Andrew Hamilton	112 E Spring St	
Justin Jolley	202 E Spring St	
Abby Jolley	202 E Spring St	
Lisa Waller	204 E Spring St.	
Gary Dickerson	222 E. Spring St.	
Nancy McCormick	817 Little St.	
Monica Lix	901 Littlest	
Ellen Hamilton	112 E. Spring St.	
John B. McCormick	817 Little St	

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Email Address	Signature
Marsha Wallace	607 Wayne St	ECRESQR@gmail.com	

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Email Address	Signature
Heather Stevens	30 E BRADDOCK RD	HEATHERMARIE0124@GMAIL.COM	
James Balog	30 E Braddock Rd.	jjbalog@gmail.com	
Timothy Sullivan	106 Adams Ave.	sullivant472@gmail.com	
Jane F. Baird	100 Adams Ave.	bairdjf@verizon.net	
Laura M Paez	227 Adams Ave	LMPaez1966@gmail.com	
JAY MIDDOUR	229 ADAMS AVE	MIDDOURJ@GMAIL.COM	
Monica Davis	19 E. BRADDOCK Rd	mez0408@yahoo.com	
ORIS DAVIS	19 E. BRADDOCK Rd	orisdavis@yahoo.com	
ALAN PAEZ	227 Adams Ave.	AGP1776@yahoo.com	

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Email Address	Signature
Gordon I. Johnston	419 E Windsor Ave	VZe2mvrr@verizon.net	
Karen Helbrecht	419 E. Windsor Ave	mjkandg@verizon.net	
Tom Van Wagner	202 E. Braddock Rd	unclet[illegible]@yahoo.com	
Vincenza Anand	11 E. Spring Street	VINGETAA@GMAIL.COM	
Sandra Gogol	26 E. Braddock	s[illegible]@icloud.com	
Sean Hoffman	202 E. Braddock Rd	seanhappthoffman@gmail.com	
Catharine McNally	702 Little St	catharine.mcnally@gmail.com	
Andrew Schmidt	708 Little St.	andrewgschmidt@gmail.com	
Sandra Frankenberg	205 E. Braddock Rd	Sanfran0916@gmail	
Tyler Jamer	310 E Braddock Rd	tmj0016@gmail.com	

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

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We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Email Address	Signature
April Blackwood	801 Ramsey Alex, VA 22301	aprilandersonbb@yahoo.com	
Tom Blackwood	801 Ramsey Alex, VA 22301		

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We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Email Address	Signature
Helen Cooper	205 E. Braddock Rd.	helencooper1420@gmail.com	Helen Cooper
Jalil Boulahssas	310 E. Braddock Rd	jalilboulahssas1@gmail.com	
Jeff Mans	702 Ramsey St.		
Philip J. Crowley	711 Little St	crowley44@gmail.com	
Carrie Pugsley	605 Little St		

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

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We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Email Address	Signature
Kalitamara Moody	21 E Braddock Rd.	kali.moody@gmail.com	
Mitchell Baker	21 E Braddock Rd	mitchell.a.baker@gmail.com	
NAFTALI RIMON	13 E Spring St Alexandria		
Kaoru Rimon	13 E Spring St Alexandria	rimonf@verizon.net	
William Reeder	2 W. Glendales	reederwt@yahoo.com	
Andrea Klores	11 W Masonic View	andreaklores@gmail.com	
Barbara Haley	206 Summers Dr.	barbara.a.haley@aol.com	
Les Friedman	206 Summers Dr.	LBF99@hotmail.com	
Cindy Semrad	15 E. Spring St	csrdms@gmail.com	
GEORGE SEMRAD	15 E SPRING ST	GSEMRAD@IMSMFG.COM IMSMFG.com	

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

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We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Signature
Solomon A. Mirach	4600 Duke St #1419	
Chidei G. Weldemichael	4600 Duke St #1419	
Elizabeth S. Aregai	4600 Duke St #1419	
Aster Solomon	4629 Seminary Rd Apt 204	
Hermon Mebrahtu	4629 Seminary Rd Apt 204	
Ruth Rabyak Rossa	750 Thorntonway Apt 315	
Rossa yohannes	750 Thorntonway Apt 315	
Robel Afwerki	750 Thorntonway Apt 315	
Aker Tesfu	4629 Seminary Rd #204	
Mark Meyer	4600 Duke St. 1228 alex VA	
Beferadu. T.	307. 908. Alexandria VA	

(church)

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

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We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Signature
Semir Suleman	5540 Ascot ct #121 Alexandria VA 22311	
Seminesh Tesfegrgish	5540 Ascot Ct #121 Alexandria VA 22311	

(church)

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

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We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Email Address	Signature
MARY E DALY	101 E. ALEXANDRIA AVE		

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We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Email Address	Signature
Allison Silberberg	1544 Mount Eagle Alexandria, VA 22302	allison@allisonsilberberg.com	Allison Silberberg

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

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We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name Signature	Address	Email Address
~~Liz Cooper~~	~~205 East Braddock Road~~	~~grite@yahoo.com~~
~~Liz Cooper~~	~~Alexandria, VA 22314~~	
Sue Thumble	205 E. Braddock Rd	SThumble@ME.com
~~Sue Thumble~~	~~Alexandria VA 22301~~	
Terence Farnoudeen	2402 Cameron Mills Rd,	tterence@msn.com
Nancy & Kelly	2402 Cameron Mills Rd	Alexandria VA 22302
~~Fran Vogel~~	~~411 N. Fairfax St #230~~	~~nanza13@msn.com~~
		~~fran.vogel@verizon.net~~
Fran Vogel	411 N. Fairfax St	Alexandria, VA 22314 fran.vogel@verizon.net

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

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Name	Address	Email Address

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We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name Signature	Address	Email Address
① Grit Cooper	205 East Braddock Road Alexandria, VA 22301	gritc@yahoo.com
② SIMON TRUMBLE	205 E. BRADDOCK RD ALEXANDRIA, VA 22301	STRUMBLE@ME.COM

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

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We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Email Address

From: Nancy Haney
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Parking on Braddock Rd
Date: Friday, February 20, 2026 10:58:25 AM

[You don't often get email from haneynn@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

We respectfully oppose the removal of parking on Braddock Rd. Among other things, we are concerned about the congestion the removal of turn lanes will cause on Braddock and we are concerned for the churches that will lose parking.
Thank you.
Nancy and Joe Haney
26 W Braddock Rd

Sent from my iPhone

_____
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DO NOT CLICK any links or download attachments unless the contents are from a trusted source.

From:	ntc4162@comcast.net
To:	Alyia Gaskins; Abdel Elnoubi; Jacinta Greene; Kirk McPike; Sarah Bagley
Cc:	TES-Traffic and Parking Board
Subject:	[EXTERNAL]Braddock Road Corridor Improvements Project
Date:	Thursday, February 19, 2026 12:28:45 PM

[You don't often get email from ntc4162@comcast.net. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear Mayor and City Council Members,

I do not support the Traffic and Parking Board's Braddock Road Corridor Improvements Project. The City should focus on basics: enforce safety laws and repair existing infrastructure.

Our bike lanes, streets, sidewalks, and recreation paths are in disrepair, making travel unsafe for pedestrians, cyclists, drivers, and DASH riders. Potholes, crumbling pavement, missing bus stops, and damaged storm drains create hazardous conditions and increase long-term costs. The City should fix what we have before adding more.

We need smooth pavement, clearly marked crosswalks, visible signs, safe bus stops, and level sidewalks. Existing infrastructure requires attention before expansion.

We also need consistent enforcement of speed limits, right-turn rules, and traffic signals.

Please address maintenance and enforcement first.

Thank you,
Nancy Crowley
Enderby Drive

_____
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From: Nancy Kelly
To: TES-Traffic and Parking Board
Cc: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Safety issue for proposed Braddock Road bike lanes
Date: Friday, February 20, 2026 7:45:03 PM

Some people who received this message don't often get email from nanza13@msn.com. Learn why this is important

To the Traffic and Parking Board:

I live on Cameron Mills Rd near Braddock Rd and frequently use it to travel east and west. I'm concerned about safe passage for emergency vehicles.

Where will drivers go if a firetruck or police car needs to pass through? If there are bollards or other solid objects placed between the automobile and bicycle lanes, cars won't be able to pull over. What is the plan to address this public safety issue?

Thank you,

Nancy Kelly
2402 Cameron Mills Rd
22302

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From:	Nancy Lopez
To:	TES-Traffic and Parking Board; Alyia Gaskins; Abdel Elnoubi; Jacinta Greene; Sarah Bagley; John Chapman; Canek Aguirre; CouncilComment@alexandriava.gov
Subject:	[EXTERNAL]Opposition to Removing Parking from West Braddock Road
Date:	Thursday, February 19, 2026 8:00:50 AM
Attachments:	image.png image.png

You don't often get email from lopezfamilyva@gmail.com. Learn why this is important

Dear Traffic and Parking Board Members, Mayor Gaskins, and City Council Members,

I am a homeowner at 5 West Oak Street and a member of Good Shepherd Lutheran Church, located at 100 West Luray Avenue. The church has a handicap accessible entrance and ADA-required disability parking space located on Braddock Road. I write in strong opposition to the staff proposals to remove parking from West Braddock Road as a part of the Braddock Road Corridor Improvements Project. This proposal is item #9 on the agenda for your February 23 meeting.

The Need for Parking on Braddock Road

City of Alexandria staff conducted a parking utilization study over five days during one week in October. According to the City's findings, only 72 parking spaces located off Braddock Road exist within one block of Good Shepherd Lutheran Church - those on Luray Avenue and Hancock Avenue. Of those spaces, 28 were occupied on Wednesday at 7:00 PM, and 50 were occupied on Sunday at 11:00 AM.

Good Shepherd routinely generates parking demand of approximately 85 to 100 vehicles on Sunday mornings, with attendance increasing parking demand to as many as 250 vehicles during special events. Removal of parking on Braddock Road will likely displace resident vehicles onto nearby streets, including Luray Avenue and Hancock Avenue, further reducing available capacity. As a result, insufficient parking will exist within reasonable proximity to accommodate church attendees. *See* pages 62–88 of the Traffic & Parking Board docket.

When City staff say that there normally are hundreds of available parking spaces near Braddock Road, they are including the area two blocks north and two blocks south of the ENTIRETY of Braddock Road - from Mt. Vernon Avenue to Russell Road. It is unreasonable to suggest that someone attending Good Shepherd Lutheran Church could find "available" parking two blocks south of Braddock Road near Mt. Vernon Avenue - several blocks away from the church.

Photos Are Worth A Thousand Words

A funeral was held at Good Shepherd Lutheran Church on January 2, 2026. Below are photos from the surrounding streets on that Friday afternoon. Every parking space was filled on both sides of Braddock Road, Luray Avenue, Hancock Avenue, and further-surrounding streets. Several mourners arrived at the church late because they were unable to find parking.

West Braddock Road - Friday, January 2, 2026, at 1:39 pm



West Luray Avenue - January 2, 2026, 1:39 pm



The need for parking is not limited to funerals or Sunday worship. Good Shepherd serves as a regular meeting place for numerous community organizations, including:

- The Alexandria Choral Society & Children’s Chorus
- Encore Creativity for Older Adults

- Rosemont Citizens Association
- ALIVE! Furniture Committee
- Friends of Guest House
- Symphony Orchestra of Northern Virginia (SONOVA)
- 12-step recovery groups
- community meditation group
- INOVA blood drives (which also require parking for Blood Mobiles and equipment delivery)

These groups meet on weekdays, evenings, and weekends. Several have indicated that they would no longer be able to use the church if parking on Braddock Road were removed. In a city that values community engagement, the continued viability of such meeting spaces should be a priority. Neighbors have started to collect photographs of filled parking spaces on additional days. It happens frequently.

City staff have suggested that Alfred Street Baptist Church functions without street parking. That comparison is inapt. Alfred Street Baptist Church has a dedicated parking garage adjacent to its facilities. No comparable parking infrastructure exists near Good Shepherd Lutheran Church.

Additionally, other congregations often rely on street parking near Braddock Road: Grace Brethren Church (1301 Commonwealth Avenue) and the Iglesia Pentecostal Unida Hispana that meets there, the Community Praise Church at 1400 Russell Road, and two congregations that meet at the First Church of the Nazarene, 20 East Braddock Road, one Spanish-speaking and one Eritrean. All of these groups would be affected by the removal of street parking in the proposal.

Although City staff correctly mention that they have met with leadership at Good Shepherd Lutheran Church, they have not extended the same courtesy to these other congregations. Further, staff meeting with Good Shepherd church leaders does NOT imply that the church supports the removal of parking on Braddock Road.

Removal of ADA-required Disability Parking & Substitution of Two Less Accessible Spaces

Removing parking on the north side of West Braddock Road will also remove the disability parking space located adjacent to the handicap-accessible entrance to Good Shepherd Lutheran Church.

The staff proposes that “Disability parking will be relocated to provide continued ADA access." Staff propose to create one handicap space on the corner of Hancock Avenue at Braddock Road, and one handicap space on the corner of West Luray and Braddock Road. Although this will provide two handicap spaces, each is nearly a block away from the church entrance. Not only will the relocation of the handicap parking space significantly increase the distance to the accessible entrance, from about 50 feet to 125 feet and 175 feet, respectively. That distance makes a difference to people with limited mobility. Such alterations may not even be permitted under ADA regulations.

Further, this change will require the construction of sidewalks with curb cuts. Currently, no sidewalk exists on Luray Avenue or Hancock Avenue. The proposal provides no information about the cost, timeline, or sequencing of this ADA-required work, nor does it specify whether the existing disability parking space would remain in place until the replacement spaces and sidewalks are completed. The plan is a poor substitute for the current handicap space that is located adjacent to the door to the church, as nearby as possible.

Failure of Planning, Analysis, and Data

I have been shocked at the lack of data, analysis, and accountability for this project. As one example, staff repeatedly insisted for weeks that all homes on Braddock Road have driveways, when this is not and never has been true. Further, City staff have not publicly shared the analysis supporting their recommended options or how competing interests were weighed. The VDOT recommendations that City staff refer to apply only to the area between North West Street and Mt. Vernon Avenue. There appear to be no documented safety concerns on the portion of Braddock Road between Mt. Vernon Avenue and Russell Road.

Further, staff somehow conclude that the removal of 8 turn lanes on and around Braddock Road will have no effect on traffic flow. This is baffling to anyone who drives on Braddock Road. The Parking & Traffic Board must ask questions about this specious conclusion. It is inconceivable that removing turn lanes, which means that all cars must wait behind anyone making a left-hand turn, will not make traffic worse on Braddock Road, where traffic already

backs up for blocks during rush hour.

It is deeply disturbing that such significant changes are being advanced without a transparent analysis of need, impact, cost, anticipated benefits, traffic and environmental impacts, or compliance.

For these reasons, I respectfully urge the Board to weigh the expressed views of the affected community and reject the staff recommendations to remove parking on Braddock Road and work with the community to find better solutions.

Respectfully submitted,

Nancy Lopez
5 West Oak Street
Member, Good Shepherd Lutheran Church
lopezfamilyva@gmail.com
202-297-6220

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From: nmwidmer@verizon.net
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]just don't
Date: Monday, February 9, 2026 8:03:47 PM

You don't often get email from nmwidmer@verizon.net. Learn why this is important

Good evening,
Are you seriously thinking of getting rid of turn lanes onto Commonwealth and Russell? Are you insane? Have you driven that stretch of road during the morning and evening rush hour? If you have, then you know it is a VERY bad idea. And getting rid of parking on Braddock - the same- bad idea!!! All you will do is make resident parking on side streets worse. Honestly, I am all for walking and biking, but let's face it, more people drive than bike- and adding bike lanes will not change this!!! Making the traffic worse on Braddock will do nothing but result in more aggressive and frustrated drivers. Why inconvenience the masses for a few cyclists?

Please, do not go through with this plan for a handful of cyclists and to appease a few city council people who are out of touch with the masses.

I truly expect better planning from Akexandria City.

Nancy Widmer

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From: Natasha Guillory
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Public Comment: Street Parking Access for Community Praise Church
Date: Monday, February 23, 2026 2:27:23 PM

You don't often get email from nmguillory@gmail.com. Learn why this is important

Dear Alexandria Traffic & Parking Board,

Thank you for the opportunity to provide public comment. I am a member of Community Praise Church in Alexandria, and I respectfully ask the Board to preserve reasonable street parking access on Russell and Braddock Roads, particularly during Saturday worship hours.

My family and I travel approximately 45 minutes each way from Beltsville, Maryland to attend services. We are both 100% disabled veterans and experience challenges with walking long distances. Because the church's parking lot is small and handicap spaces are limited, accessible street parking is essential for our ability to participate safely and consistently.

Our situation is not unique. Many members of our congregation are elderly or living with disabilities, and numerous families, including ours, have young children under the age of 10. Accessible parking helps ensure the safety and participation of families, seniors, and individuals with mobility limitations who rely on close proximity to the church.

Community Praise Church serves as more than a place of worship. It provides meaningful support and outreach through initiatives such as Servolution, care for the unhoused, and programs that offer connection and guidance for youth, families, and married couples. These efforts strengthen not only our church community but also the broader Alexandria community.

We are committed to being respectful neighbors and supporting fair, safe, and workable parking solutions that allow residents and church members to coexist. Continued access to street parking enables us to gather, serve, and remain engaged contributors to the community.

Thank you for your time and thoughtful consideration.

Respectfully,

Natasha Benjamin

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From:	Nate McKenzie
To:	TES-Traffic and Parking Board
Subject:	[EXTERNAL]Support for Recommended Concept – Braddock Road Corridor (particularly N West Street to Commonwealth Avenue Segment)
Date:	Saturday, February 21, 2026 3:22:41 PM
Attachments:	Untitled attachment 00003.txt publickey - njmckenzie@protonmail.com - 0x6B5D44D4.asc signature.asc

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Dear Members of the Traffic & Parking Board,

I am writing in support of the staff-recommended concept for the Braddock Road Corridor Improvements Project, particularly the section between N West Street and the Commonwealth Avenue intersection.

I use this corridor regularly in all three modes — walking, bicycling, and driving — and I also have a child who attends the middle school in the project area and uses this corridor daily. As a result, I see firsthand the conflicts that occur where vehicles, cyclists, pedestrians, and students interact.

My bicycle use here is primarily for commuting and errands, not recreation. In my experience, successful transportation systems treat bicycling as a core everyday mobility mode alongside walking, transit, and driving. Infrastructure that supports these routine trips improves safety and predictability for everyone.

I strongly support the proposed improvements between N West Street and Commonwealth Avenue, including safer pedestrian crossings, clearer and continuous bicycle facilities, reduced conflict points, and better connectivity to Commonwealth Avenue and nearby transit and schools.

This segment is a key connection between neighborhoods, schools, transit, and the regional bike network. The recommended concept provides a practical, balanced way to improve safety and clarity while maintaining corridor function. I encourage the Traffic & Parking Board to support the recommended concept and move the project forward.

Thank you for your consideration.

Sincerely,

Nate McKenzie

309 W Masonic View Ave

From: Nathan Zencey
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]public comment on Braddock Road Corridor Improvements Project
Date: Sunday, February 22, 2026 4:01:55 PM

Members of the Board,

I cannot attend the public meeting tomorrow (2/23) about this project, so I write with my public comment.

I support the staff recommendations for the Braddock Road Corridor Improvement project. I live very close by the project area - just down the King-Braddock trail. It is imperative that the city establish a safer connection between this trail and the Potomac Yard trail to protect the scores of residents who bike through here every day.

I've also witnessed many near misses at this intersection due to impatient drivers, which makes me feel unsafe walking in this area with my young daughter. So I support any measures to improve the safety of crossings in the project area.

I understand the concerns some have about a loss of parking further down Braddock road to continue the protected bike lane, but I believe the city staff has studied this adequately and acceptable alternatives exist for parking. This is a worthwhile trade off to improve traffic safety and accessibility of this route for all user modes.

Thank you,
Nathan Zencey

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From: Nicholas Gueterman
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support Item 9 - Staff Recommendation on Braddock Road
Date: Monday, February 23, 2026 9:00:37 AM

You don't often get email from ngueterm@gmail.com. Learn why this is important

Safe, comfortable bike and pedestrian infrastructure on Braddock Road is an essential part of our developing network, and is especially critical as a direct connection to Metro. While this project will cause some inconvenience to a small number of adjacent residents, I believe the benefit of a connected safe streets network to both adjacent residents themselves and the full city far outweighs the downside of having to park your second car around the corner sometimes. Please support staff's recommendation.

DISCLAIMER: This message was sent from outside the City of Alexandria email system. DO NOT CLICK any links or download attachments unless the contents are from a trusted source.

From: Nick Leiby
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]in favor of Braddock Road Corridor Improvements Project
Date: Sunday, February 22, 2026 6:14:07 PM

You don't often get email from nleiby@gmail.com. Learn why this is important

Hello-

I am strongly in favor of the Braddock Road Corridor Improvements Project.

I am an experienced, proficient biker. I have commuted by bike in DC, Boston and San Francisco, and I have completed 1000+ mile bicycle camping tours. That said, given the situation today, I avoid biking on Braddock Road in the area proposed for improvement- it's simply too unpleasant and dangerous. If I'm unwilling to bike there, I assume many less experienced cyclists are similarly deterred. Statistics about current ridership therefore seem irrelevant; we need infrastructure to connect transit, schools, and residences with effective bike lanes before we can expect riders to be there.

Nicholas Leiby
404 E Del Ray Ave
Alexandria, VA 22301

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From: hillnorma800@gmail.com
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Traffic and Parking Board Meeting on 2/23/2026
Date: Thursday, February 19, 2026 11:55:22 AM

You don't often get email from hillnorma800@gmail.com. Learn why this is important

PLEASE DO NOT pass the Braddock Road improvement plan. Segment 1 is fine but DO NOT approve the planned proposal for segments 2 and 3! It would cause more congestion than we already have and is a dangerous recommendation. Most of the people who have come up with this plan DO NOT live near it as I do.

PLEASE DO NOT DO THIS TO OUR NEIGHBORHOOD!

Thank you,
Norma Hill
800 Ramsey Street (corner of Ramsey and Braddock)
Alexandria, VA 22301

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From: Oris Davis
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]DO NOT Support Item 9 - Staff Recommendation on Braddock Road
Date: Monday, February 23, 2026 6:04:05 PM

You don't often get email from orisdavis@yahoo.com. Learn why this is important

My wife and I have lived on E. Braddock Road for almost 20 years. In that time, the bike traffic has never been significant. Nor, despite the city's claims, have there been any significant #s of bicycle-related safety incidents on E. Braddock Rd over the past decade. The # of incidents have been negligible, especially compared to the #s on West Braddock Rd, where no one is discussing removing parking for "safety reasons." It doesn't make sense. It truly seems that the city is offering a solution in search of a problem that does not exist.

Additionally, the city - whose representative has admitted that the traffic signal "algorithms" have not been update for a decade, instead of doing incremental changes and improvements, or instead of truly considering only removing parking on one side of E. Braddock Rd, has decided to go with an "all or nothing" approach.

Being someone who has routinely walked, safely and without incident, to the Braddock Metro, off and on for 20 years, I scratch my head in wonder about the need for "safe, comfortable bike and pedestrian infrastructure." As one of the homeowners who will have to endure the supposedly "minor inconvenience" of the proposed changes, I ask myself if the people who are pushing for this would like to lose their parking, which is not only access for the residents, but also for necessary service vehicles, as well as family and friends who may want to come visit. Or would they like to see their property values depreciated, in some cases dramatically, because of others trying to solve a problem that does not exist.

As many other opponents, like myself, have pointed out, they city has not been transparent with the relevant data for sections 1 and 2 of East Braddock. Additionally, while the city has done some outreach to various neighborhood groups, they have been conspicuously lacking in visibility about the process to start with. If I am late on property tax payments, I get a notice from the city. If my trash bill has not been paid, or my grass is too long, I get a notice from the city. But, for something of this magnitude, that impacts the lives and property values of multiple residents, not just on Braddock, but in all of Rosemont and Del Ray, no notice was ever sent out. That does not seem transparent in the least.

The proposed reclaiming of various turn lanes, also makes no sense. Without the existing turn lanes, a car waiting to turn onto Mount Vernon or Commonwealth can block all traffic. Likewise, one or two pedestrians on the right will also block all traffic.

There are many who believe this measure, with the lack of transparency, and the extremely aggressive push to make this happen at all costs, is tied to rezoning for development efforts, which ultimately will change the very character and nature of the single-family homes in the DelRay and Rosemont neighborhoods. Were the proponents truly honest with all of the residents, instead of just focusing on on the few of us on E. Braddock Road, then I believe that there would be much more opposition to this measure.

Oris Davis

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From:	J. Page Turney
To:	TES-Traffic and Parking Board; Alyia Gaskins; Abdel Elnoubi; Jacinta Greene; John Chapman; Canek Aguirre; Sarah Bagley
Subject:	[EXTERNAL]Please Vote No to the Braddock Road "Improvement" Plan
Date:	Monday, February 23, 2026 6:14:08 PM

Some people who received this message don't often get email from jpageturney@hotmail.com. Learn why this is important <https://aka.ms/LearnAboutSenderIdentification>

This plan is a waste of tax payer money because it solves no problems, but will create many!

1) Keep street parking available on both side of Braddock Road - especially for those without street parking. If this plan is approved, we will lose over 100 street parking spaces on Braddock, Commonwealth and Spring, including for the three churches along this route and families with NO OFF-STREET PARKING.

2) Keep the intersections of Braddock/Commonwealth and Braddock/Russell as-is. If this plan is approved, they will be reduced to single lanes creating more congestion, more backups and an increase in volume beyond what these roads can handle safely.

3) Allow emergency vehicles to use this emergency route as it was intended. If this plan is approved, there will only be SINGLE LANES in every direction at the intersections of Braddock/Commonwealth and Braddock/Russell and nowhere for cars to pull over and make way, thus greatly delaying emergency services for those who need them most. This shrinking of the intersections will also delay Dash busses and the ACPS school busses that are often late getting kids to school even with two lanes.

4) Comply with the American with Disabilities Act (ADA). This project purports to advance the goals of the Alexandria Mobility Plan (2021), which establishes that all bus stops must be fully accessible per the ADA. Unfortunately, if this plan is approved, access to the three churches on Braddock Road that have no (or very little) off-street parking will be gravely compromised. This includes the elimination of the handicapped spaces in front of the Lutheran Church with the only direct access to the ADA compliant ramp on the Braddock Road side. Further, the Alexandria Mobility Plan establishes that all bus stops must be fully accessible per the ADA, yet there are no reconfigurations in the proposal related to the bus stops along Braddock Road that would bring them into compliance.

5) Cyclist Safety. Far from being a "mobility plan," this proposal will make driving in our community nearly impossible. Accidents will increase ten-fold when cars not only have to back out of their driveways into oncoming traffic but also wade through the "flex posts" that will surround any protected bike lanes that are installed. Visibility is already a challenge for those of us who live on Braddock Road. If this plan is approved, it will further diminish, putting everyone at risk.

Best,
Page Turney
12 West Oak Street

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From: Pam Townsend
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Corridor Improvements
Date: Monday, February 16, 2026 5:46:03 PM

You don't often get email from pam@neverlanddestinations.com. Learn why this is important

Dear Traffic and Parking Board,

I've lived by Mt. Vernon & Braddock intersection for over 20 years. We bike, walk and drive on Braddock Road daily. My son attended GW Middle school so walked through the intersection for 3 years. He now bikes to ACHS-MH daily (except this month!) up Braddock Road.

I have noticed a drastic change in traffic since the Yates/7-11 development. Cars back up each way because people are trying to turn in/out of 7-11 parking lot. Westbound cars are jockeying to get around turning cars. Pedestrians are trying to cross. Eastbound cars are stuck and can't get across Mt. Vernon because not much space before the crosswalk. Plus, cars turning into 7-11 parking lot must wait for pedestrians walking parallel to Braddock. Also, cars entering or exiting the parking spaces in front of Lena's and the dry cleaners. It's a busy mess and dangerous!

I support having 1 travel lane each way on Braddock between Mt Vernon and West for pedestrian safety, but we need turn lanes to help traffic flow. Please keep all current turn lanes at all the intersections in the study.

We should have a traffic plan that helps drivers move safely and efficiently along Braddock Rd. Backed up traffic helps no one! Angry, hurried, confused drivers are dangerous to cyclists, pedestrians and other drivers. Idling cars pollute the air.

Taking away parking west of Braddock will not fix anything. It just served to anger residents while not helping cyclists or pedestrians. Again, I bike and drive this section of Braddock frequently also going to Safeway or Duncan Library. I feel perfectly safe biking on Braddock from my house on Little Street to Commonwealth. The parked cars are not a problem because they rarely move. The city needs to focus on the Mt. Vernon to West St. section and leave the rest alone!

I ask you to please reject the proposed plan and send it back to the city to make improvements after further study and in person observation during rush hour and GWMS student dismissal. Also, please ask the city to again consider the suggestions made by the residents in the public comment sections that were ignored (removing parking in front of Lena's, putting a light at the 7-11 cross walk, removing the bump out and adding a right turn lane into 7-11 by Lena's).

Last but not least, before changing anything on this section of Braddock, the city needs to address the delivery trucks that block the car and bike lane. Here are photos from roughly 3p.m. (GW dismissal time!) on Braddock at this 7-11 crosswalk. This is a frequent occurrence. The truck and business should be ticketed to deter further infractions.

Thank you,

Pam Townsend
604 Little St.





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From:	Kate Costa
To:	TES-Traffic and Parking Board; Alyia Gaskins; Abdel Elnoubi; Jacinta Greene; Sarah Bagley; John Chapman; Canek Aguirre
Subject:	[EXTERNAL]Braddock Road Project- from Pastor Kate Costa
Date:	Thursday, February 19, 2026 9:52:55 AM
Attachments:	image.png

You don't often get email from pastorkate@gslutheran.net. Learn why this is important

Dear Traffic and Parking Board, Mayor Gaskins, and City Council Members,

As pastor of Good Shepherd Lutheran Church I want to express my concern for removing parking on Braddock Road in front of our church building.

The City staff have taken time to meet with us and consider options. However, the proposal they forwarded is not an acceptable solution for our congregation, especially those with mobility limitations.

I strongly urge the Traffic and Parking Board to reject the City's recommendations to remove parking from Braddock Road, especially the area between Russell Road and Commonwealth Avenue. City staff should seek other creative ways to support the safety of pedestrians and bikers, while still allowing our church to continue being an accessible and open community space.

Parking on Braddock Road is essential for our church for these reasons:

-Worship Services- On a typical Sunday morning, 85-100 cars park on Braddock, Luray, Hancock, and other nearby streets for worship services. For special events such as Easter, funerals, and weddings, this increases to over 250 in a period of just a few hours. Unlike churches in other areas of the city, there are no parking structures or lots in close vicinity to our church. So, removing parking on Braddock will increase the average worshipper's walk from 1-2 blocks to 3-4 blocks or more, which is especially difficult on older members and guests.

-ADA accessibility- The current ADA space on Braddock Road is adjacent to the only ramp for the building. Guests and members with handicap placards and plates use the rest of the North side of Braddock as accessible parking. All other entrances require stairs, and do not have sidewalks or curb cut outs. Relocating the ADA spaces to the corners of our property on Luray Avenue and Hancock Avenue decreases accessibility by dramatically increasing the distance from these parking spaces to the church entrance (from about 50 feet to about 125 and 175 feet). Offering handicap parking spaces that are two or three times the distance is an unacceptable tradeoff for our guests and members with limited mobility. We

need more handicap spaces on Braddock Road, not fewer.

-Community Events- Our building is heavily used (many times a week) for community groups and events, which require similar "surge" parking as we do for worship. Affordable, accessible meeting spaces in Alexandria City are rare- and so this is a unique resource. Blood drives and music groups for senior citizens would be especially impacted.

Possible Solutions:

-It is critical that parking be kept on Braddock Road, with an increased number of ADA spaces. Bikes can be accommodated with shared lane arrows or other flexible options that maintain all parking.

-Community members have asked the City to explore putting bike lanes on parallel roads that are north and south of Braddock Road.

-At a minimum, the City should carve out handicap parking on Braddock Road in the same way that the City is retaining parking spaces for homeowners on Braddock Road that do not have driveways.

-Another option that could be explored is to allow parking during weekend/evening off peak times (and preferably, funerals), and loading zones on Braddock Road that can be used as required. The City has not proposed options for flexible signage or other ways for the community to continue having blood drives and other events that require on street parking on Braddock Road. Some municipalities (Boston, Philadelphia, DC, and more) have successful models for having bike lanes and still allowing parking during off-peak times. (See image below from this shared Bike/Bus/Parking PowerPoint Presentation)

For these reasons, I ask the Traffic and Parking Board to reject the City's proposal for removing parking from Braddock Road. Instead, staff should be instructed to consider options that would allow all users of the roadway to safely navigate the community and preserve access to our building.

Thank you,

Pastor Kate Costa

--

Pastor Kate Costa

Good Shepherd Lutheran Church

www.gslutheran.net

Cell: 276-698-7653

100 W. Luray Ave.

Alexandria, VA 22301

During off-peak travel periods, some SBBLs allow on-street parking



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From: Alexandria Carroll
To: TES-Traffic and Parking Board
Cc: Hillary Orr
Subject: FW: [EXTERNAL]One more note!
Date: Thursday, February 19, 2026 12:58:55 PM
Attachments: image.png

Alex Carroll, AICP (she/her)
Complete Streets Program Manager
City of Alexandria, Virginia
Department of Transportation & Environmental Services
Office: 703.746.4408
Cell: 703.213.8190
alexandriava.gov

From: Alyia Gaskins <alyia.gaskins@alexandriava.gov>
Sent: Thursday, February 19, 2026 12:57 PM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Cc: Hillary Orr <Hillary.Orr@alexandriava.gov>
Subject: FW: [EXTERNAL]One more note!

Hi,

I promised to pass along for the record.

Alyia Gaskins, Mayor
Alexandria City Council
Cell: 703-244-3312
Alyia.gaskins@alexandriava.gov

Please note that Christine Macey is my aide. She can be contacted at:
Christine.macey@alexandriava.gov

From: Kate Costa <pastorkate@gslutheran.net>
Sent: Thursday, February 19, 2026 10:11 AM
To: Alyia Gaskins <alyia.gaskins@alexandriava.gov>
Subject: [EXTERNAL]One more note!

Hi Alyia!

Thanks for your daily updates. One of my members sent it to me yesterday- thanks for the shout out!

I did want to make sure you knew that we still strongly oppose the removal of Braddock Rd parking in our section. It really will make every day events much tougher for many of our folks! Not to mention funerals and bigger events...

I know you don't have much influence here directly and there's a lot of moving pieces. While the City staff (including you!) have given us a lot of time and listened to our concerns, I don't think they understand the full impact that this will have on our congregation and community.

During the snow, we had to cancel worship. Alexandria Choral Society and our two Encore groups (singing for senior citizens) had to find other places to meet due to lack of parking. Likely, if the parking is removed, they will need to do that permanently, and finding a place in Alex City is difficult. And I've had members tell me they will just worship online- which you know is not the same.

So, I hope the City can find other possibilities.

In God's peace, with prayers for your work,

Kate

On Thu, Feb 19, 2026 at 9:51 AM Kate Costa <pastorkate@gslutheran.net> wrote:

> Dear Traffic and Parking Board, Mayor Gaskins, and City Council Members,
>
> As pastor of Good Shepherd Lutheran Church I want to express my concern for removing parking on Braddock Road in front of our church building.
>
> The City staff have taken time to meet with us and consider options. However, the proposal they forwarded is not an acceptable solution for our congregation, especially those with mobility limitations.
>
> I strongly urge the Traffic and Parking Board to reject the City's recommendations to remove parking from Braddock Road, especially the area between Russell Road and Commonwealth Avenue. City staff should seek other creative ways to support the safety of

pedestrians and bikers, while still allowing our church to continue being an accessible and open community space.

Parking on Braddock Road is essential for our church for these reasons:

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-ADA accessibility- The current ADA space on Braddock Road is adjacent to the only ramp for the building. Guests and members with handicap placards and plates use the rest of the North side of Braddock as accessible parking. All other entrances require stairs, and do not have sidewalks or curb cut outs. Relocating the ADA spaces to the corners of our property on Luray Avenue and Hancock Avenue decreases accessibility by dramatically increasing the distance from these parking spaces to the church entrance (from about 50 feet to about 125 and 175 feet). Offering handicap parking spaces that are two or three times the distance is an unacceptable tradeoff for our guests and members with limited mobility. We need more handicap spaces on Braddock Road, not fewer.

-Community Events- Our building is heavily used (many times a week) for community groups and events, which require similar "surge" parking as we do for worship. Affordable, accessible meeting spaces in Alexandria City are rare- and so this is a unique resource. Blood drives and music groups for senior citizens would be especially impacted.

Possible Solutions:

-It is critical that parking be kept on Braddock Road, with an increased number of ADA spaces. Bikes can be accommodated with shared lane arrows or other flexible options that maintain all parking.

-Community members have asked the City to explore putting bike lanes on parallel roads that are north and south of Braddock Road.

-At a minimum, the City should carve out handicap parking on Braddock Road in the same way that the City is retaining parking spaces for homeowners on Braddock Road that do not have driveways.

-Another option that could be explored is to allow parking during weekend/evening off peak times (and preferably, funerals), and loading zones on Braddock Road that can be used as required. The City has not proposed options for flexible signage or other ways for the community to continue having blood drives and other events that require on street parking on Braddock Road. Some municipalities (Boston, Philadelphia, DC, and more) have

successful models for having bike lanes and still allowing parking during off-peak times. (See image below from this shared Bike/Bus/Parking PowerPoint Presentation)

For these reasons, I ask the Traffic and Parking Board to reject the City's proposal for removing parking from Braddock Road. Instead, staff should be instructed to consider options that would allow all users of the roadway to safely navigate the community and preserve access to our building.

Thank you,

Pastor Kate Costa

--

Pastor Kate Costa

Good Shepherd Lutheran Church

www.gslutheran.net

Cell: 276-698-7653

100 W. Luray Ave.

Alexandria, VA 22301

During off-peak travel periods, some SBBLs allow on-street parking



--
Pastor Kate Costa
Good Shepherd Lutheran Church
www.gslutheran.net

Cell: 276-698-7653

100 W. Luray Ave.
Alexandria, VA 22301

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From: Melvyn Warfield, Jr
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Traffic and Parking Board Meeting on 2/23/2026
Date: Monday, February 23, 2026 2:19:02 PM

You don't often get email from pastorwarfield1@me.com. Learn why this is important

Chair and Members of the Traffic & Parking Board,

Thank you for the opportunity to submit this written statement for the record.

My name is Pastor Melvyn Warfield, and I serve Community Praise Church. I am writing on behalf of our congregation and the surrounding neighbors who rely on on-street parking along Russell and Braddock Roads for everyday family needs, guests, and community gatherings.

We are grateful to be part of the City of Alexandria and we strive to be good partners in our neighborhood. We support the City's goals of safe streets, clear sight lines, reliable access for emergency vehicles, and responsible traffic flow. At the same time, we respectfully ask the Board to carefully consider the impact of any changes that would reduce or remove on-street parking on Russell and Braddock.

For our church, on-street parking is not simply a convenience. It is a practical necessity that supports worship services, youth programming, pastoral care, and community outreach. Many of our members and guests—particularly seniors, families with small children, and those with mobility challenges—depend on reasonable proximity parking to participate consistently and safely. When on-street parking is eliminated or significantly reduced, it does not eliminate the need to park; it pushes vehicles farther into residential blocks, increases circulation and congestion, and can unintentionally create more strain for residents and visitors alike.

This concern extends beyond our congregation. Many residents in the area also rely on these same parking spaces for their own guests, caregivers, family visits, and weekend needs. A reduction in on-street capacity along these corridors is felt broadly across the neighborhood and can create spillover effects that make access more difficult for everyone.

With those realities in mind, we respectfully request the following:

1. If modifications are being considered, please pursue a measured, data-driven approach rather than a broad removal of parking. Targeted adjustments where there are verified safety conflicts are preferable to blanket restrictions.

2. If the Board believes restrictions are necessary, please consider time-limited or event-based alternatives that preserve parking availability during high-need windows, such as evenings and weekends.

3. Before any parking is removed, please provide a clear mitigation plan that addresses where displaced vehicles are expected to go, how resident guest parking will be protected, and how spillover congestion into nearby blocks will be minimized.

Community Praise Church is committed to doing our part. We will continue to encourage carpooling, promote responsible parking behavior, use our existing parking resources as efficiently as possible, and communicate clear expectations to our congregation. We would also welcome the opportunity to collaborate with City staff and neighbors on practical solutions that balance safety with access.

In closing, we respectfully ask the Board to preserve reasonable on-street parking access on Russell and Braddock Roads for the benefit of both our church and the broader neighborhood—residents, families, caregivers, and visitors.

Thank you for your time, consideration, and service to the City of Alexandria.

Respectfully submitted,

Pastor Melvyn Warfield, Jr.

Community Praise Church of Seventh-Day Adventist

1400 Russell Rd, Alexandria, VA 22301

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From: Patrick Carr
To: TES-Traffic and Parking Board
Subject: re: Traffic and Parking Board Meeting – Monday, February 23
Date: Friday, February 20, 2026 10:20:13 AM

You don't often get email from pcarr1720@gmail.com. Learn why this is important

I am writing to request that, if improvements are implemented, the City include installation of sidewalks on Ramsey Street south of Braddock Road as part of this project.

Ramsey Street south of Braddock is currently the only cross street in the immediate area without sidewalks. This creates a clear gap in the pedestrian network and forces residents — including children, families, and individuals with mobility challenges — to walk in the roadway. If Braddock Road improvements move forward, connectivity and safety on adjacent streets should be considered as part of a comprehensive approach. Installing sidewalks would improve safety, accessibility, and neighborhood connectivity.

Thank you for your consideration.

Patrick Carr

606 Ramsey Street

From: ppvlasseman55@everyactioncustom.com on behalf of Patrick Vlasseman
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Trail Access and Corridor Improvements
Date: Saturday, February 14, 2026 5:34:11 PM

[You don't often get email from ppvlasseman55@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear Board Members,

I write to express my support for the staff recommended design concept for the Braddock Road Trail Access and Corridor Improvements Project. The recommendations will provide the best biking and walking improvements for the corridor making Braddock Road safer for all users - people walking, biking, taking transit, and driving. Making this corridor safer and better connected improves access to the Braddock Road Metro, area trails, schools and other places in the community.

The removal of on-street parking lanes is justified given they are very underutilized and doing so makes room for the needed safety enhancements and rightly prioritizes the safety for everyone traveling the corridor.

These improvements support Alexandria's Mobility Plan and Vision Zero Action Plan.

This project is a chance to fix the dangerous conditions existing today and provide a more connected and safe corridor for everyone. I ask that you vote in favor of staff's recommended design and advance the safest set of options for Braddock Road.

Sincerely,
Patrick Vlasseman
1200 N Quaker Ln Alexandria, VA 22302-3004
ppvlasseman55@gmail.com

_____
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DO NOT CLICK any links or download attachments unless the contents are from a trusted source.

From: Patti Reilly
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]New Twist on Braddock Bike Lanes
Date: Monday, February 23, 2026 8:30:52 AM

You don't often get email from patti.m.reilly@gmail.com. Learn why this is important

Nowhere in the back and forth about bike lanes on Braddock Road east of Russell has there been any attention/concern to the impact this will have on "bypass or cut-through" streets.

I live on narrow Stonewall Road, one block north of Braddock/Russell, which has experienced a big increase in speeding cut-through traffic the last couple of years.

And it's getting worse.

Cars are today backed up Braddock waiting at the intersection light, and will cut through Stonewall in even greater numbers when the turn lane is eliminated.

Two cars cannot pass on our narrow street and increased cut-throughs will only make today's unsafe situation more dangerous for Stonewall residents.

DID THE CITY TAKE INTO ACCOUNT OR HAVE DATA THAT MEASURES THE INCREASE IN CUT-THROUGH TRAFFIC ON STONEWALL ROAD?

I ask that you do not approve the bike lane project on Braddock Road.

-Patti Reilly
1505 Stonewall Road

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From: Paul Wiley
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support Item 9 - Staff Recommendation on Braddock Road
Date: Monday, February 23, 2026 10:15:51 AM

You don't often get email from pmwiley@gmail.com. Learn why this is important

Board members:

Safe, comfortable bike and pedestrian infrastructure on Braddock Road is an essential part of our developing network, and is especially critical as a direct connection to Metro. While this project will cause some inconvenience to a small number of adjacent residents, I believe the benefit of a connected safe streets network to both adjacent residents themselves and the full city far outweighs the downside of having to park your second car around the corner sometimes.

Additionally, the tone of the advocacy from each side of this initiative speaks volumes to which side has the better argument. Opponents' bullying of city staff should not be tolerated or kowtowed to.

Please support staff's recommendation.

Best,
Paul M. Wiley
328 Clifford Ave
Alexandria, VA 22305
—
Paul M. Wiley
434-960-7101
pmwiley@gmail.com

DISCLAIMER: This message was sent from outside the City of Alexandria email system. DO NOT CLICK any links or download attachments unless the contents are from a trusted source.

From: Paula Moran
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]I live in Rosemont and support bike lanes
Date: Thursday, February 5, 2026 1:33:37 PM

You don't often get email from moranpf@gmail.com. Learn why this is important

The Rosemont Citizens association does not speak for Rosemont on the topic of bike lanes. I support additional bike lanes.

Honestly I'm particularly interested in bike lanes along Commonwealth. It would be nice to connect the lanes by Oak and Commonwealth with those up North of Monore.

Sincerely,
Paula Moran
West Chapman Street

DISCLAIMER: This message was sent from outside the City of Alexandria email system. DO NOT CLICK any links or download attachments unless the contents are from a trusted source.

From: Peter Carlson
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support Braddock Rd Bike Lane & Pedestrian Safety improvements
Date: Sunday, January 25, 2026 4:18:02 PM

You don't often get email from peter.d.carlson@gmail.com. Learn why this is important

Greetings Traffic & Parking Board,

I support the safest biking and walking options for the Braddock Road Trail Access and Corridor Improvement Project, Options 1B, 2A, and 3, because these make this road the safest for all users: drivers, walkers and cyclists.

I attend choir rehearsal weekly at Good Shepherd Lutheran Church. It is an ~80-member choir with members traveling from all over the area, usually by car. There is never any issue finding parking in this area. There are often plenty of spaces even after all members have arrived.

Meanwhile, pedestrians and cyclists must contend with narrow sidewalks or risk walking or riding in the street. Car-users feel comfortable driving at high speed down Braddock because they have plenty of wide empty road.

Please approve the pedestrian and bike safety improvements on Braddock to keep the community safe for all users.

Thanks,

Peter Carlson

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From: Peter Watkins
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Corridor: great except for the delivery zone and turn lanes
Date: Sunday, February 22, 2026 7:04:18 PM

You don't often get email from peter@townsendwatkins.com. Learn why this is important

I'd like to thank City staff for proposing enhancements to the safety of this corridor. I live one block away (on one of the parking study streets) and have frequently biked, driven, and walked most of this corridor for many years. Overall, the proposal looks good.

I would like to suggest two changes:

1. Please do **not** propose a loading zone beside the 7-Eleven. Instead straighten the disconcertingly bending bike lane and add lane protection to encourage proper deliveries on Yates Corner's own pavement. (See marked illustration below.**)

   The current eastbound bike lane next to 7-Eleven is uncomfortable due to its sharp bend, even when no deliveries are taking place! The proposal not only leaves the sharp bend but invites perpetual obstruction by delivery trucks. For years delivery trucks for Yates Corner have ignored signage and parked *in* the bike lane. I think it is foolish to believe they would honor the bike lane in the proposed design -- surely they will continue to simply ignore roadway markings, as they have seen that we don't enforce them, and pull up to the curb. **Yates Corner has adequate delivery parking space in its own paved lot (behind the dry cleaner).** The photo shows valet-parked cars there -- that area is NOT marked for self-parking.

2. Please retain the left turn lanes at intersections; when biking, these lanes make left turns feel much safer and less intrusive.

   (For westbound Braddock just west of Mount Vernon I suggest using sharrows so that Braddock next to the gas station could both keep its left turn lane and gain the proposed new bike lane. Between Russell and Mount Vernon, adding an eastbound bike lane at the last part, between Wayne and Mount Vernon, is probably the most important bike lane addition you could make, as it would allow people on bikes and scooters to continue through the intersection past the congested line of cars on weekday afternoons.)

Thank you,

Peter Watkins
Little Street

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20 February 2026

From: Tom Van Wagner, 202 East Braddock Road
Margaret Ticer Janowsky, 106 W Braddock Road

To: Traffic & Parking Board

SUBJ: Citizen Input to the Braddock Road Corridor Proposal from those most directly impacted by the recently announced Staff Recommendations to Traffic and Parking Board

In response to the City's Braddock Road Corridor Improvement Proposal proposed parking removal and lane removal on Braddock Road between Russell Road and Mt. Vernon Avenue as well as Commonwealth Avenue between Braddock Road and Spring Street recently announced by City staff, several concerned citizens have gone door-to-door to solicit individual feedback from residents and households who will be most directly impacted by the recommended proposal to remove all street parking between Mt. Vernon Avenue and Russell Road.

The attached petitions contain over 275 signatures of citizens who are opposed to the removal of curb parking and the installation of protected and/or dedicated bikes lanes that we have recently been informed is the option being recommended to the Traffic and Parking Board at the February 2026 meeting.

By their signatures on the petitions below, the undersigned citizens have affirmed their opposition to the current staff recommendations. As shown on each petition, "we the undersigned:

OPPOSE the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave. and West Braddock Road between Russell Road and Commonwealth Ave.
SUPPORT the "Shared Road Concept" bike lanes going both east and west on the Braddock Road Corridor from Russell Road to Mt. Vernon Avenue.

Respectfully submitted,

Tom Van Wagner
202 East Braddock Road

Margaret Ticer Janowsky
106 West Braddock Road

COPIES

#1

HOMEOWNERS and CHURCH MEMBERS PETITION ~ BRADDOCK ROAD CORRIDOR PROJECT

Rosemont and Del Ray National Historic Trust Neighborhood Homeowners, Good Shepherd Lutheran Church members, 100 West Luray Avenue, and Community Praise Church members, 1400 Russell Road, OPPOSE the installation of PROTECTED and/or DEDICATED BIKE LANES on WEST BRADDOCK ROAD between RUSSELL ROAD and COMMONWEALTH AVENUE.

We OPPOSE the removal of ***any*** existing curb parking on either side of West Braddock Road between Russell Road and Commonwealth Avenue.

Homeowners and church members SUPPORT the "Shared Road Concept" bike lanes going both east and west on the West Braddock Road Corridor, Rated "C."

	Signature	Address
1	Margaret J. Janowsky Laurent Janowsky	106 W. Braddock Rd.
2	Caitlin Barile John Krattenmaker	104 West Braddock Rd
3	Lenda Mary Mills	102 West Braddock Road ~Mills Family owned since 1949
4	ART WITEBSKY KATIE WITEBSKY 20 JENNIFER WITEBSKY ANDREW WITEBSKY 18	100 WEST BRADDOCK ROAD
5	Nancy Haney Joe Haney	26 W Braddock Rd
6	Brittney DePiano Riley DePiano	115 W Braddock Rd
7	MARK BANGERT KIANA BANGERT	111 W. BRADDOCK RD.

8	Ann + Glenn Siegal	105 W. Luray Ave.
9	Amy + Dan Niss 22 Nos	22 W Braddock Rd.
10	Denise Gray	18 E Linden St. ↓GSLC member
11	Kim + Drew Robbert	110 W. Alexandria Ave
12	Karl · Adrienne KALBACHER	25 West OAK street
13	Judy Miller Judy Miller	507 N. View Terr
14	Sandra Levy SANDRA LEVY	106 W. Walnut St.
15	Jacqueline Bridges	103 W. Linden St.
16	Thomas Lacey	108 W. Alexandria Ave 22301
17	Nancy Lacey	108 W. Alexandria Ave
18	John Lacey	108 W. Alexandria Ave
19	Will Lacey	108 W. Alexandria Ave
20	TOM HYDE JEANNINE GINIVAN	16 WEST BRADDOCK ROAD

Tom Hyde Jeannine Ginivan

21	DANA + LINDA LAWHORNE	102 W. Alex Ave 22301
22		
23	Mary Jane Baron Mary Jane Baron walk down 1523 Wordsworth St 22302 Braddock every day.	
24	Patricia Lovo Patricia Lovo	19 W. Glendale Ave Alex. VA 22301
25	James Lovo JAMES LOVO	19 W. Glendale Ave - 22301
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#2

HOMEOWNERS and CHURCH MEMBERS PETITION ~ BRADDOCK ROAD CORRIDOR PROJECT

Rosemont and Del Ray National Historic Trust Neighborhood Homeowners, Good Shepherd Lutheran Church members, 100 West Luray Avenue, and Community Praise Church members, 1400 Russell Road, OPPOSE the installation of PROTECTED and/or DEDICATED BIKE LANES on WEST BRADDOCK ROAD between RUSSELL ROAD and COMMONWEALTH AVENUE.

We OPPOSE the removal of ***any*** existing curb parking on either side of West Braddock Road between Russell Road and Commonwealth Avenue.

Homeowners and church members SUPPORT the "Shared Road Concept" bike lanes going both east and west on the West Braddock Road Corridor, Rated "C."

	Signature	physical Address [redacted]
1	T.R. Jones Jr.	17 W Rosemont Ave Alexandria, VA 22301
2	Charles Feitel Ashley Feitel	1217 Russell Road Alexandria VA 22301
3	Andrea Ponsor Scott Ponsor	1215 Russell Rd Alexandria VA 22301
4	Sara Shackelford	1210 Russell Rd 22301
5	Grant Shackelford	1210 Russell Road Alexandria VA 22301
6	Betsy Jones	1105 Russell Rd
7	Ginee Poisone	1103 Russell Rd Alexandria VA 22301

8	Benjamin Yonce	32 W Glendale Ave Alexandria, VA 22301
9	Elizabeth Anderson	33 W. Glendale ave. Alexandria VA 22301
10	DAVID ANDERSON III	33 WEST GLENDALE AVE ALEXANDRIA, VA 22301
11	Jake DeSimone	1000 Russell Road Alexandria, VA 22301
12	Lili Romen-DeSimone	1000 Russell Road Alexandria, VA 22301
13	Micaela DeSimone	1000 Russell Road Alexandria, VA 22301
14	Julie Kinnaird	1202 Russell Road Alexandria VA 2230
15	JAMES R BILBRA	1206 RUSSELL RD ALEXANDRIA, VA 22301
16	BRADEN L. GOETZ	1206 RUSSELL RD ALEXANDRIA, VA 22301
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#3

HOMEOWNERS and CHURCH MEMBERS PETITION ~ BRADDOCK ROAD CORRIDOR PROJECT

Rosemont and Del Ray National Historic Trust Neighborhood Homeowners, Good Shepherd Lutheran Church members, 100 West Luray Avenue, and Community Praise Church members, 1400 Russell Road, OPPOSE the installation of PROTECTED and/or DEDICATED BIKE LANES on WEST BRADDOCK ROAD between RUSSELL ROAD and COMMONWEALTH AVENUE.

We OPPOSE the removal of ***any*** existing curb parking on either side of West Braddock Road between Russell Road and Commonwealth Avenue.

Homeowners and church members SUPPORT the "Shared Road Concept" bike lanes going both east and west on the West Braddock Road Corridor, Rated "C."

	Signature	Address
1	Marisza Sordyl	1303 Hancock Ave Alexandria, VA
2	Stephanie Green	10 W. Luray Ave Alex, Va.
3	Lindsay Roecker	6 W Luray Ave Alexandria, VA
4	Melissa White	4 W Luray Ave Alexandria, VA
5	Yuliya V. Appel	1 W Luray Ave Alexandria, VA
6	Thomas Appel	1 W Luray Ave Alexandria, VA
7	Mitchell Young	5W Luray Ave Alexandria VA

8	Dr. Brad L. Lott	1305 Hancock Ave Alexandria, VA 22301
9	Kathleen Kuehnast	7W. Alexandria Avenue
10	Mary Battey	101 W. Alexandria Ave.
11	Jane Carlson	101 W. Rosemont Ave.
12	John J. Patrick	710 Braxton Place
13	Luke Fields	120 W Alexandria Ave Alexandria, VA 22301
14	Barbara Dorsey	10 W. alexandria ave alexandria, VA 22301
15	[illegible] Lee	6 W. Alexandria Ave Alexandria, VA. 22301
16	James P. Battey	101 W. Alexandria Ave Alexandria 22301
17	Alex Murguia	111 W Alexandria Ave. Alexandria, Va 22301
18	Krushi Kumar	"
19	Caitlin Terrell	4A W. Alexandria Ave. Alexandria, VA 22301
20	Laura Jellstrom	103 W Alexandria Ave. Alexandria VA 22301

21	Kimberly Rancour	109 W. Alexandria Ave Alexandria, VA 22301
22	Joe Rancour Joe Rancour	109 W. Alexandria Ave. Alexandria, VA 22301
23	Adriana Barturen	113 W. Alexandria Ave Alexandria, VA 22301
24	Phillip Hopke	113 W Alexandria Ave 22301 Alexandria, VA
25	Kim Michael	100 West alexandria Ave Alexandria VA 22301
26	Michael gonzalez	103 west alexandria Ave Alexandria VA 22301
27	Steven D. Eftka Steven D. Eftka	1301 Hancock Avenue Alexandria, VA 22301
28	Vincent Troy Knighton V. Troy Knighton	1301 Hancock Ave Alex, VA 22301
29	Rachel Chute	1310 Commonwealth Ave Alex, VA 22301
30	Carrie Brady	4 W Alexandria Ave Alex VA 22301
31	DENNIS A. SARTO ELINA TEPLINSKY ~~Dennis A. Sarto~~ E. Teplinsky	1302 Commonwealth Ave. Alex VA 22301
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#4

HOMEOWNERS and CHURCH MEMBERS PETITION ~ BRADDOCK ROAD CORRIDOR PROJECT

Rosemont and Del Ray National Historic Trust Neighborhood Homeowners, Good Shepherd Lutheran Church members, 100 West Luray Avenue, and Community Praise Church members, 1400 Russell Road, OPPOSE the installation of PROTECTED and/or DEDICATED BIKE LANES on WEST BRADDOCK ROAD between RUSSELL ROAD and COMMONWEALTH AVENUE.

We OPPOSE the removal of ***any*** existing curb parking on either side of West Braddock Road between Russell Road and Commonwealth Avenue.

Homeowners and church members SUPPORT the "Shared Road Concept" bike lanes going both east and west on the West Braddock Road Corridor, Rated "C."

	Signature	Address
1	Madelina Spano	106 E Spring St
2	Suzette Steele	522 E Windsor Ave
3	Matt Call	522 E Windsor Ave
4	Karen & Paul Harris	3 W. Oak St
5	Dylane Jones	20 W. Braddock Road
6	Denise Gray	18 E Linden St.
7	Stephen Gregory Cottell Michele Schoeppe	24 W. Braddock Rd

8	Cynthia Fuller Douglas Fuller	13 W. Oak St Alexandria VA 22301
9	Edward Ramotowski Edward Ramotowski	202 ELM ST ALEXANDRIA, VA 22301
10	Anna Anderson	4951 Brenman Park Dr Alexandria 22304 Member of Good Shepherd Church
11	Wendell L Anderson	11
12	Jared Stearns Jared Stearns	8 E Walnut St Alexandria, VA 22301
13	Ben Hammack	205 Commonwealth ave Alex. .. 22301
14	Jennifer Hargis	116 West Alexandria Ave 22301
15	Robert Hargis Robert Hargis	11
16	Kathleen Walls Kathleen Walls	8 E Oak St. Alexandria, VA 22301
17	Anne Malinee	120 W Alexandria Ave Alexandria, VA 22301
18 dup	~~Nancy T. Lacey~~	~~108 W. Alexandria Ave Alex VA 22301~~
19	Jeffrey J. Lopez	5 W. OAK STREET ALEXANDRIA, VA 22301
20	Dorothy B. Koopman Dorothy B. Koopman	116 W. Maple St. Alexandria, VA 22301

21	Nancy A. Lopez	5 West Oak Street
22	John Stubbs	7 W Braddock
23	Richard Dorrier	Richard T Dorrier 6 W Glendale Ave
24	Janet A. Hammond	6 W. Glendale Ave
25	Ann M. Clark	18 W Glendale Ave
26	MICHAEL CASSIDY	18 W. GLENDALE AVE
27	MISSY SANTORO	10 W. Braddock Road
28	MATTHEW ~~ESTABROOK~~	10 W. BRADDOCK RD.
29	WENDELL T. PEARSON W. T. Pearson	22 WEST GLENDALE AVE
30	RAYMOND BIEGUN	22 WEST GLENDALE AVE
31	Aimee Desrosiers	16 W. Glendale Ave.
32	Martelle Blaine	23 w Glendale Ave.
33	Daniel Blaine	23 w. Glendale Ave.

34	James A. Garner	25 N Blendale Rd Alex VA 22301
35	Christine R. Garner	2520 Blendale Rd Alex Va 22301
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#5

HOMEOWNERS and CHURCH MEMBERS PETITION ~ BRADDOCK ROAD CORRIDOR PROJECT

Rosemont and Del Ray National Historic Trust Neighborhood Homeowners, Good Shepherd Lutheran Church members, 100 West Luray Avenue, and Community Praise Church members, 1400 Russell Road, OPPOSE the installation of PROTECTED and/or DEDICATED BIKE LANES on WEST BRADDOCK ROAD between RUSSELL ROAD and COMMONWEALTH AVENUE.

We OPPOSE the removal of ***any*** existing curb parking on either side of West Braddock Road between Russell Road and Commonwealth Avenue.

Homeowners and church members SUPPORT the "Shared Road Concept" bike lanes going both east and west on the West Braddock Road Corridor, Rated "C."

	Signature	Address
1	Vineeta Anand	11 E Spring, Alexandria VA 22301
2	Rebecca Siegal	105 West Luray Ave Alexandria VA 22301
3	Barbara Haley	206 Summers Dr.
4	Les Friedman	"
5	Glenn R. Siegal	104 W Luray Ave Alex, VA 22301
6	JC Feins	107 W Luray Ave Alexandria, VA 22301
7	Sarah Dores	107 W. Luray Ave Alexandria, VA 22301

#6

HOMEOWNERS and CHURCH MEMBERS PETITION ~ BRADDOCK ROAD CORRIDOR PROJECT

Rosemont and Del Ray National Historic Trust Neighborhood Homeowners, Good Shepherd Lutheran Church members, 100 West Luray Avenue, and Community Praise Church members, 1400 Russell Road, OPPOSE the installation of PROTECTED and/or DEDICATED BIKE LANES on WEST BRADDOCK ROAD between RUSSELL ROAD and COMMONWEALTH AVENUE.

We OPPOSE the removal of ***any*** existing curb parking on either side of West Braddock Road between Russell Road and Commonwealth Avenue.

Homeowners and church members SUPPORT the "Shared Road Concept" bike lanes going both east and west on the West Braddock Road Corridor, Rated "C."

	Signature	Address
1	KATHLEEN BLASZAK	118 N Alexandria Ave Alexandria VA 22301
dup 2	Luke Fields	120 W Alexandria Ave Alexandria VA 22301
3	Marianne McInerney	1403 Russell Rd Alexandria VA 22301
4	Michelle O'Leary	109 W. Nelson Avenue Alx. VA 22301
dup 5	Dana Duffett	115 West Alexandria Ave Alexandria, VA 22301
dup 6	Hailey Duffett	115 West Alexandria Ave Alexandria, VA 22301
7	Marykate Mull	1403 Russell Rd Alexandria VA 22301
8		

Homeowners and Church Members Petition
Braddock Rd Corridor Project

Rosemont and Del Ray National Historic Trust Neighborhood Homeowners, Good Shepherd Lutheran Church members, 100 West Luray Avenue, and Community Praise Church members, 1400 Russell Road, OPPOSE the installation of PROTECTED and/or DEDICATED BIKE LANES on WEST BRADDOCK ROAD between RUSSELL ROAD and COMMONWEALTH AVENUE.

We OPPOSE the removal of ***any*** existing curb parking on either side of West Braddock Road between Russell Road and Commonwealth Avenue.

Homeowners and church members SUPPORT the "Shared Road Concept" bike lanes going both east and west on the West Braddock Road Corridor, Rated "C."

Name + Signature	Address
Leigh Borghesani Leigh Borghesani	112 W. Alexandria Ave Alexandria, VA 22301
Neal Ashby	112 W. Alexandria Ave Alexandria, VA 22301
Turner Ashby	112 W. Alexandria Ave Alexandria, VA 22301
Liam Ashby Liam Ashby	112 W. Alexandria Ave Alexandria, VA 22301

Homeowners and Church Members Petition
Braddock Rd Corridor Project

Rosemont and Del Ray National Historic Trust Neighborhood Homeowners, Good Shepherd Lutheran Church members, 100 West Luray Avenue, and Community Praise Church members, 1400 Russell Road, OPPOSE the installation of PROTECTED and/or DEDICATED BIKE LANES on WEST BRADDOCK ROAD between RUSSELL ROAD and COMMONWEALTH AVENUE.

We OPPOSE the removal of ***any*** existing curb parking on either side of West Braddock Road between Russell Road and Commonwealth Avenue.

Homeowners and church members SUPPORT the "Shared Road Concept" bike lanes going both east and west on the West Braddock Road Corridor, Rated "C."

Name + Signature	Address
James C Hessen & Patricia Brennan PATRICIA BRENNAN	114 W. ALEXANDRIA Ave ALEXANDRIA, VA 22301

From: Rebeckah Freeman
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Vote no on Braddock Road Parking change
Date: Thursday, February 12, 2026 8:55:42 PM

[You don't often get email from rebafree11@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

For once please put the residents who live in our neighborhoods and pay taxes first.
Enforce traffics laws with police not on the backs of our neighbors.

We are all so tired of the constant nonsense that just makes living here harder.

R. Adcock
Alexandria VA

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From: Rachel Marks
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Improvements
Date: Sunday, January 25, 2026 9:56:35 AM

You don't often get email from rachelamarks@gmail.com. Learn why this is important <https://aka.ms/LearnAboutSenderIdentification>

Dear Traffic & Parking Board,

As someone who lives in the immediate area, I support the safest biking and walking options for the Braddock Road Trail Access and Corridor Improvement Project, Options 1B, 2A, and 3, because these make this road the safest for ALL users: drivers, walkers and cyclists.

I run, walk, and bike in this corridor on a daily basis and there have been too many occasions where I have not felt safe because of drivers not paying attention to those not in cars. Further, as a woman, I do not feel safe walking to/from the metro in the dark because I must go under the bridge tracks, and the lighting is abysmal.

The proposed designs will give ALL users of a public road a space to drive, walk or cycle but with reduced conflict points and reduced exposure of danger to vulnerable road users

I understand that the Rosemont Citizens Association (which covers where I live) is not in support of improving this corridor. Please know that this group does NOT represent the pedestrians and cyclists who actively travel through this area.

I welcome these improvements, which will increase safety and usability.

Rachel Marks

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From: Raquel García Gómez
To: TES-Traffic and Parking Board
Subject: Re: Opposition to the Braddock RD plan
Date: Friday, February 20, 2026 6:13:25 PM

No suele recibir correo electrónico de aynara86@hotmail.com. Por qué es esto importante

Sent from my iPhone

> On Feb 18, 2026, at 9:32 PM, Raquel García Gómez <aynara86@hotmail.com> wrote:
>
> Dear traffic and parking board,
>
> We have lived on Braddock Road since 2018 and would like to express our strong opposition regarding the proposed plan to add dedicated bike lanes along our street.
>
> Traffic on Braddock Road is already extremely congested and removing turn lanes and the existing shoulder space that drivers currently use to pass turning vehicles will worsen backups, increase driver frustration, increase noise pollution and create additional safety risks.
>
> Many residents who have driveways—including our household—currently back into our driveways. This allows us to exit safely by pulling forward into traffic. Eliminating the parking lane and buffer space would make this impossible, forcing us to back directly into heavy oncoming traffic, which raises clear safety concerns.
>
> The City previously installed shared-road bicycle markings along Braddock Road to encourage cycling and there is no evidence that this increased bicycle usage. Because of that, it is difficult to justify removing essential residential parking and roadway capacity.
>
> Beyond these concerns, the proposal would eliminate vital on-street parking that residents rely on daily—for guests, service providers, deliveries, and households without sufficient driveway space. Moreover, because the bike lane would be short and disconnected from a larger network, it is unlikely to meaningfully improve bicycle safety. In contrast, the design changes would clearly reduce driving safety for residents by removing buffer space, increasing congestion, and forcing more dangerous driveway entry and exit conditions.
>
> For these reasons, we express our strong opposition to the proposed bike lanes and we encourage the City to engage more deeply with affected residents and consider less disruptive alternatives that won't risk our safety and quality of life.
>
> Thank you for your time and consideration.

Sincerely,
Raquel Garcia Gomez
102 E Braddock Road

From: Raquel García Gómez
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Opposition to the Braddock RD plan
Date: Wednesday, February 18, 2026 9:32:21 PM

No suele recibir correo electrónico de aynara86@hotmail.com. Por qué es esto importante

Dear traffic and parking board,

We have lived on Braddock Road since 2018 and would like to express our strong opposition regarding the proposed plan to add dedicated bike lanes along our street.

Traffic on Braddock Road is already extremely congested and removing turn lanes and the existing shoulder space that drivers currently use to pass turning vehicles will worsen backups, increase driver frustration, increase noise pollution and create additional safety risks.

Many residents who have driveways—including our household—currently back into our driveways. This allows us to exit safely by pulling forward into traffic. Eliminating the parking lane and buffer space would make this impossible, forcing us to back directly into heavy oncoming traffic, which raises clear safety concerns.

The City previously installed shared-road bicycle markings along Braddock Road to encourage cycling and there is no evidence that this increased bicycle usage. Because of that, it is difficult to justify removing essential residential parking and roadway capacity.

Beyond these concerns, the proposal would eliminate vital on-street parking that residents rely on daily—for guests, service providers, deliveries, and households without sufficient driveway space. Moreover, because the bike lane would be short and disconnected from a larger network, it is unlikely to meaningfully improve bicycle safety. In contrast, the design changes would clearly reduce driving safety for residents by removing buffer space, increasing congestion, and forcing more dangerous driveway entry and exit conditions.

For these reasons, we express our strong opposition to the proposed bike lanes and we encourage the City to engage more deeply with affected residents and consider less disruptive alternatives that won't risk our safety and quality of life.

Thank you for your time and consideration.

Sincerely,
Raquel Garcia Gomez
102 E Braddock Road

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From:	Richard Crowley
To:	TES-Traffic and Parking Board; Alyia Gaskins; Abdel Elnoubi; Jacinta Greene; Kirk McPike; Sarah Bagley; John Chapman; Canek Aguirre
Subject:	[EXTERNAL]Braddock Road Corridor Improvements project
Date:	Thursday, February 19, 2026 3:45:22 PM

You don't often get email from rcrowley912@comcast.net. Learn why this is important

Dear Mayor Gaskins, City Council and Traffic and Parking Board

I am writing regarding the Braddock Road Corridor Improvements project. While I do appreciate the City's efforts to improve safety and multimodal access along this important corridor, I disagree with this proposal and I would like to respectfully raise several concerns about whether the current proposal will achieve its intended goals without creating unintended negative impacts.

First, the proposed removal of on-street parking directly affects long standing homes residents who have called Alexandria home for several decades. For many of these households, on-street parking is not optional—it is essential. Eliminating this parking will disproportionately burden long-time residents and alter the livability of the neighborhood.

Second, Removal of parking will reduce safety as refuse pickup will now block the entire lane during removal and emergency response of any type and all deliveries will create traffic congestion as well.

Third, the corridor's topography presents practical limitations. Braddock Road includes a significant grade starting just north of Russell Road. While expanding bicycle infrastructure is an admirable goal, steep terrain can limit real-world bicycle usage for a broad range of residents, particularly families, older adults, and less experienced riders. Bicycles should use a street with a lesser slope such as Windsor Avenue.

Lastly, the description of this project states "The Braddock Road Trail Access and Corridor Improvements project is intended to enhance safety and accessibility for all roadway users along Braddock Road between Russell Road and North West Street. The goal is to create a more connected, comfortable, and safe corridor for walking, biking, transit, and driving while improving access to the Braddock Road Metrorail Station, Potomac Yard Trail, Metro Linear Trail, George Washington Middle School, and nearby neighborhoods and businesses." The reduction of the parking lanes along Braddock road will have, in my opinion, the opposite effect when deliveries, trash removal, emergencies occur. Please consider other roads and streets for bicycle traffic.

Thank you for time and consideration in this matter.

Richard Crowley
912 Enderby Drive
Alexandria, Virginia. 22302

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From: Riley DePiano
To: TES-Traffic and Parking Board; Michael Moon; Hillary Orr; Christopher Ziemann; Ryan Knight; Alexandria Carroll
Cc: Britt DePiano
Subject: Re: Braddock Corridor Project - Resident Concern
Date: Sunday, February 22, 2026 9:30:02 PM
Attachments: image1.png

You don't often get email from rileydepiano@gmail.com. Learn why this is important

All,

As a follow up to our letter from January, we wanted to share some additional information related to accessibility concerns. As stated, we have one gravel parking spot that was created by converting existing yard space. The access to this gravel spot is via an easement that is owned and maintained by the neighbors that live on West Alexandria. Although it appears to be a "driveway" to most, it's just an easement with a curb cut that was historically used for alley access. Our house does not have a dedicated driveway and this has been shared multiple times.

In the attached pictures (based on video but unable to provide due to file size) you will see that the entrance is angled opposite of how you would want to enter a "driveway", which then requires us to back into the spot. In order to accomplish this, you have to pull past the entrance and block traffic. We have taken a few videos to show the different ways we have tried to access this spot and believe that the proposed changes to add buffered bikes lanes will only exacerbate the safety concerns. Often times during heavy traffic, we pull off to the side in the on-street parking spots and wait for traffic to die down before attempting this parking maneuver. When there are buffered bikes lanes with flex posts, this will no longer be possible and we will have to impede traffic in both directions in order to access our spot. In one of the photos you can see that even with using hazard lights to signal to other drivers, they continue to speed forward, which means greater potential for accidents. These videos were taken on a Saturday at 11 am (Saturday Feb 21st) during off peak travel.

I've have also provided a picture to show that our neighbors on the south side of Braddock have the same issue and they have an actual driveway. Although residents may have driveways, they will be less accessible and will likely pose safety concerns and add to the congestion. The unintended safety trade off should be better understood before making these changes.

We have a very non traditional lot and although it has character, it creates accessibility issues. We can overcome these issues more safely with the current street configuration. This could be partially mitigated by creating another curb cut that will provide direct access to this spot from Braddock Rd. We would be open to further sharing this idea with the city.

We have reached out to the project manager to walk through this specific scenario as we believe that it's hard to visualize until you see it in person and we have yet to hear back. We hope that these picture references can help you understand the concerns of impacted residents as this significantly impacts accessibility to our home.

Best,
Riley and Brittney DePiano



On Jan 27, 2026, at 8:12 AM, Brittney DePiano <brittneydepiano@gmail.com> wrote:

Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, and Members of the Traffic and Parking Board:

I reside at 115 W Braddock Rd.

I strongly oppose the proposal to remove parking on Braddock Road between Russell Road and Commonwealth Avenue. Eliminating these spaces—especially the designated handicap spot in front of Good Shepherd Lutheran Church—would sharply reduce accessibility for congregants, community groups, and visitors with mobility limitations. The only handicap-accessible entrance is on Braddock Road, and Hancock and Luray Avenues lack sidewalks, making on-street parking essential. Many who rely on this parking would lose access to worship, meetings, and community events.

My husband and I currently have one off street parking spot and rely on the parking in front of our house on the north side of W Braddock road for our everyday life activities. I park in front of our house to load and unload groceries safely, for my elderly family members to safely visit and access my home and while we are planning to have a family, I am concerned about not being able to get my kids in and out of the car safely if I can no longer park in front of my house. One of the deciding factors in choosing this neighborhood without two designated off street parking spots was because of the ample parking available on the street in front of our house. We are two full time working professionals that need to have two vehicles. We rarely see cyclists using this portion of Braddock (intersection of W Braddock and Russell) so it is hard to understand how the benefit to the minority who primarily use the street for recreational purposes outweighs the concerns and of the full time residents who reside in the impacted area.

Additionally, Braddock is a main emergency route and buffered bike lines would severely congest / impact traffic flow during emergencies. We see emergency vehicles multiple times a day.

I support safe and efficient streets for all users, but installing bike lanes at the expense of on-street parking along this busy corridor is an unsound approach. It would burden residents and the many organizations that depend on Good Shepherd—including the Alexandria Choral Society, Symphony Orchestra of Northern Virginia, Encore Senior Chorus, 12-step groups, INOVA blood services, and the Rosemont Citizens Association. Some groups have said they could no longer meet at the church, eliminating a vital community gathering space.

I am unaware of any notable history of bicycle-related accidents on this segment of Braddock Road and request the historical crash data and projected safety benefits that would justify removing parking. The City has not provided daily bike-use counts, accident data, traffic studies, or any quantitative analyses supporting the removal of parking. I request the full set of data and decision criteria used for this proposal, including background traffic projections, safety surveys, and bike-volume analyses during peak and off-peak periods.

The proposal will not increase safety. To the contrary, it will heighten pedestrian risk and generate additional congestion. With no legal loading areas, delivery drivers, contractors, service personnel, and church visitors will have no choice but to park on side streets and cross Braddock Road at uncontrolled points. As seen in other parts of the City, removing parking and adding bike lanes also increases the frequency of double-parking. Double-parked vehicles will either block the bike lane—forcing cyclists into the travel lane—or block the travel lane—forcing drivers into oncoming traffic. This creates predictable, well-documented conflicts that are dangerous for everyone. We urge the City not to replicate these conditions here.

Finally, the City has not demonstrated how eliminating parking advances the stated goals of the Braddock Road Trail Access & Corridor Improvements Project. No evidence has been provided showing that this change would improve safety, mobility, or accessibility for any group. Has the transportation board exhausted all other means of increasing safety in the corridor? Police monitoring, changes to the light frequency and cadence, speed limit changes and camera lights.

For these reasons, we urge you to reject the proposal to remove parking along this section of Braddock Road and come up with alternative proposals.

Please include this correspondence in the official project record.

Sincerely,

Brittney & Riley DePiano

115 W Braddock Rd. Alexandria, VA 22301

Subject: Public Comment Opposing Braddock Road Parking Removal from Russell Road to Mount Vernon Avenue

Dear Mayor, Vice Mayor, and Members of City Council,

I write to you expressing deep concerns regarding the proposed removal of all on-street parking along portions of Braddock Road in favor of protected bicycle lanes. While improving multimodal safety is an important public objective, the current proposal appears misaligned with available safety data, operational realities, and community needs.

Lack of Demonstrated Safety Need

City crash data shows zero pedestrian and/or bicycle collisions along Braddock Road between Russell Road and Mount Vernon Avenue since at least 2017. Meanwhile, the corridor segments with the highest crash frequency, Russell to King Street and Mount Vernon to North West Street, are not the primary focus of this proposal. Notably, the Virginia Department of Transportation (VDOT) identified only the Mount Vernon to North West Street segment as a safety priority. City staff SHOULD address the Mount Vernon-North West Street reconfiguration ASAP and pause the scope-creep inclusion of Mount Vernon to Russell parking removal along Braddock Road. There is no known opposition to improvements for this dangerous VDOT-designated segment at and near the Braddock Road Metro, and it should be pursued.

Traffic and Emergency Mobility Risks

Braddock Road carries more than 10,000 vehicles daily and functions as a primary east–west arterial route to/from Del Ray and Old Town. Removing eight turn lanes and eliminating vehicle pull-off space over this 0.6 miles will increase congestion, emissions, and unsafe passing behavior. As a designated emergency corridor, reduced roadway flexibility may also delay response times for first responders/emergency services.

Pedestrian Safety Concerns

The removal of the pedestrian crossing at East Spring Street (adjacent to a bus stop) may unintentionally increase mid-block crossings and conflict points. The absence of loading zones over the 0.6 miles of Mount Vernon to Russell further encourages acute double parking and uncontrolled crossings by delivery personnel and rideshare users who will stop in traffic to make deliveries/drops/collections with pedestrians/service providers walking into the driving lanes to enter/exit vehicles as well as cross at uncontrolled points along the corridor. This is an inarguable decrease in safety conditions – and one created by the proposed plan.

Disproportionate Community Impact

The proposal places a significant burden on residents without off-street parking, aging populations, families with young children, and individuals with mobility limitations. Four churches (7th Day, Good Shepherd, Nazarene, and Church of Christ) serving five congregations rely heavily on street parking. Reduced access will materially affect attendance in services and vital community programming throughout the week both day and night. None of these constituencies' concerns are addressed in the City's proposal other than, "You can find parking on side streets," via City staff's much claimed, "community engagement."

Neighborhood Spillover Effects

The City's solution of parking displacement will strain adjacent "yield streets," which depend on open curb space for safe two-way passage movements on these very narrow neighborhood streets.

Community Opposition

The Rosemont Citizens Association (RCA) voted 49–10 (November 2025) and again 61–12 (January 2026) opposing parking removal on West Braddock and East Braddock respectively. This is unambiguous evidence of localized concern and rejection of the data-free recommendation by City staff.

Planning and Data Gaps

Several analytical deficiencies remain unresolved:

- No publicly disclosed feasibility study addressing lane widths, utility relocation, sidewalk impacts, or potential encroachment on private property
- No alternatives analysis identifying safer routes for cyclists
- Survey methodology grossly overstates support
- Parking data collected during an atypical federal shutdown period and other glaring best practices data collection deficiencies
- Traffic modeling based on unrealistic no-growth assumptions

Additionally, prior corridor redesigns have not demonstrably reduced crashes, suggesting the need for greater caution before implementing similar measures.

Recommendation

Given these concerns, I respectfully urge the City to:

1. Pause the current proposal's inclusion of Segments 2 and 3 (Mount Vernon to Russell).
2. Release all supporting data and feasibility conclusions and endeavor to collect actual and pertinent data for use in relevant analyses.
3. Conduct a transparent alternatives review.
4. Reduce vehicular speed along Braddock to 20mph and re-time traffic controls.
5. Engage directly and transparently with impacted residents and institutions.
6. Consider targeted safety interventions where risk is empirically demonstrated.

A project of this magnitude warrants a data-driven approach that balances multimodal safety with mobility, environmental impact, emergency access, deleterious outcomes for local businesses, and neighborhood livability. The City staff's recommended proposal is not encumbered by any of the above components of thoughtful and effective traffic planning, urban development, or transportation safety.

Thank you for your consideration and for your continued service to the community.

Respectfully,
Rob Hargis
116 W. Alexandria Ave

From:	Rob Hargis
To:	Alyia Gaskins; John Chapman; Canek Aguirre; Abdel Elnoubi; Jacinta Greene; Kirk McPike; Sarah Bagley; TES-Traffic and Parking Board
Cc:	Rob Hargis
Subject:	[EXTERNAL]Comment on City Proposal to Remove Parking Along Braddock Road from Russell Road to Mount Vernon Avenue -> Rob Hargis
Date:	Wednesday, February 18, 2026 3:03:24 PM
Attachments:	HARGIS Letter to City re Braddock Road Parking Removal.docx

You don't often get email from robhargis2@gmail.com. Learn why this is important

Dear Mayor Gaskins, Honorable City Council Members, and members of the Alexandria Traffic and Parking Board,

Please find attached my letter of concern regarding the City's proposed plan to remove all parking from Braddock Road between Russell Road and Mount Vernon Avenue (project segments 2 & 3). In addition to removing all parking the plan also removes 8 turning lanes in three intersection along that same 0.6 mile critical travel artery. While VDOT designated the Braddock Road section from Mount Vernon to North West Street as dangerous (project segment 1), there is NO such designation for the Braddock corridor from Mount Vernon to Russell. Please make haste in your improvements around the Braddock Metro as there is data supporting much needed safety and traffic reconfigurations there.

However, no such data exists supporting removal of parking along Braddock segments 2 and 3. The City's own safety data indicates that this is the SAFEST segment of Braddock Road's full 3.75 mile length from the Braddock Metro to the NVCC entrance on Beauregard. From 2017-2025, zero pedestrians or bikes have been involved in accidents on Braddock segments 2 and 3 according to the City's own posted safety data. In fact, only 6 minor vehicular incidents over 9 years have occurred on this half-mile by the City's reporting.

Among the many residents who access, live on/near, and otherwise rely on Braddock Road, there are many traffic and planning professionals and data analysts, all of whom support safe bike, pedestrian, and vehicular access. We suggest the City immediately re-time traffic controls (lights) that are 10+ years out of date (per City input); slow posted speed limits to 20mph, and well/properly mark designated shared bike lanes. These low-cost City actions will immediately benefit multimodal throughput, preserve residential access, improve commuting efficiency, reduce carbon, and MAINTAIN the safety we fortunately have along this section of Braddock.

Please review my attached letter detailing the rationale to better diligence the scope-creep encompassing a noble effort to improve Braddock Road segment 1 (Braddock Metro area). As it currently stands, the City's pending recommendation to remove all Braddock street parking from Mount Vernon to Russell adds compelling safety risks while disenfranchising several constituencies along and around Braddock. Among so many other disadvantages, removing parking along the Braddock Road corridor segments 2 and 3 degrades commuter safety, reduces access to businesses and homes (residents and visitors), and endangers safe delivery of services (including City services).

Thank you for your consideration.
(Letter attached)

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Very respectfully,
Rob Hargis
116 W. Alexandria Ave
Alexandria, VA 22301

From: Robert Letzler
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]please scale down the changes to Braddock Road
Date: Sunday, February 22, 2026 7:06:32 PM

You don't often get email from rjl@allorama.org. Learn why this is important

Hello,

I have lived, walked, driven, and biked in Del Ray/Rosemont for 18 years. It is a wonderful place to live and the city government deserves credit for that.

I see no pressing need to redesign Braddock Road west of Mount Vernon Avenue. It is a functional arterial street and home to many residents and churches. I rely on it as a driver. I have plenty of good, and fundamentally quieter and safer alternatives when I am cycling including Spring Street and Oak Street. Those alternatives can be connected to the Potomac Yard Trail and Metro linear park with relatively modest changes -- like a route through or around the perimeter of George Washington Middle School.

The segment between Mount Vernon Avenue and West Street is a challenge and deterrent for me as a cyclist and I welcome changes there, including both some in the plan and the potential linear park. There are no nearby alternative routes past the railroad tracks.

In short, there are much better ways to improve the bikability of our neighborhood while preserving parking and keeping traffic flowing. Let us change the neighborhood more incrementally. We should harness both experience with initial changes between Mount Vernon Avenue and West Street and the process to design the linear park to inform further change.

Thank you for the hard work you do to balance competing priorities and to consider views like mine.

Rob Letzler
9 E Spring Street.

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From: terranova77@everyactioncustom.com on behalf of Rob Russo
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Trail Access and Corridor Improvements
Date: Saturday, February 21, 2026 8:56:36 AM

[You don't often get email from terranova77@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear Board Members,

I write to express my support for the staff recommended design concept for the Braddock Road Trail Access and Corridor Improvements Project. The recommendations will provide the best biking and walking improvements for the corridor making Braddock Road safer for all users - people walking, biking, taking transit, and driving. Making this corridor safer and better connected improves access to the Braddock Road Metro, area trails, schools and other places in the community.

Love biking my daughter to college to the amtrak please help us bike more of alexandria safely without fear.

The removal of on-street parking lanes is justified given they are very underutilized and doing so makes room for the needed safety enhancements and rightly prioritizes the safety for everyone traveling the corridor.

These improvements support Alexandria's Mobility Plan and Vision Zero Action Plan.

This project is a chance to fix the dangerous conditions existing today and provide a more connected and safe corridor for everyone. I ask that you vote in favor of staff's recommended design and advance the safest set of options for Braddock Road.

Sincerely,
Rob Russo
2005 N Madison St Arlington, VA 22205-3313
terranova77@gmail.com

_____
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From: aparjd@everyactioncustom.com on behalf of Robert Duffy
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Trail Access and Corridor Improvements
Date: Thursday, February 12, 2026 5:00:59 PM

[You don't often get email from aparjd@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear Board Members,

I write to express my support for the staff recommended design concept for the Braddock Road Trail Access and Corridor Improvements Project. The recommendations will provide the best biking and walking improvements for the corridor making Braddock Road safer for all users - people walking, biking, taking transit, and driving. Making this corridor safer and better connected improves access to the Braddock Road Metro, area trails, schools and other places in the community.

The removal of on-street parking lanes is justified given they are very underutilized and doing so makes room for the needed safety enhancements and rightly prioritizes the safety for everyone traveling the corridor.

These improvements support Alexandria's Mobility Plan and Vision Zero Action Plan.

This project is a chance to fix the dangerous conditions existing today and provide a more connected and safe corridor for everyone. I ask that you vote in favor of staff's recommended design and advance the safest set of options for Braddock Road.

Sincerely,
Robert Duffy FAICP
809 Devon Pl Alexandria, VA 22314-1214
aparjd@comcast.net

_____
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February 22, 2026

Chair Ann Tucker and Traffic and Parking Board members,

Following a thorough review of the City of Alexandria's Travel Lane and Parking Modifications for the Braddock Road Corridor proposal, I am writing to express strong support for the Segment 1 recommendations and equally strong opposition to the proposed changes for Segments 2 and 3.

Virginia Department of Transportation's (VDOT) statewide transportation plan identifies Braddock Road Segment 1 (West Street to Mt. Vernon Avenue) as an area in need of overdue pedestrian and bicycle safety improvements. The City's bicycle usage data confirms significant activity in this 0.2-mile segment, and Vision Zero crash data from 2017–2025 documents two pedestrian crashes—further validating VDOT's assessment.

In contrast, Vision Zero data shows **zero** reported bicycle crashes along the 0.6 miles of Segments 2 and 3 (Mt. Vernon Avenue to Russell Road). The City has also not provided bicycle usage data for these segments. Without evidence of demonstrated need, it is difficult to justify major infrastructure changes when Vision Zero data clearly highlights more urgent safety priorities elsewhere in the City.

Managing the needs of a diverse city with competing priorities means making data-driven decisions to ensure the City is accurately identifying and addressing its needs. Whereby data integrity and application are equally important. The meeting docket notes that parking utilization data for Segments 2 and 3 was collected in March and October 2025, yet the March data is missing. The October data was gathered during the third week of the longest federal government shutdown, when many federal employees and contractors significantly altered their routines. This makes October 21–26 an unreliable period for assessing "typical" parking conditions. I urge you to request the March data and closely scrutinize the validity of the October findings.

The project's Traffic Study also assumes negligible growth—an unrealistic premise given that Braddock Road is the primary east–west corridor for Old Town North, the area targeted for the City's most significant housing density increase. Also, the January 2025 traffic counts do not disclose collection timing, remaining unclear whether they reflect commuting patterns. Additionally, January traffic predates the federal return-to-office posture which has notably increased City-wide traffic.

Even with proposed signal timing adjustments, removing eight turn lanes will increase congestion on Braddock Road and, by extension, on Russell Road and Commonwealth Avenue due to longer signal cycles. Unintended consequences include increased vehicle emissions, setbacks to environmental goals, discouraging/reducing shopping and dining in Old Town or Del Ray and heightened cut-through traffic on residential streets not designed for high volumes—ultimately straining the City's infrastructure and budget. Given these high stakes, it is essential that the project's assumptions and data be thoroughly reviewed.

According to the City's Complete Streets Guide, as well as National Transportation Safety Board and National Association of City Transportation Officials safety principles, shared bicycle lanes ("sharrows") are appropriate for Segments 2 and 3 based on the 25-mph speed limit and constrained roadway width. Segment 2 requires refreshed pavement markings, and Segment 3 needs them added. The Complete Streets Guide also recommends installing SHARE THE ROAD and BICYCLES MAY USE FULL LANE signage to enhance driver awareness. These context-appropriate, cost-effective measures align with Vision Zero data and maintain the strong bicycle and pedestrian safety record on Segments 2 and 3.

Because, survey respondents identified speeding and crosswalk safety as top concerns, the City should lean-in to this longstanding issue and consider decreasing the speed to 20 mph and implementing additional traffic-calming measures and pedestrian safety enhancements—such as yield markings and advanced signage—on Segments 2 and 3.

As you evaluate the Braddock proposal, I urge you to reflect on recent bicycle and pedestrian safety projects, such as those on Seminary Road (2019) and Commonwealth Avenue (2021), where crash totals have correspondingly not declined or increased post-implementation. Safety is paramount, and the City has the data to identify and implement improvements where they are most critical. I respectfully request that you approve the Segment 1 proposal consistent with VDOT's findings and reject the Segment 2 and 3 proposals. Alternatively, the City should enhance pavement markings, signage, and pedestrian protections as described above to maintain the current record of **zero** bicycle and pedestrian crashes along segments 2 and 3 of Braddock Road.

Thank you for your consideration and service to our community,

Respectfully,

Rosemarie Spano
106 E. Spring Street

ROSEMONT CITIZENS ASSOCIATION

P.O. Box 2873
Alexandria, VA 22301-2873
info@rosemontcitizens.org

January 27, 2026

Alexandria Traffic and Parking Board
Ann Tucker, Chair
c/o Alexandria City Hall
301 King Street
Alexandria, VA 22314
trafficandparkingboard@alexandriava.gov

Dear Chair Tucker and Members of the Board:

I write on behalf of the Rosemont Citizens Association ("RCA") regarding the Braddock Road Trail Access and Corridor Project ("Project"), which I understand is to be presented to the Board by City staff at a future meeting of the Board.

As you may know, the RCA promotes the interests and welfare of its members, which include approximately 1,800 households in the Rosemont neighborhood of Alexandria, and the vast majority of the Project would be implemented within the boundaries of Rosemont.

A matter of specific concern that has been identified is that one of City staff's proposals is to remove either some or all of the parking along Braddock Road in Rosemont. As previously reported, at the RCA's general membership meeting on November 19, 2025, the following resolution was adopted:

> **The Rosemont Citizens Association opposes the removal of parking spaces on Braddock Road between Russell Road and Commonwealth Avenue.**

At the RCA's general membership meeting on January 22, 2026, the following additional resolution was adopted

> **The Rosemont Citizens Association opposes the removal of parking spaces on Braddock Road between Mount Vernon Avenue and Commonwealth Avenue.**

We note that Alex Carroll of the City joined us at the meeting, and provided information about the project; members of the Rosemont community also asked questions and raised issues that we hope will be addressed as part of the staff[‘s work before it is presented to the Board.

We appreciate your attention to this matter, and anticipate that many members of the RCA will appear in person and/or submit written comments regarding this and other elements of the Project.

Sincerely,



Jol Silversmith
President, RCA

ROSEMONT CITIZENS ASSOCIATION

P.O. Box 2873
Alexandria, VA 22301-2873
info@rosemontcitizens.org

CC: Michael Moon, Interim Director, TES, michael.moon@alexandriava.gov
Hillary Orr, Deputy Director, TES, hillary.orr@alexandriava.gov,
Christopher Ziemann, Transportation Planning Chief, christopher.ziemann@alexandriava.gov
Ryan Knight, Transportation Engineering Chief, ryan.knight@alexandriava.gov
Alex Carroll, Complete Streets Planning Manager, alexandria.carroll@alexandriava.gov

From: russell eller
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Feedback for the Braddock Road bike lane proposal
Date: Friday, February 20, 2026 9:27:20 PM

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Dear Traffic & Parking Board,

I support the staff recommendation for the safest biking and walking options for the Braddock Road Trail Access and Corridor Improvement Project, Options 1B, 2A, 3, 4B, 5A and 6C because these make this road the safest for all users: drivers, walkers and cyclists.

I just wanted to let you know as a resident on E Spring st that not everyone in the area is opposed to the plan.

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From: Ruth Reeder
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]In Support of Braddock Road Improvements Project
Date: Sunday, February 22, 2026 6:18:16 PM

[You don't often get email from rt.reeder@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

My name is Ruth Reeder and I live at the southwest corner of Braddock Road and Commonwealth Avenue. I've lived there with my husband for almost 40 years and during that time, have watched our intersection morph from a four-way stop to what it is today, a traffic nightmare.

The continued increase in vehicles and aggressive drivers is making Braddock Road, a major east-west transportation corridor, unsafe for us all.

I've experience first hand the improvement of our neighborhood streets once bike lanes are introduced. For 25 years I commuted by bicycle to my job in Old Town via Braddock Rd-Linear Trail-Oronoco St. and returned home via Cameron St. and Commonwealth Ave. Once the bike lanes were added I felt I had one of the best commutes in the City!

Bicycling has been my major form of transportation since my college days. After moving to Alexandria in the late 80s I became a founding member of the Alexandria Bicycle and Pedestrian Committee. I have always believed bicycles to be a viable, healthy, and eco-friendly form of transportation. The popularity of e-bikes and scooters has just increased the demand for a safe, well developed and connected network of bike lanes.

I applaud the City's foresight in addressing this thorny issue with their Braddock Road Corridor Improvements Project.

"Build it and they will come!"

Thank you,
Ruth Reeder
2 W. Glendale Ave.
202.215.0367

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From: Hillary Orr
To: Sheila McGraw; Alexandria Carroll
Subject: FW: [EXTERNAL]Support of Braddock Rd Improvements Project
Date: Monday, February 23, 2026 11:31:45 AM

-----Original Message-----
From: Ruth Reeder <rt.reeder@gmail.com>
Sent: Sunday, February 22, 2026 6:29 PM
To: Hillary Orr <Hillary.Orr@alexandriava.gov>
Subject: [EXTERNAL]Support of Braddock Rd Improvements Project

[You don't often get email from rt.reeder@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

My name is Ruth Reeder and I live at the southwest corner of Braddock Road and Commonwealth Avenue. I've lived there with my husband for almost 40 years and during that time, have watched our intersection morph from a four-way stop to what it is today, a traffic nightmare.

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Bicycling has been my major form of transportation since my college days. After moving to Alexandria in the late 80s I became a founding member of the Alexandria Bicycle and Pedestrian Committee. I have always believed bicycles to be a viable, healthy, and eco-friendly form of transportation. The popularity of e-bikes and scooters has just increased the demand for a safe, well developed and connected network of bike lanes.

I applaud the City's foresight in addressing this thorny issue with their Braddock Road Corridor Improvements Project.

"Build it and they will come!"

Thank you,
Ruth Reeder
2 W. Glendale Ave.
202.215.0367

_____
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From: Ryan Reyna
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Item 9 - Staff Recommendation
Date: Monday, February 23, 2026 2:46:56 PM

Dear Members of the Parking & Transportation Board,

In my capacity as a School Board Member for Alexandria City Public Schools - District A, I am writing to express my strong support for the staff recommendations regarding Item 9.

It is vital that we move forward with these recommendations to improve pedestrian and bicycle safety. This corridor was identified for safety improvements during the City's 2023 Safe Routes to School audit at GWMS. While the City and the Board have made meaningful investments since then, including the installation of a speed camera, I continue to hear concerns from families regarding the safety of students walking and biking to school.

I concur with staff that the City should proceed with the proposed protected bike lanes on Braddock Road from Russell Road to West Street. Additionally, I fully support the recommendations to improve pedestrian safety through shorter crossing distances, protected crosswalks with better visibility, and improved sidewalk buffers.

Thank you for your time and your commitment to the safety of our community.

Ryan

--
Ryan Reyna
School Board Member, District A
Alexandria City Public Schools
703-967-9788

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From: Samantha Ahdoot
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Thank you for adding protected bike lanes
Date: Friday, February 6, 2026 2:59:39 PM

[You don't often get email from atkinssam@yahoo.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Hello,
I bike to the Potomac Yard trail from Russell Road and along Commonwealth Avenue to various spots in the city. I will greatly appreciate dedicated bike lanes so that I can do these trips more safely.
Thank you
Samantha Ahdoot
104 West Walnut Street
22301

_____
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From: sklinetob@comcast.net
To: TES-Traffic and Parking Board
Cc: Alyia Gaskins; Sarah Bagley; John Chapman; Canek Aguirre; Abdel Elnoubi; Kirk McPike; Jacinta Greene
Subject: [EXTERNAL]My family opposes the proposed Braddock Road Changes
Date: Monday, February 23, 2026 9:34:51 AM

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Members of the Traffic and Parking Board –

We oppose the proposed changes to Braddock Road. Specifically, we oppose elimination of parking spaces in front of residences and a church (diminishing quality of access for the disabled), creation of protected bike lanes with separators, and elimination of left-hand and right-hand turn lanes on Braddock.

These changes will degrade the quality of life for everyone currently residing in and paying taxes to the city in the area. Residents already frustrated at the difficulty of leaving our neighborhood at many times of day will be further stymied as traffic backs up with turn-lanes eliminated, with many unable even to leave their driveways – a problem which will only get worse. Frustrated commuter drivers will divert onto quieter streets endangering residents, specifically children, the elderly, and residents with pets. This is already happening with some frequency. For example, already during rush hour our very quiet and difficult to reach street becomes a high-speed thoroughfare from Braddock west to Russell and King, endangering the two adult dependents and children who live on our quiet block, not to mention our neighbors' property, on this very narrow street with little to no off-street parking. The measures proposed will degrade property values in the are with no meaningful input (or, frankly, input ignored as is the practice of this city) from impacted taxpaying property-owning citizens.

Furthermore, the city has failed to demonstrate entirely how coddling a tiny minority of bike-riders, many of whom have opined that even as avid cyclists they will not use Braddock Road for cycling after the changes, can possibly be justified in light of the significant negative impact the project will have on the majority of tax-paying property owners and car-drivers in the affected area.

Please do not vote to approve this plan.

Sincerely,

Sametta Barnett and family

Rucker Place

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From: Sandra Gogol
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Opposition to Removal of Parking on E Braddock Rd.
Date: Monday, February 9, 2026 12:18:21 PM

[You don't often get email from slgogol@icloud.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Traffic and Parking Board,

I am writing to oppose removal of street parking on E Braddock Rd as part of the Braddock Road Corridor improvements effort.

This proposal impacts me disproportionally, as I do not have off street parking options, and I am recovering from a serious injury. The removal of parking creates a tremendous burden.

At a recent Rosemont Citizens Association meeting I expressed concerns regarding the reduction of parking and the impact to myself and other residents to a City of Alexandria Representative, Alexandria Carrol.

I also expressed concerns that the available footprint of Braddock Rd may not support certain protected bike lane designs without impacting existing infrastructure and potentially reducing resident frontage on sections of Braddock, as prior congestion management efforts deliberately narrowed and redirected the road. The response was that this information is not available, and that studies would be conducted after city approval. I advise that approving an action prior to understanding impact is a reckless approach.

I expected that the city would have conducted a feasibility study prior to approval that would evaluate the knock- off impacts from the proposed actions; such as:

- impeding access to homes on Braddock with small families and /or disabilities or limited mobility.
-impact to infrastructure and property
-removal of legal loading areas to drivers, ride shares, and contractors, forcing them to walk on side streets and cross at uncontrolled points and potential increased jaywalking at uncontrolled points on Braddock.
- interference to emergency vehicles, since cars will no longer be able to pull over.
-increased traffic congestion on this major east-west corridor during days of trash and leaf collection.

I plan on being at the Traffic and Parking Board meeting scheduled for February 23rd, and a willing to discuss any of these points further.

Respectfully,
Sandra Gogol

Sent from my iPhone

_____
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From: Sandra Gogol
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Follow-up
Date: Wednesday, February 18, 2026 10:53:45 AM

[You don't often get email from slgogol@icloud.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Traffic and Parking Board,

This is a follow on to my previous email opposing removal of parking on Braddock Road.

Please see photos taken today (2/18/26) on and around 26 E Braddock Road depicting the number of service vehicles and the impact of these service vehicles on traffic when there is insufficient room to pull over. As you can see these vehicles are parked mostly off the road, but insufficient clearance stops traffic, or forces vehicles to enter the opposing lane to pass (such as depicted in the photo of the city bus).

If parking spaces are replaced with protected bike lanes, there will be no shoulder or parking space for service vehicles to pull onto. This can increase congestion, or increase incidence of risky and illegal passing.

Respectfully,
Sandra Gogol

_____
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Sent from my iPhone

From: Sarah Duncan
To: TES-Traffic and Parking Board
Cc: Alyia Gaskins; Abdel Elnoubi; Jacinta Greene; John Chapman; Canek Aguirre; Sarah Bagley
Subject: [EXTERNAL]Concern regarding Braddock Road "improvement"
Date: Sunday, February 22, 2026 10:12:45 PM

You don't often get email from sarah.c.duncan@gmail.com. Learn why this is important

Good evening,

I am writing to express concern regarding the proposed "improvement" plan for the Braddock Road corridor, particularly between Mt. Vernon Ave. and West Street.

As a resident of Little Street three houses from Braddock Road, I am concerned that the city plans to make changes that will drastically impact the surrounding neighborhoods for the worse. I have no problem with wanting to make things safer for bicyclists, but do not think the current plan will increase bicycle traffic or improve safety, and will only end up making traffic worse.

If the city wants to implement bollards for cyclists, please do so. But eliminating turn lanes is going to make traffic so much worse, as would be evident from anyone who spent even 15 minutes watching the traffic between Mt. Vernon and West on any weeknight between approximately 3:30 and 6:30 pm. I have a kid at Brooks and another in daycare at USPTO, and it routinely takes me 45-55 minutes on any weeknight to collect them both (at most about 1.5 miles total).

As anyone has seen from the ill-advised bump out at the intersection of Henry and Wythe in front of that new housing development, literally no one in this area knows how to pull into the intersection to turn left. It therefore results in sometimes only ONE car getting through during an entire light cycle. The idea of this happening at every intersection along that stretch of Braddock is mind boggling. Please do not eliminate the turn lanes at Mt. Vernon or decrease the lane numbers anywhere between Russell and Braddock. Worse traffic does not make people better drivers. If anything, it makes them more willing to push the limits of the law--turning right (or left) on red, running lights, and generally being more, not less, aggressive.

Please think this through more before making these changes.

Sincerely,

--
Sarah Duncan
705 Little Street
Alexandria, VA 22301

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From: Sarah Ford
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock road removal of parking proposal comment
Date: Monday, February 23, 2026 1:55:08 PM

You don't often get email from sarahrandford@gmail.com. Learn why this is important

Hello,

I am a resident of Rosemont. I do not live on the section of Braddock affected by these changes, but I drive Braddock regularly and I have been deeply moved by the outcry of the residents and church whose parking is being removed.

I drive on Braddock very regularly and I fully agree that the road is dangerous and needs improvements. People go far too fast down that significant hill and that is the primary issue. I do not know how removing parking addresses the issue of vehicle speed. Here is a list of concerns I have with the way this has been approached and why I believe it would **be a dramatic error of the city to proceed with the removal parking spots:**

1. **Lack of data to support plan**: The city has not provided any data on how adding a bike lane will make this section of Braddock any safer. It has also not provided any data about how many people bike on this road. I drive on this road regularly and have also walked up the sidewalk on this road. The road has a huge hill. I don't know who would bike on this road to commute. It would not be at all practical or very safe purely because of the grade of the hill - regardless of how fast people are driving.
2. **Lack of parking in Rosemont:** Rosemont already doesn't have an abundance of parking. The recent snowstorm highlighted this significantly as at least 20-30% of the available parking was covered in snow for 3+ weeks. This created a lot of stress and complexity for residents like myself who do not have driveways and are **100% reliant on street parking**. We were unable to have contractors/workers to our home and unable to be visited by friends and family because there was nowhere to park. Taking away more parking in a neighborhood that already does not have much is profoundly unfair to residents who purchased homes with the expectation of access to that parking.
3. **Impact on the church**: I am not a member of the church but I have been privileged to attend community events in the space. The Lutheran church is one of the few places of worship in Rosemont that uses its space to serve more than its own congregation. There are multiple other places of worship with significant parking lots who do nothing for the Rosemont community at all but remain untaxed, large landholders in our neighborhood. The Lutheran church, in contrast, opens its doors and provides a third space that our community needs. They do not have a parking lot and **removing the street parking they do have impacts their ability to serve our community** and people's ability to worship freely - especially those who need the handicapped parking.
4. **Broken trust with the community you serve**: This is a more philosophical point, but I find it deeply upsetting, in a moment in which our Federal government has betrayed the entire country and our community in particular, that our own city government is moving ahead with a proposal that has had wide outcry against it from the very people it impacts most and is providing **no data-backed evidence** to the community for what good it will do. This is how people lose trust in institutions and how democracy fails. I have never written an email to comment on something like this before, but I feel obligated to stand with my neighbors in solidarity against a governmental body who is not respecting the desires of its constituents.

Thank you for your time and consideration to this matter,
Sarah
Rosemont Resident

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From: Scott Davis
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Supporting Staff Recommendations for the Braddock Road Trail Access and Corridor Improvement Project
Date: Sunday, February 15, 2026 2:16:00 PM

You don't often get email from mscottdavis@icloud.com. Learn why this is important

Dear Traffic & Parking Board,

I support the staff recommendation for the safest biking and walking options for the Braddock Road Trail Access and Corridor Improvement Project, Options 1B, 2A, 3, 4B, 5A and 6C because these make this road the safest for ***all*** users: drivers, walkers and cyclists.

In order to use the Metro, I often ride my bicycle to the Braddock Road stop and would welcome a safer ride, which these measures will enable.

Sincerely,

Scott Davis
1003 West Braddock Rd.
Alexandria, VA 22302

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From: Scott Ponsor
To: TPC-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Projects Comments
Date: Monday, February 23, 2026 8:12:26 AM

[You don't often get email from scott.ponsor@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Members of the Traffic and Parking Board,
I'm writing to express my strong opposition to the proposed Braddock Road Project. I have lived three houses off of Braddock Road for the last 10 years where it intersects with Russell Road. I often ride my bike on Braddock Road and would likely benefit from the new bike lanes. However, this marginal benefit would come at a great cost to my neighbors and community. The bike lanes will remove street side parking directly in front of my neighbors homes, increase congestion at the already troubled intersection of Braddock and Russell by removing dedicated turn lanes, and hinder the access to Good Shepherd Lutheran Church. This last point is a particular concern with me as a member of that congregation. Good Shepherd Lutheran Church has made dedicated efforts to be inviting to all people. We have hosted multicultural events with our Jewish and Islamic brothers and sisters. We have made our facilities available to musical and cultural groups within the city. I'm particularly proud that we've just recently celebrated our status as a "Reconciling in Christ" congregation (https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fmetrodocks.org%2Fric%2F&data=05%7C02%7Ctrafficandparkingboard%40alexandriava.gov%7Cc3ed83cd8c7a4867874d08da72dd258d%7Cfeaa9b3143754aeeadccc76ad32a6908b%7C0%7C0%7C638074491462401174%7CUnknown%7CTWFpbGZsb3dkeyJFbXB0eU1heGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIkAiOiXwW4eMdkdkFOIjoiTWFpbCIsInRlIjoyfQ%3D%3D%7C20000%7C%7C%7C%7C&sdata=o4i1mTdBQFUcs1oGu037jVNTbh53cIT09wnhj4vjJEs%A%3D&reserved=0).
All of these efforts will be blunted
by removing the parking for the church along Braddock Road.
Instructing guests, the elderly, families with small children and the
disabled to park around the corner and walk to the door they can
access, is antithetical to our mission to build a welcoming community.
Please reconsider the inclusion of these protected bike lanes. While
they may benefit me personally at times, they come at too great a cost
to the rest of my community.

Scott Ponsor
1215 Russell Road
Alexandria VA 22301

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From: Sharla Draemel
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Corridor updates
Date: Sunday, February 22, 2026 3:53:54 PM

You don't often get email from sdraemel@yahoo.com. Learn why this is important

Dear Members of the Traffic & Parking Board,

I am writing in support of the staff-recommended concept for the Braddock Road Corridor Improvements Project. I enjoyed regularly commuting and doing errands by bicycle when stationed overseas, but do not do so in Alexandria because of its poor infrastructure supporting alternative transportation. I generally do not feel safe when biking in our city, and as such take far more short trips by car than is good for our city and our environment. I support continuing Alexandria's progress (which is slow but in the right direction) towards a more inclusive use of roads, rather than prioritizing only cars. I understand that this involves trade-offs, and there will be localized inconveniences as this transition occurs. I appreciate and understand those who see those inconveniences as too high a price. However, I respectfully disagree, and hope you will keep an eye towards a future Alexandria with better biking and pedestrian infrastructure and fewer cars. I believe that moving this direction is essential as we continue to increase in density, and simply cannot continue on the same path with more and more cars.

I particularly support the proposed improvements between N West Street and Commonwealth Avenue, including safer pedestrian crossings, clearer and continuous bicycle facilities and better connectivity to Commonwealth Avenue and nearby transit and schools. This segment, and future ones like it, are key to creating a more modern, livable city. I encourage the Traffic & Parking Board to support the recommended concept and move the project forward. I would also note that I live in Rosemont and do not agree with the advocacy on this issue by the Rosemont Citizen's Association.

Thank you,

Sharla Draemel

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From: Simon Trumble
To: TES-Traffic and Parking Board
Cc: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Braddock Road Proposal (Russell Rd to Mt. Vernon Ave) + Data Audit
Date: Thursday, February 19, 2026 4:22:58 PM

You don't often get email from strumble@me.com. Learn why this is important

Date: February 19, 2026

Dear Members of the Board and Council,

I write as an engaged citizens to oppose the parking removal on Braddock Road. Our objection is not based on resistance to change, but on a careful review of the City's own data.

This proposal appears to be a **solution in search of a problem** one that contradicts the documented behaviors, safety records, and priorities of Alexandria residents.

TO BE CLEAR - I DO NOT SUPPORT THE REMOVAL OF CAR PARKING ON BRADDOCK ROAD.

A. I write in Supporting Reasoned Accommodation on Braddock Road (25 mph)

NACTO + NTSB Guidance:

Based on national safety guidance, at a 25 mph posted speed, lower-stress bicycle facilities such as shared or constrained lanes are consistent with NACTO's AA&A criteria and NTSB safety principles. **Full protected bike lanes are recommended where vehicle speeds exceed 25 mph or traffic volumes are high; on lower-speed corridors like Braddock, context-appropriate shared accommodations can provide reasonable safety improvements without full removal of all vehicle lanes. This is the current situation and should remain.**

B. Supporting Reasoned Accommodation on Braddock Road (25 mph): NACTO + NTSB Guidance

1. Vehicle Speeds & Facility Selection *NACTO Urban Bikeway Design Guide*

The *NACTO Urban Bikeway Design Guide* provides practical guidance linking **motor vehicle speed and appropriate bikeway types**: traffic speed and volume strongly influence which facilities are suitable for cyclists, especially those of all ages and abilities. Under this guidance:

• **Protected bike lanes** (physically separated) are recommended on streets with **speeds above 25 mph or higher traffic volumes** to achieve "All Ages & Abilities" (AA&A) conditions.

• Where **motor vehicle speeds are controlled at 25 mph or lower**, a range of lower-stress facilities including **shared spaces, bike boulevards, constrained bike lanes with buffer, or advisory bike lanes are considered appropriate**, *provided volume and context support them*.

• Conventional or constrained bike lanes with buffers are appropriate when motor vehicle speeds are **≤ 25 mph** and volumes stay within certain thresholds.

Practical takeaway for Braddock Road:

Since Braddock Road is posted *at 25 mph*, NACTO's own selection table indicates that **low-stress, non-protected bicycle facilities** such as shared lanes, constrained lanes with buffer, or advisory lanes — are *reasonable*

accommodations when vehicle speeds and volumes are managed at or below this threshold.

2. NTSB Bicycle Safety Report Safety Context, Speed, and Infrastructure

The *National Transportation Safety Board* (NTSB) 2019 safety research on bicyclist crashes finds the following relevant principles:

• **Separated bicycle facilities can reduce bicycle–vehicle crashes and injuries**where appropriate infrastructure is feasible.

• **Reducing motor vehicle speeds improves bicyclist safety** by decreasing both the likelihood and severity of serious crashes.

• In cases where it isn't feasible to physically separate cyclists from traffic, **alternative safety measures (such as road diets, lower speeds, and dedicated bike infrastructure that fits the context)** are valid safety countermeasures. Reducing lane widths or number of travel lanes a form of road diet can both lower vehicle speeds and provide space for bicycle facilities.

• The report also shows that **crash severity increases with higher speeds**, and that a **25 mph or lower speed limit is associated with lower serious injury risk compared with higher limits**.

Importantly, the NTSB does **not prescribe that protected bike lanes are always required on every road with a 25 mph speed limit**; instead, it encourages adoption of *context-appropriate* countermeasures that balance safety, network connectivity, and roadway conditions.

In Summary for Braddock Road (Commonwealth → Mt Vernon)

- **Braddock Road's 25 mph posted speed is within the range where NACTO guidance supports shared or constrained bikeway accommodations**, especially where the roadway width and urban context make physically separated lanes structurally difficult.
- **NTSB bicycle safety research supports reducing vehicle speeds and using appropriate bikeway facilities** but does not mandate protective infrastructure in every instance; it frames infrastructure decisions within a broader context of speed management, network design, and crash risk reduction.

Further - I also ask you to remand this proposal from staff to address the following three contradictions:

1. Mismatch Between Proposed Intervention and Documented Mode Share

The City claims this project meets a pent-up demand for biking. Your own data refutes this.

- According to **Figure 1 on Page 5** of the *2023 Resident Transportation Needs Assessment*, **80% of residents** effectively never use a bike (75% "Never", 5% "One Time").
- According to **Page 13** of the same report, **50% of residents** explicitly agreed with the statement: *"I do not want to use a bicycle as a means of transportation"*.
- In contrast, **73% of residents** rely on a private vehicle as a driver on a weekly or daily basis (**Page 5**).

By removing parking to prioritize bike lanes, you are dismantling infrastructure used by the vast majority to serve a demographic that half the city has explicitly rejected.

2. Safety Data Does Not Indicate Elevated Risk on This Segment

Vision Zero interventions must be based on evidence. A review of the City's crash data reveals that from 2017 to 2025, there have been **zero bicycle accidents** on the segment between Russell Road and the Railroad tracks.

Staff appears to be justifying this intervention by citing "Safety Priority" designations that apply to the *West End* segment (Mt. Vernon to West St), where 12 accidents occurred. We ask Council to reject the use of **"Safety data from a different segment of the corridor"** to justify construction on a safe corridor.

3. A Solution That Creates New Liability (ADA)

The *Alexandria Mobility Plan* prioritizes equity, yet this proposal creates new physical barriers for vulnerable residents.

- The plan proposes relocating ADA parking for the Good Shepherd Church to Hancock Avenue.
- Hancock Avenue currently has **no sidewalk**.
- The proposal also eliminates on-street parking for 13 households that have **zero off-street parking** options.

Forcing disabled congregants to navigate a roadway to reach a sanctuary is a liability, not an improvement. We urge you to pause this project and align your designs with the data your residents have already provided.

A. Supporting Reasoned Accommodation on Braddock Road (25 mph)

NACTO + NTSB Guidance:

Based on national safety guidance, at a 25 mph posted speed, lower-stress bicycle facilities such as shared or constrained lanes are consistent with NACTO's AA&A criteria and NTSB safety principles. Full protected bike lanes are recommended where vehicle speeds exceed 25 mph or traffic volumes are high; on lower-speed corridors like Braddock, context-appropriate shared accommodations can provide reasonable safety improvements without full removal of all vehicle lanes.

B. Supporting Reasoned Accommodation on Braddock Road (25 mph): NACTO + NTSB Guidance

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Practical takeaway for Braddock Road:

Since Braddock Road is posted *at 25 mph*, NACTO's own selection table

indicates that **low-stress, non-protected bicycle facilities** such as shared lanes, constrained lanes with buffer, or advisory lanes — are *reasonable accommodations* when vehicle speeds and volumes are managed at or below this threshold.

2. NTSB Bicycle Safety Report Safety Context, Speed, and Infrastructure

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• **Separated bicycle facilities can reduce bicycle–vehicle crashes and injuries**where appropriate infrastructure is feasible.

• **Reducing motor vehicle speeds improves bicyclist safety** by decreasing both the likelihood and severity of serious crashes.

• In cases where it isn't feasible to physically separate cyclists from traffic, **alternative safety measures (such as road diets, lower speeds, and dedicated bike infrastructure that fits the context)** are valid safety countermeasures. Reducing lane widths or number of travel lanes a form of road diet can both lower vehicle speeds and provide space for bicycle facilities.

• The report also shows that **crash severity increases with higher speeds**, and that a **25 mph or lower speed limit is associated with lower serious injury risk compared with higher limits**.

Importantly, the NTSB does **not prescribe that protected bike lanes are always required on every road with a 25 mph speed limit**; instead, it encourages adoption of *context-appropriate* countermeasures that balance safety, network connectivity, and roadway conditions.

In Summary for Braddock Road (Commonwealth → Mt Vernon)

- **Braddock Road's 25 mph posted speed is within the range where NACTO guidance supports shared or constrained bikeway accommodations**, especially where the roadway width and urban context make physically separated lanes structurally difficult.
- **NTSB bicycle safety research supports reducing vehicle speeds and using appropriate bikeway facilities** but does not mandate protective infrastructure in every instance; it frames infrastructure decisions within a broader context of speed management, network design, and crash risk reduction.

Sincerely,

Simon Trumble

Resident on Braddock Road - who uses street parking.

205 East Braddock Rd.
Alexandria, VA 22301

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Coalition for Smarter Growth
DC • MD • VA

February 23, 2026

Chair Ann Tucker
Traffic & Parking Board
City of Alexandria

Dear Chair Tucker and Board Members,

The Coalition for Smarter Growth (CSG) supports a safer, more connected Braddock Road and asks that you approve the staff recommended design for the Braddock Road Corridor Improvements Project. CSG advocates for walkable, bikeable, inclusive, and transit-oriented communities as the most sustainable and equitable way for the Washington, DC region to grow and provide opportunities for all. Three of our staff live in the City of Alexandria and walking, biking, and transit are their most frequent modes of transportation.

The Braddock Road Corridor Improvements Project is an opportunity to fix the dangerous conditions existing today and create a more connected, comfortable, and safer corridor for everyone. Following robust community engagement and in support of the City's Mobility Plan and Vision Zero Action Plan, staff is recommending vital biking and walking improvements for the corridor that will make Braddock Road safer and more connected for all users – people walking, biking, taking transit, and driving.

The recommended design will expand access to transit and multimodal transportation options by enhancing first and last mile connections to the Braddock Road Metro station, which is served by the Blue and Yellow Metrorail lines, Metroway, several local bus routes and Capital Bikeshare.

Improvements will provide safer, more comfortable access to the Potomac Yard Trail, and the Metro Linear Trail, expand safe routes for walking and biking to George Washington Middle School and other nearby schools, and better connect Alexandria neighborhoods from Old Town to Rosemont to Del Ray to jobs and services.

The recommended design will:

- Create **safer crosswalks** at intersections with **shorter crossing distances** and **improved visibility**.
- Install a **two-way bike lane** that improves connections to the Braddock Road Metro Station, the Potomac Yard Trail, and the Metro Linear Trail (Braddock Rd to Cameron/King St).
- Ensure **continuous bike lanes** between West Street and Russell Road, filling a crucial gap in the city's bicycle network.
- Reduce the number of travel lanes providing shorter crossing distances and helping to reduce speeding.

- Remove underutilized parking to make way for the needed safety improvements, while maintaining disability parking through relocation.
- Advance **Alexandria's Mobility Plan and Vision Zero Action Plan**.

The safety of people traveling along Braddock must be prioritized over parking. City analysis shows that parking is underutilized along Braddock Road and that there is additional capacity on side streets. Removing on-street parking lanes together with the reduction in travel lanes between Mt Vernon Ave and West St is needed to provide the new infrastructure, calm traffic, and ultimately maximize the protection of vulnerable road users.

This project is a chance to provide a safer, more connected Braddock Road. We ask that you vote in favor of staff's recommended design and advance the safest set of options for the corridor.

Sincerely,

Sonya Breehey
Northern Virginia Advocacy Director

From: Stephanie Elms
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Please Support Braddock Road Safety Improvements (Docket Item #9)
Date: Sunday, February 22, 2026 8:47:29 PM

You don't often get email from stephanie.elms@gmail.com. Learn why this is important

Hello! My name is Stephanie Elms. I live at 3 W. Mount Ida Ave in Del Ray and regularly use Braddock Road in my travels.

I am writing to ask that you implement the protected bike lanes and pedestrian safety improvements at the intersections on Braddock Road from West Street to Russell Road as recommended by T&ES staff (Options 1B, 2A, 3, 4B, 5A and 6C).

As someone who is retired, I greatly appreciate having alternatives to driving for getting around the city. Given my comfort level, bike lanes play a big role in making this a feasible option for me. I am thankful to live in a city that makes bike lane and pedestrian safety a priority. Unfortunately, Braddock Road's lack of bike lanes and the requirement to "take the lane" (and bike in traffic!) is a big gap in our biking infrastructure and makes it more difficult to navigate the city safely.

The proposed changes will improve the livability for everyone in the neighborhood by providing safer access for pedestrians and cyclists while adding minimal delay for drivers. It will eliminate a dangerous gap in the city biking network while being safer for everyone - drivers, walkers and cyclists.

I have also read many of my neighbors concerns and feel confident that these concerns can be successfully addressed and I encourage the city to continue working on finding solutions for those.

Thank you for prioritizing the safety of all of us out on the roads and especially for the conscientious effort of the staff in doing the hard work to prioritize and balance the transportation needs of all Alexandrians.

Stephanie Elms

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From: Greg Cottrell
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Opposition to Braddock Road Bike Lane Project
Date: Saturday, February 7, 2026 12:16:25 PM

You don't often get email from gcottrell@ymail.com. Learn why this is important

Members of the Traffic and Parking Board -

I am emailing to voice my opposition to the city's proposal to eliminate curbside parking and install bike lanes on Braddock Rd. from Russell Road to the Braddock Road Metro station.

As a Braddock Road resident, I feel eliminating street parking would add to additional congestion in the neighborhood and create new safety concerns. Additional congestion would occur because families with multiple vehicles and limited driveway space would be forced to park vehicles on other already crowded streets in the neighborhood. Side street parking would also happen anytime these families had visitors or workers in their homes.

Also be aware the congregation of the Good Shepheard Lutheran Church parks along Braddock Road during Sunday services. The church also hosts meetings of community groups several times per week, including Tuesday and Wednesday evenings and on Wednesday mornings. The choral group who uses the church on Tuesday evenings has dozens of members, most of whom park along Braddock Road. Many of the attendees to the both church services and Wednesday morning events at the church are seniors who would be severely inconvenienced by having to park further away.

My primary safety concern is there would no longer be any place for delivery vehicles to park out of traffic when making deliveries. Currently, the numerous UPS, FedEx and Amazon trucks that visit the corridor daily are able to park at the curb and get out of the flow of traffic. With parking eliminated, the trucks will stop in the traffic lanes when making deliveries, thus further hindering traffic. Also, please be reminded this section of Braddock Road is heavily used by emergency vehicles. Any traffic hindrance would delay emergency vehicles using Braddock Road.

The attached photos were taken in 2025 on a Thursday afternoon and a Sunday morning. As you can see, both neighborhood residents and the Good Shepherd congregation extensively use the curb parking lanes.

My belief is proper traffic and speed enforcement would make the Braddock Road corridor safer. Years ago, the solar power speed sign on this section of Braddock Road got the attention of drivers, most of whom slowed down when notified they were speeding. Since the removal of that device, speeds have increased on the corridor.

As a cyclist myself, I'm amazed alternatives routing cyclists onto adacent, less busy streets have not been considered as part of this proposal. I would suggest following the lead of what Arlington County has done along the Columbia Pike corridor. Along

that corridor, the county marked adjacent/parallel streets as bike routes. Why can the city not continue the bike route and lane that originate at Glendale and Main Line? If the current bike route and lane that begins there, and continues out Glendale to Mt. Vernon, is extended on Glendale and then onto Luray or another adjacent street, cyclists would have a low traffic, no traffic light path from Russell Road to the Braddock Road Metro. This is the route I take when cycling east from my home.

My primary safety concern as a cyclist in this neighborhood is not the lack of bike lanes. It's the lack of maintenance and upkeep of the current bike lanes that *are* used by cyclists. The bike lanes on Commonwealth Avenue are filled with segments of cracked pavement south of Mt. Vernon Avenue. North of Mount Venon, the bike lane pavement deteriorates even more. North of Reed, the pavement is in such disrepair that I need to zig zag constantly to avoid damage to my bike wheels from cracks in the pavement and potholes. I do not understand the city's insistence on adding additional bike lanes, and removing parking, on streets that are lightly used by cyclists when the city refuses to properly maintain the streets and bike lanes that are heavily used by cyclists, especially those who commute to National Landing, Crystal City and D.C.

Stephen Gregory Cottrell

24 W. Braddock Road

Alexandria, VA 22301

gcottrell@ymail.com

703-447-7592

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From: kenleyandkenley@gmail.com
To: TES-Traffic and Parking Board
Cc: Alyia Gaskins; Sarah Bagley; John Chapman; Canek Aguirre; Abdel Elnoubi; Jacinta Greene; Kirk McPike
Subject: [EXTERNAL]Proposed Braddock Road changes
Date: Thursday, February 19, 2026 2:13:36 PM

You don't often get email from kenleyandkenley@gmail.com. Learn why this is important

I am writing to express my opposition to the proposed changes to parking and lanes on Braddock Road. Eliminating street parking will impose particular hardship on those of us who live on Braddock Road, most of whom have no garages and only a single driveway. In order to avoid constant shuffling of cars, we will need to expand driveways to double the size, with corresponding curb cuts into the street, a significant expense for each household.

The lack of left-turn lanes will make traffic back-ups even worse than they currently are, especially during rush hour. It is already very difficult to get onto Braddock Road from residences during peak hours, and the proposed change will make it worse.

Finally, as a frequent bicycle rider, I disagree with the installation of bike lanes, which encourage riders to take a busy, more dangerous street over the less-used, safer back streets like Nelson, Alexandria, and Luray. Bike riders should be encouraged to stay *off* Braddock and use side streets with less traffic.

Thank you for your attention to this matter

Stephen Kenley
18 W. Braddock
317-514-5785

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From: Suzanne Berkey
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Corridor - Opposition to Current Plan
Date: Sunday, February 22, 2026 7:56:13 PM

You don't often get email from suzanne.s.berkey@gmail.com. Learn why this is important

To the Traffic and Parking Board,

I am writing as a 22-year resident of Alexandria who lives less than two blocks away from Braddock Road between Mt. Vernon Avenue and Commonwealth Road. I drive on Braddock Road on an almost daily basis, taking my teenager to Alexandria City High School as well as traveling back and forth to work. My two children have both walked to George Washington Middle School.

The proposed changes will make our community less safe, not more. The impact of the proposed changes will:
(1) Increase traffic backups in our community (where it can already be difficult to travel during rush hour)..
(2) Create gridlock when emergency vehicles attempt to get through, or deliveries are made. Without doubt this will result in cars trying to squeeze by creating blockades for all - vehicles, pedestrians, and bikers.
(2) Increase vehicular traffic on other roads near Braddock Road. We have seen first hand drivers cutting through our neighborhood when traffic was backed up. These are side streets that were never meant to be thoroughfares for vehicles, and where small children currently feel safe to play.

The proposed changes will also negatively impact our community through reduced parking, including for the churches. Parking needs continue to grow, and though spots that are currently not in use will surely be in demand soon. Rather, it would appear that the proposal removes almost 100 parking spaces. It is unclear where the city plans for these residents to park.

The city should focus on keeping Braddock Road as a vehicular thoroughfare and allow for parking for residents while also ensuring space is available for turn lanes. There is ample opportunity to look at other solutions, including looking at the side streets as more pedestrian and bicycle friendly uses.

Please consider this my opposition to the plan as proposed.

Suzanne Berkey

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From: Terry Langendoen
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road traffic plan with dedicated bike lanes
Date: Wednesday, February 18, 2026 8:45:33 PM

You don't often get email from dterence@msn.com. Learn why this is important

The main problem I see with the Braddock Road plan is that it has no connection to an overall plan for bicycle routes throughout the city, so that the disruption it creates for the neighborhoods far outweighs the convenience it provides for cyclists. I have some experience with places where such plans were largely in place. First, I commuted to work by bike for five months when I was working in Utrecht, The Netherlands, and lived about three kilometers from my workplace. My usual route included sections on streets with motorized traffic, but also on paved lanes that more or less paralleled such streets. I could also go wherever I wanted in the city and outskirts easily and safely by bike. I later commuted to work by bike for 17 years when I was working in Tucson, Arizona. I lived two miles east of my workplace on a non-arterial street that was officially designated a biking street using the entire lane in each direction, and wide enough to make parking available on both sides. My route crossed two north-south four-lane arterial roads, and one two-lane one, with special traffic lights at the intersections indicating when bicycles and pedestrians could cross the arterial roads. The few stop signs on the route were enforced by the police. I was questioned a few times for not coming to a full stop on my bike at a stop sign, once a half block from my house and threatened with a ticket.

If I were tasked to make a plan to connect the Braddock Road Metro station to points west in Alexandria by bike, I might start by putting the bike lanes alongside East Braddock Road from a point just west of the Metro overpass to connect with two non-arterial streets from Mount Vernon Avenue to Russell Road, one westbound and one eastbound at least for bike traffic, and the stop signs removed on those streets for both bikes and motorized vehicles and with traffic lights like the ones in Tucson at both ends. To get to and from the starting point to the station without having to do much construction under the overpass would be to have clearly

marked paths along East Braddock Road for walking one's bike, and/or putting bicycle racks and storage places at that point in addition to the ones at the station. Making room for bike rentals is another possibility. How I would go from there, I leave open, just as the city has done in making its plan.

D. Terence Langendoen
2402 Cameron Mills Road
Alexandria, VA

Former Program Director, NSF
Professor Emeritus, University of Arizona

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From: Thomas Blackwood
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Proposal
Date: Wednesday, February 18, 2026 9:20:23 AM

You don't often get email from tom_blackwood@yahoo.com. Learn why this is important

I am writing in response to the proposed changes to Braddock Road. I think there are a couple of items that need to be looked at more closely.

First, I believe the elimination of turn lanes at the intersections will greatly impair the flow of traffic. In the evenings, there is a large amount of traffic headed eastbound towards West St. Anyone going westbound could potentially be blocked from moving by just one or two cars attempting to turn left. If this part of the plan is implemented, I think all the lights at each intersection should have their own cycle, that is only one direction at a time will have a green light with the other three directions being red. It will slow things down but it will solve the issue of a turning car holding up the entire queue of cars behind it. The city should also step up the enforcement in an effort to stop people from turning illegally on red. That should be done regardless of what is implemented. If it is not going to be enforced, take down the signs.

Second, the elimination of parking will greatly affect not only the resident on Braddock, but also the various side streets. If the parking is eliminated I think several things need to be done to handle the change. First, the city needs to do aggressive patrolling for parking sticker usage. Currently, there is almost no enforcement of parking stickers. I also believe the parking hours for sticker usage should be increased, not just 9-5 PM weekdays. It should probably be enforced 24 hours per day. It certainly should cover the business hours at Lena's and also cover weekends when people are prone to leaving cars for long periods for National Airport/Metro parking. I also think that residents without driveways should be given free stickers. Each household in the affected area should also be given a parking pass placard that they can use for visitors. Having to apply for one with the city each time it is needed would be very cumbersome and with increased enforcement it would be needed.

Lastly, a plan needs to be found to handle package delivery for houses on Braddock Road. If this proposal is implemented, you cannot have a UPS or Amazon truck blocking the only lane of traffic. I am not sure what the answer is but something will need to be figured out. The churches on Braddock also need to understand that their members will need to use on-site parking or find another way to attend services, especially if parking stickers are enforced on weekends as I prefer. It would not be fair to everyone else if the churches were exempted from the consequences of this proposal. I suppose the same goes for Lena's/dry cleaning customers.

I am hoping to attend the meeting on the 23rd but wanted these thoughts to be given/heard regardless.

Tom Blackwood
801 Ramsey Street
Resident for over 20 years

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From:	Tom Hyde
To:	TES-Traffic and Parking Board; Alyia Gaskins; Abdel Elnoubi; Jacinta Greene; Kirk McPike; Sarah Bagley; John Chapman; Canek Aguirre
Subject:	[EXTERNAL]Agenda Item #9 - Travel Lane and Parking Modifications for the Braddock Road Corridor Improvements Project
Date:	Thursday, February 19, 2026 9:58:36 AM

You don't often get email from vthyde@gmail.com. Learn why this is important

Good morning,

I wanted to take a quick moment and voice my concern with the proposed dedicated bike lanes on Braddock Road. I am in favor of marked/shared bike lanes in both directions with limited impact to existing vehicular travel and turn lanes. Given the topography of "Mount Braddock" to the west of Russell, I'm not sure how much the dedicated lanes between Russell and Commonwealth would be utilized and believe that a stepwise approach, starting with shared lanes, would be appropriate. (There are currently no markings on the portion of Braddock from Russell to Commonwealth!) We all know very well that whether they are utilized or not, once the dedicated lanes are installed they will not be removed.

I think attention needs to be given to existing infrastructure before spending dollars on new projects. Driving through early this morning, I believe 3 of the 5 street lights from the 7-11 to the crossing at the Metro were out. This made identifying pedestrians looking to cross much more difficult. Given the proximity of the crossing at the 7-11 and the high-visibility crossing at the shared use path, I think some consideration should be given to making the high visibility crossing timed, like a traditional traffic light, versus on demand during peak hours. In addition, the roads throughout Alexandria are in failing condition. I can't speak to all the roads, but I travel Braddock, Commonwealth, Wythe, Royal and Cameron on a regular basis and all five are in terrible condition, We should fix what we have before directing funds to other projects.

I would also take issue with how this project was advertised. Look at the ALXnow article from your own project webpage. I don't think this article or the project description initially provided by the City gave any indication that the City was proposing to remove eight turn lanes from this heavily traveled commuter corridor which already experiences significant traffic delays during the AM and PM rush hour. Between residents, commuters, DASH, school buses, service/trade vehicles and EMS, I don't think there is a more heavily traveled corridor within this particular portion of Alexandria. This is going to impact thousands of people a day and I would venture a vast majority of those folks have no idea the extent of this project proposal.

If you read this far, I appreciate it. I understand your job isn't easy.

If you have any questions, I'm happy to address them.

Tom Hyde
301-440-0907

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From: Tom Klancer
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support Braddock Road Bike Lanes (Item 9)
Date: Monday, February 23, 2026 12:21:34 PM

You don't often get email from tklancer@gmail.com. Learn why this is important

To whom it may concern,

I strongly support the bike lanes on Braddock Road, even though I'm not a cyclist. The most important thing is for *every* user of our roads and trails to make it to their destination safely. As a driver, deconflicting bike and car lanes helps do that. Providing good pedestrian infrastructure does as well.

In addition to safety reasons, there are straightforward network reasons to support this change. With Metro right there, Braddock is an essential part of a complete transportation network for cyclists and pedestrians. In addition, because of the tracks the Braddock underpass is a choke point for all forms of east-west traffic, so paths leading to and from that require accommodation.

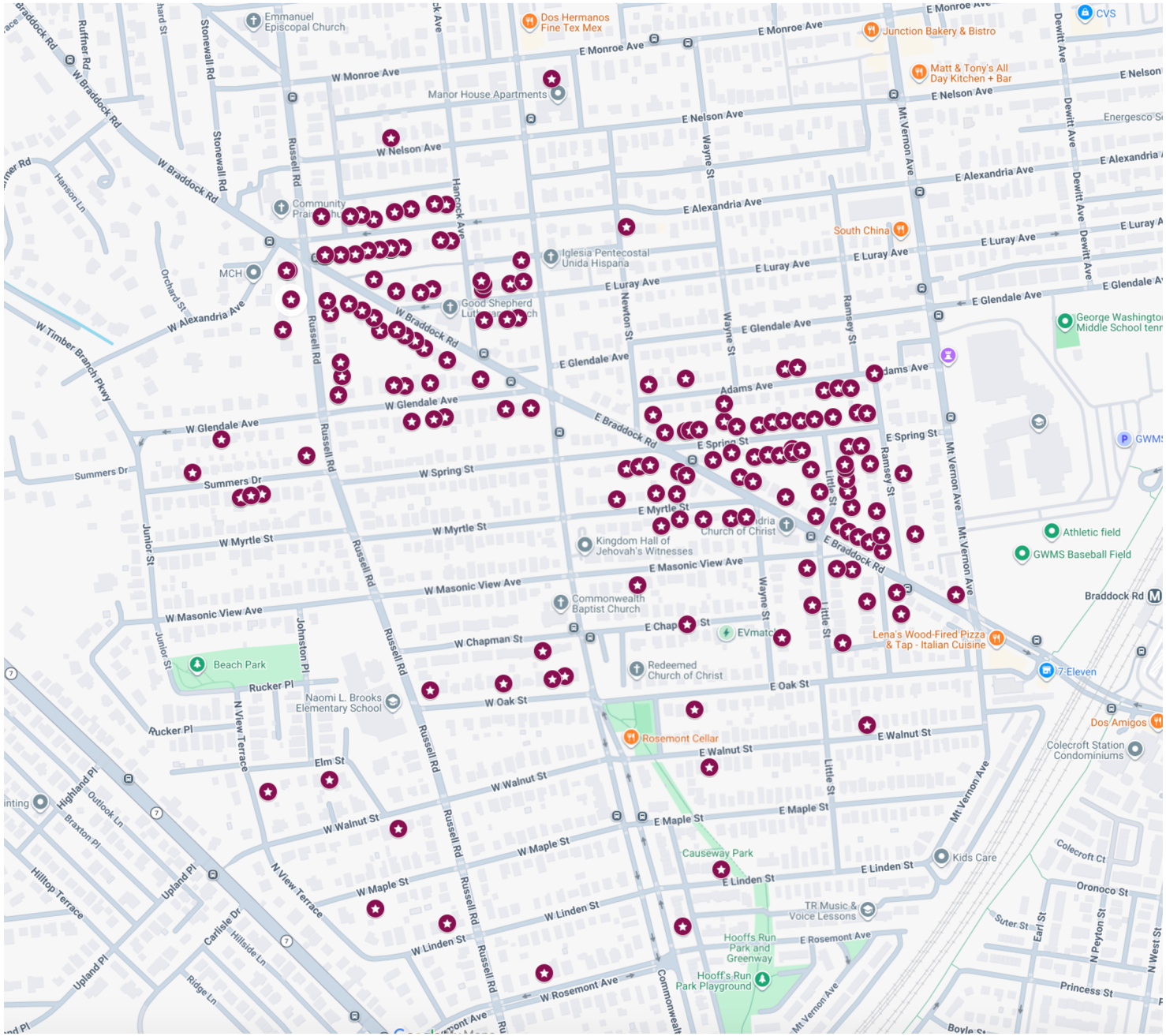
The best use of public space is always a challenge, but it's clear that parking is not the best use of that space in this situation. I don't want to ignore the inconvenience that this change will cause for people who are used to the current setup, but the benefits of public safety and a complete network for *all* road users clearly outweigh the inconvenience.

Finally, I'd like to thank the city staff for doing their best to balance competing needs and opinions to come up with a plan that will improve the city. I hope the board will support the staff's recommendation.

Sincerely,
Tom Klancer

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Map of Petitioners Opposing the Braddock Road Improvement Project as Currently Proposed - February 23, 2026



This map is not inclusive of all signatures from the attached petition. It is limited to those addresses on East and West Braddock Road and the immediate cross streets. The complete map can be located via this QR code:

Thomas Van Wagner
202 East Braddock Road
Alexandria, 22301-2116
uncletvw@yahoo.com

February 19, 2026

From: Tom Van Wagner

To: Mayor, Vice Mayor, City Council, and City Staff

Subj: Strong Oppostion to Braddock Corridor Improvement Project Recommendation

I have lived in the Braddock Road area for 37 years. I am a biker and I've been a bike commuter to The Pentagon and Pentagon in years past. I support the continued use of Sharrow markings on Braddock Road and I oppose the removal of on-street resident parking for the installation of bike lanes from Mt Vernon Avenue to Russell Road.

The bike lanes are not warranted. Since the City installed the Sharrow pavement markings, they have raised awareness for all and there has not been a single bike-involved accident along the impacted stretch of road since at least 2017.

The bike lanes are not wanted. The Rosemont Citizens Association had record high attendance at it's recent meetings where the bike lanes were briefed, discussed, and put to a vote. The most recent vote was 60-12 against the bike lanes. Moreover, since the T&ES staff indicated they were recommending the option least desired by RCA, citizens went door-to-door to solicit direct input from residents and in 10-days time more than 125 households on Braddock or on the

adjacent side streets signed a petition **opposing** the removal of parking, while supporting continued use of Sharrow markings.

The City Staff appear to be tipping the scales to accommodate a very small number of bike commuters (8-10 by their count) who will use the road a few minutes a day, five days a week, over the desires of more than 100 households – a majority in the affected area, who will be impacted 24 hours/ day, 7 days each week.

Disfavoring Senior Citizens over 30-somethings. I am incredulous that the City would consider it reasonable to ask residents in the impacted area, many of whom are in their 60s, 70s, and 80s, to accept the loss of curb parking and have to schlep groceries and supplies from 1-3 blocks away **rather than ask bikers**, who are typically in their 20s and 30s and who use the road for only a few minutes a day **to commute down safer adjacent route**s.

I recommend the Traffic and Parking Board de-couple the 2 sections of the proposal from Mt Vernon up to Russell Road from their recommendation, and leave in place the proposal to fix the messy, unsafe stretch of road between West Street and Mt. Vernon.

Sincerely,

Tom Van Wagner
202 East Braddock Road

From:	Tom VanAntwerp
To:	TES-Traffic and Parking Board
Cc:	CouncilComment@alexandriava.gov
Subject:	[EXTERNAL]Full support for staff"s proposal for Braddock Road safety improvements
Date:	Wednesday, February 18, 2026 6:11:16 PM

To the Traffic and Parking Board,

I'm writing to express my full support for the city staff's recommendations for safety improvements to Braddock Road.

As a resident of Del Ray who frequently walks through that area, Braddock Rd can be a very scary place. The improvements around the train and Metro bridges are especially badly needed—so many children walk that narrow sidewalk next to busy traffic to get to school each morning, and I'm amazed it hasn't resulted in injury or death already. I've personally seen pedestrians nearly hit and killed trying to navigate this area.

I also fully support the addition of protected bike lanes along Braddock Rd. I've seen and heard a lot of vocal opposition to this, and I understand their concerns. But, as the vote by Del Ray Citizens' Association shows, it is a minority view in the neighborhood. The improvements to Braddock Rd will serve and protect many more Alexandrians than would the preservation of rarely-used on-street parking for a small number of Braddock residents—nearly all of whom already have private driveways.

I'd like to add that I greatly appreciate all of Alexandria Carroll's public engagement work for this project. She's been unbelievably patient and knowledgeable, and has taken a lot of time to share that knowledge with the community. I recently read public comments from city residents who live on Braddock Rd that were outright defamatory toward her. In addition to expressing my support for the safety improvements to Braddock Rd, I also want to commend Carroll's work on this project and to condemn the behavior of the minority of my neighbors who have abused her throughout this process. I would ask the Traffic and Parking Board to recognize Alexandria Carroll's exemplary work throughout this process, and to condemn the abusive behavior of the minority of citizens that she's been forced to endure.

Thank you,
Tom VanAntwerp
Member of DRCA Traffic Calming Committee
Residentof Del Ray and frequent pedestrian along Braddock Road

---

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From: tommywlee@everyactioncustom.com on behalf of Tommy Lee
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Trail Access and Corridor Improvements
Date: Thursday, February 12, 2026 6:07:51 PM

[You don't often get email from tommywlee@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear Board Members,

I write to express my support for the staff recommended design concept for the Braddock Road Trail Access and Corridor Improvements Project. The recommendations will provide the best biking and walking improvements for the corridor making Braddock Road safer for all users - people walking, biking, taking transit, and driving. Making this corridor safer and better connected improves access to the Braddock Road Metro, area trails, schools and other places in the community.

I've personally walked along Braddock Road to get to and from the Braddock Road Merorail station and other locations in the neighborhoods of Parker Grey, North Old Town, and Old Town. The intersections at Mt Vernon Ave, the crosswalk at the 7-11, the flashing crosswalk to get to the Braddock Road Metrorail station, West Street, and Whyte Street can be challenging to cross at times, especially during the evening, sunrise, and sunset. Metrorail, Metrobus, and Dash bus passengers as well as children at George Washington Middle School and the residents of apartments, houses, and other dwellings walk, run, bike along Braddock Road.

This project is a chance to fix the dangerous conditions existing today and provide a more connected and safe corridor for everyone. I ask that you vote in favor of staff's recommended design and advance the safest set of options for Braddock Road.

Sincerely,
Mr. Tommy Lee
218 E Mason Ave Alexandria, VA 22301-1746
tommywlee@yahoo.com

_____
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From: Trip and Virginia Hook
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Please support the Braddock Road Improvement Plan
Date: Saturday, February 14, 2026 5:35:10 PM

You don't often get email from tripandvirginia@gmail.com. Learn why this is important

Greetings esteemed commissioners,

My name is Trip Hook and my wife Virginia and I have lived at 100A East Braddock Road since 2017.

If the city's Braddock Road Corridor improvement plan goes through, we will lose access to street parking in front of our home. Like nearly every other home on this stretch, we have off-street parking, but it's true - visitors to our home may have to park around the corner.

In our estimation, this is a *small* price to pay for the ability to safely come and go from our home by bike. Our block is blessed with close proximity to all of the amenities of Old Town, Del Ray, Rosemont, and Potomac Yard, as well as a Metrorail station connecting us to DC. What we lack is a safe way to access those amenities without a car. Because Braddock is unsafe for micro mobility, bikes and scooters are forced onto the sidewalk, which makes even walking along this corridor feel unsafe.

Some of our neighbors are hysterical in their opposition (evidently, their right to store their 3rd vehicle on public property trumps the safety of all Alexandrians who choose not to drive). They are proposing circuitous and inefficient bike detours to preserve "their" parking, or suggesting a "shared lane" as a compromise. We have shared lanes now, and their detours exist as quiet, safe, and slow routes now. We understand that compromise is tempting, but anything short of a dedicated bike lane on this stretch will be essentially useless in making this important connection in the city's bike network.

Thank you for your time, and for all you have accomplished so far in making this city a safer, more equitable, and more affordable place.

Trip Hook & Virginia Bush

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February 19, 2026

Re: Opposing the Braddock Road Corridor Improvements Project

Dear Mayor, Vice Mayor, Members of the City Council and Members of the Traffic and Parking Board,

I have lived on or adjoining East Braddock Road for 33 years—11 years on E. Braddock and, for the past 22 years, three doors away from E. Braddock— so I am intimately familiar with the traffic patterns of this major East-West artery.

I cycle, walk and drive on the Braddock Road corridor, and support efforts to make the road safer for pedestrians, drivers and bicyclists.

However, I am deeply concerned that the staff's recommendations for the Braddock Road corridor between Russell Road and Mt. Vernon Avenue will have the opposite effect and make the road more dangerous for all users, so I oppose efforts to replace street parking with protected bicycle lanes.

My concerns are based on the data, usage patterns, and interviews with dozens of neighbors, including young families who bicycle almost exclusively, who signed a petition opposing the project delivered to the Alexandria Traffic and Parking Boarrd on Friday, February 20.

Don't Let the Facts Get in the Way of a Good Story

The staff narrative about safety, bicycle usage on Braddock Road, and the impact of removing street parking between Russell Road and Mount Vernon Avenue, is not based in reality—a classic case of "Don't let the facts get in the way of a good story."

Replacing shared bike lanes or sharrows and street parking on both sides of Braddock Road between Russell Road and Mount Vernon Avenue with protected bicycle lanes is unnecessary and a waste of taxpayer money, especially when the city is running a budget deficit. The current configuration of Shared Road pavement markings works so

well that there has not been a single pedestrian or bicycle crash between Russell Road and Mt. Vernon Ave. since at least 2017.[1]

The Braddock Road Improvements Project is focusing on the wrong segments. According to the city's own data, the most accident-prone section is between Russell Road and King Street, where 71 vehicle crashes occurred between 2017 and 2025, and where the staff has not proposed any interventions.

Staff appears to be justifying this project by citing the "Safety Priority" designation that the Virginia Department of Transportation (VDOT) applied to the 0.2 mile stretch between Mt. Vernon Avenue and West Street, where 12 car accidents occurred between 2017 and 2025. The Council must reject the conflation of this safety data to justify the removal of parking and installation of protected bike lanes between Russell Road and Mt. Vernon.

In fact, there were only nine car accidents in the 0.6 miles between Mt. Vernon Avenue and Russell Road between 2017 and 2025, and it is the least dangerous stretch of the 3.75 miles of Braddock Road between West Street and Beauregard between 2017 and 2025.[2]

Although staff would like us to believe that 100 bicyclists use the Russelll Road to Mount Vernon corridor of Braddock Road corridor every day,[3] we subsequently learned from Alex Carroll during the Del Ray Traffic Calming Committee meeting on February 5, 2026, that the count was taken near the Braddock Road Metro Station at the intersection of Braddock and West St., and not between Mt. Vernon Ave .and Russell Road.

In fact, the data Ms. Carroll provided in response to various email requests show that no more than **eight bicyclists** went through any intersection between Mt. Vernon and Russell Road over any 12-hour period for any data that the city collected the data.

Increased Congestion, Longer Backups, Delayed Bus Schedules, More Pollution

[1] Vision Zero crash dashboard. https://public.tableau.com/app/profile/city.of.alexandria.virginia/viz/VisionZeroCrashDashboard/VZ-Summary

[2] Vision Zero crash dashboard. https://public.tableau.com/app/profile/city.of.alexandria.virginia/viz/VisionZeroCrashDashboard/VZ-Summary

[3] Comment by Alex Carroll, Complete Streets Program Manager, at the Rosemont Citizens Association meeting, January 22, 2026.

Braddock Road is a major East-West artery in the city carrying up to 10,000 vehicles a day.[4] During rush-hour, both morning and evening, Braddock Road is routinely backed up to the intersection with East Spring Street and often to Commonwealth. See the attached photo.

The proposal will remove eight turn lanes—three at the intersection with Russell, four at the intersection with Commonwealth Avenue and one at the Mt. Vernon intersection—in the 0.6 miles of Braddock Road between Russell and Mt. Vernon, exacerbating congestion, extending traffic backups and interfering with the schedules of the Dash 104 bus and school buses.

If you have ever sat in traffic behind a car that wanted to turn left from a road without a left-turn lane, then you know what I'm talking about. Longer backups will cause increased toxic vehicle emissions and more pollution, counter to the staff's hypothesis that the project will be good for the environment.

Removing street parking from Braddock Road will put an additional strain on side streets already at their limit. Yield streets, such as the busy street I live on, used as a cut-through street by motorists seeking to avoid the traffic lights at Braddock and Commonwealth, depend on open curb space for safe two-way traffic. The recent snow and ice storm demonstrated the extent to which these streets will be further strained when more cars are crammed on to them.

Hardship for Homes and Churches Without Off-street Parking

Removing street parking will impose considerable hardship on seniors, families with young children, the disabled, and on the three homes without off-street parking at 26 E. Braddock Road, 102 E. Spring, at the intersection with E. Braddock, whose street parking will be eliminated as part of the project, and 115 W. Braddock Road.

Four churches—the Seventh Day Adventist congregation at the intersection of Braddock and Russell, and three on Braddock Road itself, also rely on street parking and removing street parking will cause considerable hardship for their members. Churches also serve as meeting places for community groups including 12-step programs.

The Good Shepherd Church on W. Braddock Road has no off-street parking and relies exclusively on street parking, including for two members of the congregation who use the hándicap space on W. Braddock Road in front of the church. Staff proposes relocating the disability parking space nearly a block away, to Hancock Avenue and Luray Avenue, violating the spirit if not the letter of the Americans with

[4] Alexandria Environmental Policy Commission letter to the Traffic and Parking Board dated December 22, 2025

Disabiities Act. The City will need to install sidewalks to make this possible. The City has not provided cost or logistical details for sidewalk installation.

Two other churches on E. Braddock Road depend on street parking. The Church of the Nazarene at 20 E. Braddock Road, has a tiny parking lot which can barely accommodate a dozen vehicles, and whose members use many parking spaces on E. Braddock Road during regular weekly services and meetings. The Alexandria Church of Christ also has a small parking lot which is inadequate for its membership.

Members of the Rosemont Citizens Association delivered petitions with 275 signatures of Alexandria residents opposing the proposal to the Alexandria Traffic & Parking Board on Friday, February 20, 2026.

Simpler, Safer and Cheaper Solutions

As a bicyclist, I prefer riding on quiet streets to connect to other trails rather than fighting traffic on E. Braddock Road and it is astonishing that the city staff have failed to consider creating bike pathways on quiet streets such as Oak Street, Luray and Glendale instead of Braddock Road. Many of my young neighbors who ride bicycles whenever posible oppose the project because they would rather not deal with traffic and toxic exhaust from vehicles on Braddock Road.

When I lived on E. Braddock Road, my neighbors and I begged the city to enforce the speed limit on the road. In response, the city installed a temporary digital speed board which helped monitor and reduce speeds. Why not do that again?

Or better still, reduce the speed limit on the Bradock Road corridor to 20 miles per hour, well within the safety guidelines of the National Transportation Safety Board (NTSB) and National Association of City Transportation Officials (NCTO).

Since the proposal does not address community concerns and questions remain about the paucity and validity of the data used to prepare the staff recommendations, I respectfully urge you to remove the proposal’s inclusión of segments 2 and 3—Mount Vernon Avenue to Russell Road, and postpone implementing the drastic changes proposed which will diminish the quality of life of our neighborhood.

Sincerely,

Vineeta Anand
11 E. Spring Street

CITY OF ALEXANDRIA

HIGH-INJURY NETWORK

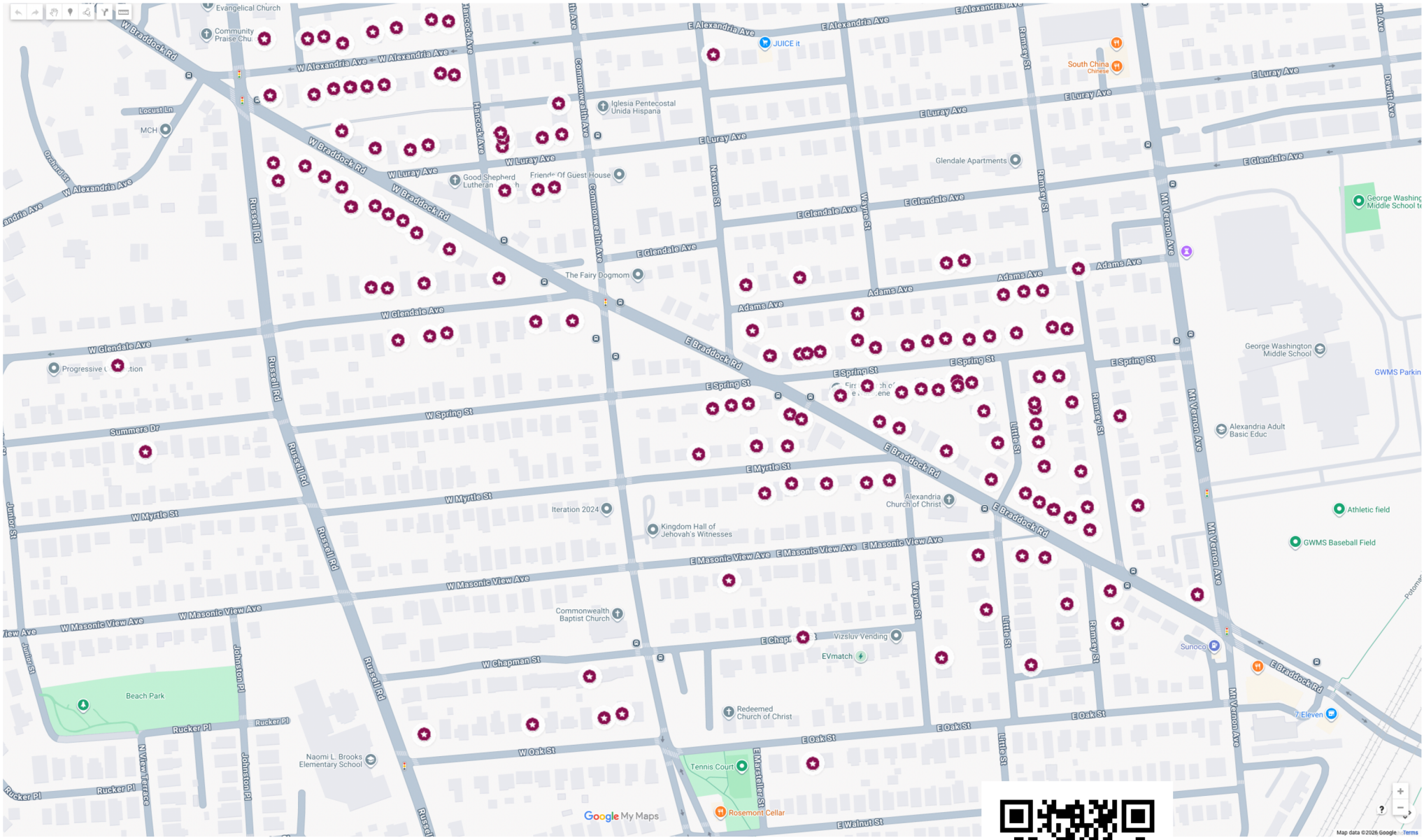
A **High Injury Network** (HIN) is a collection of corridors where high numbers of people have been killed or severely injured in traffic crashes.



NORTH BEAUREGARD STREET | DUKE STREET | EISENHOWER AVENUE | KING STREET | MOUNT VERNON AVENUE | RICHMOND HIGHWAY | SEMINARY ROAD NORTH VAN DORN STREET | SOUTH VAN DORN STREET | WASHINGTON STREET

70% of all fatal or severe crashes from 2016 to 2020 occurred on roughly 10% of the City's street network.

Map of Petitioners Opposing the Braddock Road Improvement Project as Currently Proposed - February 19, 2026



This map is not inclusive of all signatures from the attached petition. It is limited to those addresses on East and West Braddock Road and the immediate cross streets. The complete map can be located via this QR code:


STOP

Comment for Consideration by the City of Alexandria Traffic and Parking Board in its meeting on February 23, 2026, regarding improvements to Braddock Road

I have lived at the corner of Braddock and Commonwealth for 38 years. I am in awe of Alexandria's urban planners and transportation engineers who are second to none in making making traffic flow as smoothly and safely as possible on our streets. I certainly do not claim to be an expert in that field. But I have two issues regarding the proposed changes to Braddock Road that do not relate to the science of traffic flow. The first issue relates to history and the second relates to the joy of peaceful urban bicycling.

If I had a magic time machine and could go back in time, I would be in favor of limiting parking on Braddock Road and maybe even all taxpayer-owned and taxpayer-maintained land. However, our neighborhoods have been developed, houses built and sold, and families have purchased cars for over 100 years based on the availability of parking near their homes. To take that away suddenly amounts to just that – a taking. I don't personally park on the street, but I strongly oppose imposing a hardship on my neighbors who have justifiably relied on the right to do so for so many generations.

Regarding cycling, I am a life member of the League of American Bicyclists and am proud that the City of Alexandria has taken steps to be one of the first cities in Virginia to be recognized by the League as a Bicycle Friendly Community and is still one of only two cities recognized at the Silver Level. When I commuted to DC for 32 years, I commonly pedaled over 4000 miles per year and feel fortunate, in my mid-70s, to still be able to pedal over 2000 miles a year on errands and to my volunteer work in the West End.

I find the Rosemont and Del Ray neighborhoods extremely pleasant neighborhoods in which to ride. But because Braddock Road is a major thoroughfare for motor vehicles, I will <u>never</u> view that road as a pleasant ride, no matter how much bicycle infrastructure there is. When I go to the West End, I will continue to use Glendale, Timber Branch and Ruffner to climb the hill to the higher portion of Braddock Road where I find as many alternative roads as possible. And I will always advise other cyclists to do the same. When I ride to the Braddock Road Metro station or the northern part of Old Town, I will continue to take Oak to Mount Vernon Avenue or take Glendale to the Potomac Yard Trail, then onto Braddock Road, east of Mount Vernon Avenue. That unavoidable bottleneck is notoriously hazardous for all modes of transportation, and any safety improvements to that stretch would be welcome.

In short, I strongly oppose removing parking on Braddock Road and Commonwealth Avenue and believe that doing so to make Braddock Road more bicycle friendly is not worth the unjust taking.

W. Thomas Reeder
2 W. Glendale Ave.
Alexandria

From: William F. Yurasko
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road improvements
Date: Monday, February 23, 2026 12:11:21 PM

You don't often get email from wfyurasko@gmail.com. Learn why this is important

Alexandria resident checking in to support protected bike lanes protected bike lanes along the Braddock Road Corridor Improvements Project.

I regularly bicycle on the Potomac Yard Trail and welcome improvements to improve the safety for all modes and users.

I welcome the recent upgrades to make Alexandria city streets more welcome to all users and not just motorists.

William

--
William F. Yurasko

linkedin

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From: William Nichols
To: TES-Traffic and Parking Board
Subject: Re: [EXTERNAL]More bike lanes please
Date: Sunday, January 25, 2026 10:16:33 AM

You don't often get email from callmewilliam@gmail.com. Learn why this is important

Hello

In light of the recent rosemont vote, let me restate: I live in Del Ray. I do not drive due, in part, to my eyes. I love bike lanes.

I view the use of public land for private parking as abhorrent - that
this values driver convenience over community safety.

I view bike lanes as about safety.

Do please decide on safety for all, as opposed to the convenience of like six people.

Thank you
William

On Fri, Dec 5, 2025 at 10:16 PM TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov> wrote:

> Thank you for your comments they have been shared with the Traffic and Parking Board.
>
> Thank you,
>
> Sheila McGraw
>
> Curbside and Parking Program Manager
>
> City of Alexandria, Virginia
>
> Transportation and Environmental Services
>
> 703.407.3992 (Mobile)
>
> 703.746.4401 (Office)
>
> Sheila.mcgraw@alexandriava.gov

From: William Nichols <callmewilliam@gmail.com>
Sent: Thursday, November 20, 2025 5:24 PM
To: TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>
Subject: [EXTERNAL]More bike lanes please

You don't often get email from callmewilliam@gmail.com. Learn why this is important

Hello Traffic and Parking Board --

I'm a Del Ray resident. I'm in the DRCA. I was very pleased to see the presentation from city staff on November the 12th. I bike on Braddock Rd, and did so just today.

Here's my position: The private use of public land for private car storage is unethical, immoral, and dangerous.

Bike lanes are the opposite.

I highly support removing parking from along Braddock road, and creating protected bike lanes on every street in Alexandria.

The convenience of drivers means nothing next to the health and safety of our citizens.

Thank you

William Nichols

--

William Nichols
571.482.9748

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--
William Nichols
571.482.9748

From: William Nichols
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Bike lanes on braddock - yes, please
Date: Friday, February 6, 2026 11:29:12 AM

You don't often get email from callmewilliam@gmail.com. Learn why this is important

Hello!

I attended the DRCA Traffic Calming meeting yesterday, which covered the bradock road modifications.

These plans are FANTASTIC.

This represents a really good compromise position between the two extremes. In particular, removing the parking is a real obvious win-win.

I'm not sure how anyone could be opposed in good faith.

Thank you. Keep up the great work.

--William Nichols

--
William Nichols
571.482.9748

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From: William Silkworth
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Bike Lane Proposal
Date: Monday, February 23, 2026 2:18:13 PM

You don't often get email from wsilkworth@hotmail.com. Learn why this is important

Although I am a bike rider who takes full advantage of existing bike lanes and bike paths in Alexandria, Arlington, and Fairfax County, I oppose the proposal to create additional bike lanes at the expense of parking spaces on Braddock Road between Commonwealth Avenue and Russell Road. Braddock Road already is wide enough to permit bike-riding, even when cars are traveling in both directions on Braddock Road, and there is a need to ensure adequate, nearby parking for the churches in the vicinity.

Thank you for the opportunity to express my views.

Regards,

William R. Silkworth
Old Town Village
Alexandria

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From: Yasir Nagi
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support Item 9 - Staff Recommendation on Braddock Road
Date: Monday, February 23, 2026 12:30:47 PM

You don't often get email from yasirnagi@gmail.com. Learn why this is important

Safe, comfortable bike and pedestrian infrastructure on Braddock Road is an essential part of our developing network, and is especially critical as a direct connection to the Braddock Road Metro stop. A robust multi-modal transportation system is key for reducing automobile traffic by giving residents multiple comfortable and feasible ways to travel.

While this project will cause some inconvenience to a small number of adjacent residents, I believe the benefit of a connected safe streets network to both adjacent residents themselves and the full city far outweighs the downside of having to park your second car around the corner sometimes. Please support staff's recommendation.

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