

From: [pashbrook \(null\)](#)
To: [Liz Magyar](#)
Cc: [Bryan Hayes](#); [TES-Traffic and Parking Board](#)
Subject: [EXTERNAL]Ruby Bridges Walk to School on Friday 11/14. Need to increase pedestrian safety
Date: Thursday, November 13, 2025 5:11:21 PM
Attachments: [IMG_6249.mov](#)

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To the City staff and elected officials who are responsible for pedestrian safety,

Tomorrow, November 14, 2025 is Ruby Bridges Walk to School Day, a second day to emphasize the importance of walking to school.

I am writing to request 4 changes to the Commonwealth Ave intersection with Mt Ida Ave in the Mount Vernon Community School school zone to protect pedestrians, especially during school arrival and dismissal.

1. Increasing the length of time after all traffic lights in all three directions turn red before the pedestrians are given the walk signal. (See attached movie).
2. Install a “no turn on red” sign for vehicles traveling south on Commonwealth Ave at the intersection with Mt Ida Ave in the Mount Vernon Community School school zone.
3. Install vertical flexible white delineators in the No Parking area on the east side of Commonwealth Ave, in the intersection to prevent parking in the intersection and crosswalks.
4. Add a school safety crossing guard position at this heavily traveled intersection.

The response to my request for action on Alex311 (see message below) suggested that any safety improvement will wait until curb extensions are installed, in 2027-2030. But waiting for the construction to begin in 2027 to 2030 is too long to address the concerns that were first identified in the 2017 survey—when there was a crossing guard at the Commonwealth Ave intersection with Mt Ida Ave.

<https://www.alexandriava.gov/transportation-planning/crossing-improvements-near-schools-phase-i>

On Friday November 7 about 7:40am, my kindergartener and I were waiting for the pedestrian signal on the south corner of Mt Ida with Commonwealth. Opposite us, an adult crossed from the eastern/school side of Commonwealth to the median strip against the light. As the light changed, a van going south went through the intersection and stopped just past the crosswalk, the adult crossed and got in the van, and two other vehicles which were following had to stop behind the van, and they blocked the crosswalk and the intersection—just as the pedestrian signal to walk came on. It was very dangerous. I made eye contact with the driver of the first of the two vehicles, and that driver indicated that they would not move forward, and we crossed. The van blocking the road drove away. Drivers are not obeying the traffic laws and lights.

On Monday November 10 about 2:25 during school dismissal a car was parked in the No Parking area on the east side of Commonwealth Ave in the intersection next to the crosswalk.

There are other examples of why a crossing guard is needed at this intersection. Drivers are

not following traffic laws or being aware of pedestrians in this school zone.

On August 27th, at 7:45 as families were trying to cross Commonwealth, several cars pulled over on top of the crosswalk and parked to let their children out of the cars.

On September 2, at that intersection, two cars had a near miss both turning onto Commonwealth from opposite sides (from Mt Ida and the school driveway) as families waited to cross Commonwealth.

On September 19, there was heavy traffic as cars were lining up on Commonwealth in both directions to turn onto Uhler to drop their children off at the school's front driveway. One car waiting at the light on Mount Ida allowed children to get out of the car while the light was red and they exited safely to the sidewalk because the cars were stopped. As I was leaving the school after drop-off, I witnessed another car, parked with blinkers on at the light for Commonwealth going north where she was apparently waiting for another adult to get back into the car. A bicyclist had to go into the car lane to go around.

There are only 5.5 seconds between the time the traffic light on Commonwealth Ave going south turns yellow and when the pedestrians are given the walk signal. And only 3 seconds between the light turning red and pedestrians are given the walk signal. Drivers that fail to stop for yellow or red lights endanger the school children who are trusting of the walk signal. Increasing the length of time after all traffic lights in all three directions turn red before the pedestrians are given the walk signal will reduce the number of cars going through after the pedestrian walk signal begins and will save lives.

Given that the cars going south on Commonwealth Ave do not have a "No Turn on Red" sign, drivers are allowed to turn right onto Mt Ida Ave even when all lights are red and the pedestrian "safe to cross" audible and light signals are on. So even when the walk signal is indicating to pedestrians that it is safe to cross, there are cars that will turn right on red there. Adding a "No Turn on Red" sign for drivers on southbound Commonwealth Ave will save lives.

Installing vertical flexible white delineators in the area on the east side of Commonwealth Ave, going from where the permitted parking ends up to the crossing light for the school driveway will help keep traffic from stopping in the intersection to drop off or pick up passengers during school arrival and dismissal.

There used to be a crossing guard staffing that intersection during school arrival and dismissal. At the time of the July 2017 "MOUNT VERNON ELEMENTARY WALKABOUT: Existing Conditions, Findings and Recommendations" survey, there was a crossing guard at the Commonwealth and Mt Ida intersection. And in the survey of parents of children who do not walk or bike to/from school, "Safety of Intersections and Crossings (48%)" was second to "Distance (66%)" for affecting the decision to not allow a child to walk or bike to/from school—it's important to note that the school population and the amount of vehicular and pedestrian traffic have increased since this July 2017 survey.

<https://media.alexandriava.gov/docs-archives/localmotion/info/2017=7=31=mount=vernon=walk-audit-report.pdf> Yet

today the crossing guard position is empty. The City Police had a position open since posting on 04/12/2023. <https://www.governmentjobs.com/careers/alexandria/jobs/3992194/part-time-school-crossing-guard?keywords=crossing>

The Safe Routes to School Plan, FY 2024 Annual Report & FY 2025 Work Plan addresses some of these concerns. <https://alexandriava.gov/go/2685> But waiting for the construction to begin in 2027 to 2030 is too long to address the concerns that were first identified in the 2017 survey—when there was a crossing guard at the Commonwealth Ave intersection with Mt Ida Ave.

In the “Alexandria Complete Streets Design Guidelines” Commonwealth Ave is identified as a “Neighborhood Connector” with Key Features of:

- Land uses: residential, with occasional businesses
- longer block lengths
- Serves faster moving traffic
- Often serves transit therefore pedestrian safety

is a priority

- Bicyclists use these streets when Neighborhood Residential streets don’t connect

<https://media.alexandriava.gov/docs-archives/localmotion/info/gettingaround/alexandria-complete-streets-design-guidelines.pdf>

Because Commonwealth Avenue serves faster moving traffic, and bicyclists, and "pedestrian safety is a priority," all four of the ways to increase pedestrian safety should be implemented as soon as possible, not waiting for construction to begin in 2027 to 2030.

Another fix to consider is installing a raised crossing at the Commonwealth and Mt Ida Avenues intersection.

"Raised crossings and intersections are appropriate in areas of high pedestrian demand, including Main Streets, Mixed Use Boulevards, and Neighborhood Connectors. They should also be considered in school zones and locations where pedestrian visibility and motorist yielding have been identified as concerns." Pg 5-13.

The recommendation about improving pedestrian crossing safety at intersections aligns with the need for a “No Turn on Red” sign for vehicles traveling south on Commonwealth Ave at the intersection with Mt Ida Ave in the Mount Vernon Community School school zone.

"The following design goals can help improve pedestrian crossing safety and comfort at signalized intersections:

- Reduce vehicle speeds
- Minimize crossing distance
- Minimize delay for WALK indication
- Minimize conflicts with turning vehicles
- Provide sufficient signal time to cross the street” pg 5-28

I look forward to hearing which of the four ways to increase pedestrian safety are going to be implemented, and the timeline for these important safety upgrades to happen.

Best wishes,

Peggy

Peggy Ashbrook
Pedestrian who daily walks to school with a young child
Alexandria, Virginia

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Begin forwarded message:

From: Alex311 <alex311@alexandriava.gov>
Subject: Your Alex311 request detail: 25-00038454 - Closed
Date: November 7, 2025 at 4:34:50 PM EST
To: "pashbrook@aol.com" <pashbrook@aol.com>



Your Alex311 Request is COMPLETE!

Your service request listed below has been closed. Please review the team member and additional comments sections as more information may be noted there. Don't forget to tell us about your experience by clicking the link below. Your feedback is how we improve!

Request Submitted On: **10/27/2025**
Request Number: **25-00038454**
Type of Request: **Traffic Sign**
Location: **1 W MOUNT IDA AVE**
Request Description: **In the MVCS school zone cars are allowed to turn right on red from south bound Commonwealth Ave on to Mt Ida**

Ave...*even when the pedestrian crossing signs have indicated safe crossing* and all traffic lights are red. Please install a “No turn on red” sign for traffic in all 3 directions.

Team Member Comments:

Additional Comments:

The City's Transportation Engineering Division has reviewed your request for "No Turn On Red" signs in all directions at Commonwealth Ave and Mt Ida Ave. The City's Transportation Branch is currently undergoing a design process to improve crossings near schools. The intersection you have identified, is one that will be improved. This includes curb extensions to allow shorter crossings in all directions for pedestrians. For more information about the project please visit this webpage: <https://www.alexandriava.gov/transportation-planning/crossing-improvements-near-schools-phase-i>

Thank you for expressing your concern.

Expected Response Date: **11/10/2025**

Actual Response Date: **11/7/2025**

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- Contact us on [X](#) or [Facebook](#) at [@AlexandriaVA311](#)



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External Correspondence for Request Closed v3
ref:_00DJxtpPp_500Jx16zzDt:ref
thread::l2JrsaOpEVmiTeLb3Hsm_iA::
Traffic Engineering TES

From: [pashbrook \(null\)](#)
To: [TES-Traffic and Parking Board](#)
Cc: [Bryan Hayes](#); [Liz Magyar](#)
Subject: [EXTERNAL]Letter of support for NTOR at Mt. Ida and Commonwealth
Date: Monday, December 1, 2025 2:01:01 PM

To the Traffic and Parking Board of the City of Alexandria,

As a grandparent who walks our kindergartener to and from school at the Mount Vernon Community School, and frequently attends events at the next door Duncan Branch of the Alexandria City Library, I am very familiar with the traffic patterns at the intersection of W. Mount Ida and Commonwealth Avenues. I am deeply concerned that the existing pedestrian crossing signal alone cannot prevent accidents where vehicles injure pedestrians.

All four directions of vehicular traffic at this intersection get a red light 3-5 seconds before the “OK to cross” alert sounds and the crossing countdown begins for children arriving and leaving school. This intersection used to have a crossing guard position but it was removed even as the school population and vehicle traffic increased. Three of the traffic directions have a No Turn on Red sign, but the southbound Commonwealth Ave traffic does not. So even with pedestrians about to cross with the OK to cross alert sounding and crossing countdown in process, drivers sometimes do turn right on red from southbound Commonwealth Ave on to westbound W. Mt Ida Ave. Sometimes they just roll slowly through the intersection.

Please install a NTOR sign for the southbound Commonwealth Ave traffic, so all four directions of vehicular traffic have this in place. (Note that northbound Commonwealth Ave cannot turn right at all, because the school/library driveway is one-way, exiting onto Commonwealth slightly offset from Mt Ida.)

I have previously shared additional requests for expanding the length of time between the traffic light turning red and the onset of the pedestrian OK to cross signals because I have seen cars going through the intersection just as the signals begin.

The area in the intersection on the school side of Commonwealth is sometimes used by drivers discharging or picking up passengers. Adding vertical flexible poles would add clarity to the No Parking designation (it only has one small sign).

Thank you for your work making the City of Alexandria a walkable—and drivable—city.
Best wishes,
Peggy Ashbrook
212 Guthrie Ave
Alexandria, Virginia

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To: Bryan Hayes, and Members of the Alexandria Traffic & Parking Board

From: Property Owners at 2602 Commonwealth Ave, Scarlett Scudder & Ben Prickett,

Date: December 5, 2025

Re: Opposition to Proposed Crosswalk Installation Location and Parking Removal – Northwest Corner of Commonwealth Ave and Mt. Ida Ave

Dear Mr. Hayes and Members of the Traffic & Parking Board,

I am writing to formally express my strong opposition to the proposed removal of two on-street parking spaces and the current planned location for two new crosswalks directly in front of my residence at the Northwest corner of Commonwealth Ave and Mt. Ida Ave., which is located across the street from Mt. Vernon Community School at 2602 Commonwealth Ave.

While I understand the need for pedestrian safety near the school and support the initiative, the current proposal would cause significant negative impacts on my property and its accessibility. It would also place a disproportionate hardship on my family's daily life.

I appreciate this opportunity to share our unique circumstances that the board and proposal designers may not have known to consider.

You may know my home if you are familiar with this intersection. Built in 1910 as a general store for the Town of Potomac, our detached rowhome is one of the oldest buildings in the Del Ray neighborhood. It was built when automobiles were not common, and the primary modes of transportation were electric streetcars, or horse-driven carriages—there is certainly no off-street parking. Furthermore, our home is surrounded by six neighboring property lines, zero setbacks, and the door of our narrow 20-foot frontage opens directly onto the public right-of-way—we are nearly landlocked. Maintaining and living in a historic home with limited access has been challenging, but we are fortunate to have considerate neighbors and live in a community that celebrates and values its history.

The Alexandria *Complete Streets Design Guidelines* emphasize the goals of safety and efficient access for all, including residents. The guidelines clearly state that they are intended to be flexible and responsive to the 'unique site circumstances' while honoring the historical attributes that make our Alexandria neighborhoods unique. As an immediate neighbor to the Mt. Vernon Community School, we are asking that the community and city of Alexandria be considerate of us and exercise this flexibility.

My concerns are as follows:

1. **Loss of Residential Parking:** The proposed northern crosswalk, and possibly the diagonal crosswalk, requires the removal of two critical on-street parking spaces, eliminating my family's ability to park directly in front of our home. This loss severely impacts our guests and us, as we will no longer have convenient or safe access to our residence, displacing us at least a block away.

This is a residential area with limited existing on-street parking due to the proximity of not only the school, but also Mount Vernon Recreation Center, Duncan Library, downtown Del Ray businesses, and the weekend Farmer's Market. Furthermore, this area is not zoned for permitted residential parking protection, so these spaces are essential to our daily residential life.

2. **Complete Blockage of Property Frontage:** The specific placement of the two proposed crosswalks and corresponding removal of two parking spaces would completely block 100% of my home's narrow 20-foot frontage, rendering it inaccessible for necessary stopping or loading.

3. **Impeded Access for Repairs and Services:** This unreasonable total blockage will make my home inaccessible for essential services such as home repair, utility work, and any service requiring direct curb access to perform work efficiently and safely.

Mail/parcel delivery, placement of bins for trash collection, curbside leaf collection piles, and emergency services may also be impeded.

4. **Road Closures for Basic Access:** Under this proposal, when service and repairs are needed at my home, a pre-arranged road closure will be required as the single-lane divided street will now be too narrow at this juncture to perform these services at the curb without blocking the northern crosswalk and all southbound traffic on Commonwealth Ave. When emergency repairs are needed, as is common with a historical home, no pre-arrangement can be made, causing unnecessary disruption to the street.

This logistical hardship is not shared by any other properties on Commonwealth Ave and is an unreasonable burden to place on a single residential property owner. I walked the full length of Commonwealth this week and observed that all properties have access to their homes from a driveway, on-street parking, an alley, or, in the two instances that did not, the street is wide enough to accommodate curb service without blocking traffic or crosswalks.

5. **Diminished Property Value & Privacy:** Beyond immediate access issues, the permanent physical changes, severe parking restrictions, and access issues will foreseeably diminish the marketability and financial value of my home. This impact is compounded by increased privacy concerns due to a new pattern of pedestrian activity and congregation directly in front of our door and windows, as well as localized security impacts related to the high foot traffic zone and a new direct sightline into my home from the northern crosswalk.

The cumulative effect of these issues makes the current proposal untenable for me as a homeowner.

The specific placement of the two new proposed crosswalks effectively causes a disproportionate hardship for our unique property layout, effectively landlocking it from service access. The proposed design goes beyond reasonable traffic management and materially impairs our ability to reasonably access, use, and enjoy our property, inflicting 'particularized harm' that is unique to us as property owners per Virginia state law.

I respectfully request that the Board reconsider the current proposal and explore alternative solutions that can achieve the necessary safety goals without disenfranchising an individual property owner from the basic right of access to their home. I'm confident there is a solution that does this, such as the previous July 28 proposal.

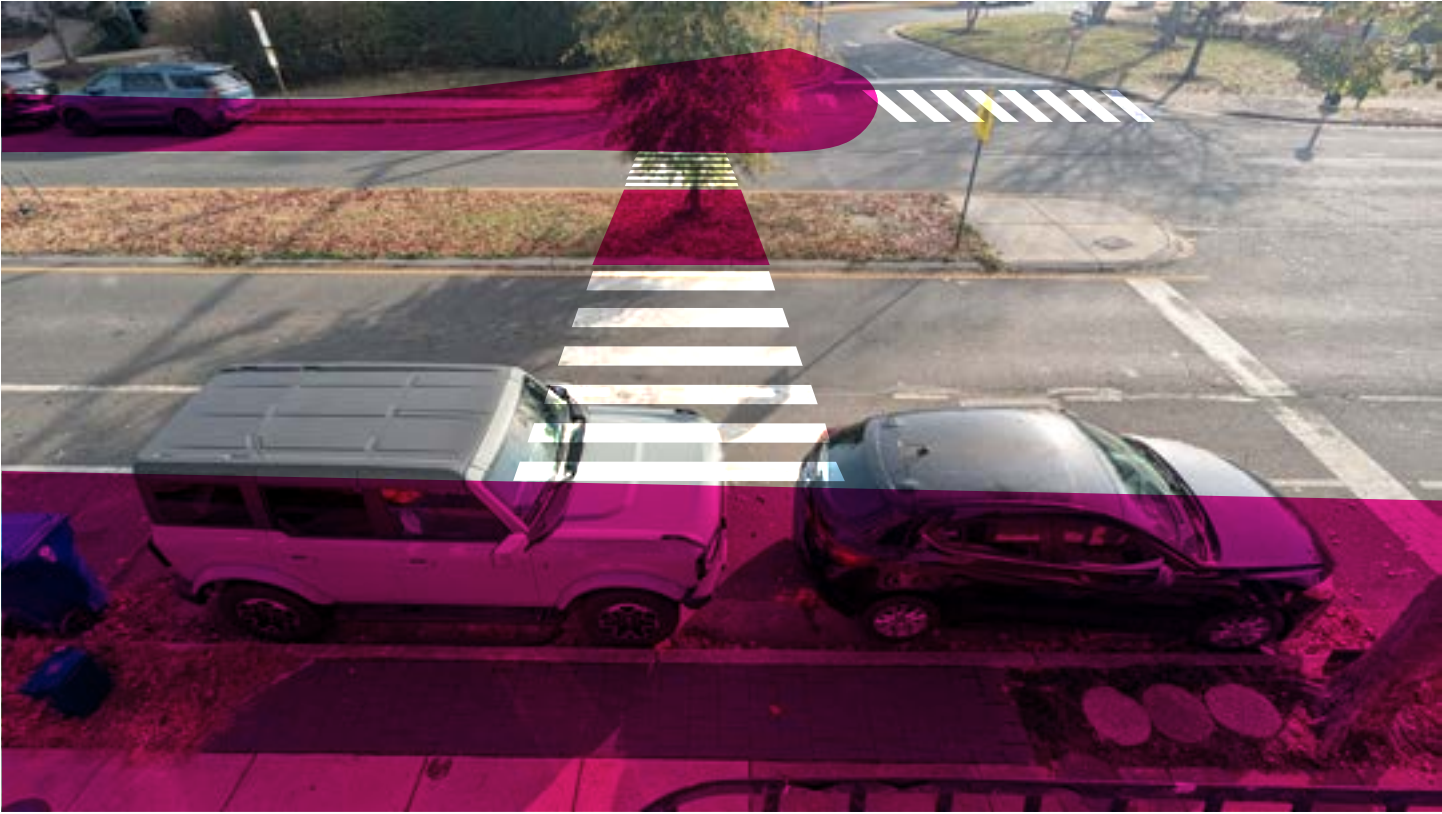
Thank you for your time and consideration of these critical concerns. I am available to discuss this matter further and provide any additional information you may need. Please see several attachments regarding our unique circumstances.

Respectfully,

Scarlett Scudder & Ben Prickett
2602 Commonwealth Ave
404-883-6152
scarlettkati@gmail.com



View from the East, neutral ground



View from the West



View from the North



View from Northwest



December 5, 2025

Via Email: Trafficandparkingboard@alexandriava.gov

Dear Traffic & Parking Board Members:

The Traffic Calming Committee (TCC) of the Del Ray Citizens Association (DRCA) sends this letter concerning staff's proposal for the intersection of Mt. Ida and Commonwealth being considered at the upcoming December 8, 2025 Traffic and Parking Board meeting. Specifically, staff recommends, among other things, adding two crosswalks at the intersection, removing two parking spaces to accommodate the crosswalk and daylighting provisions, and providing for "no turn on red" restrictions. We ask the Traffic and Parking Board postpone the vote on this proposal to allow additional time for public engagement regarding the proposal and consider other viable options to meet the same sought ends.

The proposal was posted online just before 7pm on December 2. While we appreciate the city's request for feedback from associations and citizens, we believe providing less than a week to review and provide a thoughtful and vetted response is unrealistic. The docket notes that "signs" were posted, but there is just one, on the opposite side of the street from the proposed parking removal. We are concerned that impacted parties including the school have not had sufficient notice and time to consider and weigh in on the proposal and have their questions and concerns answered.

That said, the TCC met and discussed the proposal, which led us to conclude that the rationale behind the proposal is unclear as written, and raised more questions for us. We believe that the creation of five (5) crosswalks at a single intersection creates confusion, and may unnecessarily remove two parking spaces for a home facing Commonwealth that has no other parking options in the immediate vicinity.

Questions brought up by the TCC included: why not create a single diagonal going from the north side of Mt. Ida to the north side of the Mount Vernon Community School driveway, away from the pick-up/drop-off zone, and make it a traditional four (4) crosswalk intersection; or, why not make this entire intersection one complete crosswalk from corner to corner since the signals are already timed pedestrian-exclusive? We believe these options would be clearer than the current proposal; but we have not been afforded the opportunity to discuss these, or others, with staff.





We also wish to clarify a point made in the docket report. With regard to staff outreach, the docket indicates there are letters of support for this proposal (which do not appear attached) and implies one of those letters came from the DRCA TCC. This is our only letter on this proposal and cannot currently support the proposal as is.

We do hope to ask staff questions about the proposal and ensure consideration of all options for this intersection before the Traffic and Parking Board takes affirmative steps.

Thank you,

Leanna Saler

Co-Chair, TCC

CC:

Sheila McGraw

Bryan Hayes

DRCA Executive Board



From: [Russ](#)
To: [TES-Traffic and Parking Board](#)
Cc: max.devillers@alexandriava.gov; [Mt. Vernon Community School PTA](#); [Jennifer Hamilton](#)
Subject: [EXTERNAL]Traffic and Parking board 8 DEC Questions
Date: Wednesday, December 3, 2025 8:01:41 PM

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Traffic and Parking Board (Max, et al),

As a representative from the Mount Vernon Community School (MVCS) PTA I have the following questions about the Commonwealth-Mt Ida intersection traffic calming efforts.

Context:

MVCS is Alexandria's largest K-5th grade school with ~ 900 young students.

The MVCS community, including the PTA, in concert with various Del Ray civic groups, is concerned about the traffic and safety issues not only at the intersections of Commonwealth and West Mt. Ida, but also Commonwealth and East Uhler. We believe that a holistic approach to this entire area (including W Mt Ida) is a preferable path forward for the community library, the school (MVCS), and local residents.

The problem we are trying to solve is the traffic risk to our children, particularly in the morning drop-off. But also safe crossing for all citizens at all times.

Here are our questions:

1. We currently have two city-provided crossing guards but would like a third, or at a minimum, additional traffic calming measures. Is it possible for MVCS to have a third crossing guard for the Commonwealth and Mt. Ida crossing?
2. Is it possible to broaden or expand the traffic calming area you are currently addressing to include the Commonwealth and East Uhler intersection which impacts the school in particular, including its 900+ students? Could we have additional crosswalks? Or make the entire expanded area (including the East Uhler intersection) on Commonwealth some sort of safety zone with pedestrian crossings throughout -- triggered by crossing lights, etc? What other options?
3. Could we have speed control mechanisms, including speed bumps shortly before East Uhler and shortly after the school driveway exit on both sides?
4. What other safety measure might we install to improve safety, calm traffic, and safeguard over 900 K-5th grade MVCS students and residents?

Thank you for your consideration of this matter.

Russ
Russell Anderson
MVCS PTA

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source.**

From: [Ryan Miller](#)
To: [TES-Traffic and Parking Board](#)
Subject: [EXTERNAL]Mt Ida/Commonwealth Intersection
Date: Saturday, December 6, 2025 10:38:38 PM

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To Whom It May Concern,

I am writing to express my full support for the proposed plan to revamp the crosswalk at the intersection of [Intersection Name, e.g., Commonwealth and Groves].

As a resident of 11 Groves Ave with two children attending MVCS, I cross Commonwealth Avenue multiple times daily. I strongly believe these revisions will significantly increase safety, particularly with the addition of a diagonal crosswalk.

The diagonal crossing is the most logical and efficient method, and the vast majority of pedestrians—children and adults alike—already cross Commonwealth diagonally at all times. Implementing this officially, in conjunction with the planned crosswalk at Groves Ave, will greatly improve safety in this high-pedestrian zone.

Thank you for moving forward with this necessary improvement.

Sincerely,

Ryan Miller
11 Groves Ave

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From: [Philip J Hopko](#)
To: [TES-Traffic and Parking Board](#)
Cc: [Adriana Barturen](#)
Subject: [EXTERNAL]MONDAY, DECEMBER 8, 2025 7:00 P.M. meeting feedback
Date: Thursday, December 4, 2025 7:46:36 AM

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Regarding: CONSENT ITEM 6, No Turn on Red – Russell Road/Monroe Avenue/High Street

My wife and I fully support No Turn on Red at this intersection.

1. We frequently make the right turn from Russell onto Monroe and always wait for a green light since the distance from the stop line to the intersection is so great. But, we do see other drivers creeping forward into the intersection to turn on red since there is no visibility at the stop line. This is a busy and complex intersection with limited visibility, which makes it difficult for drivers to assess the traffic situation during a red light.
2. Some drivers making the right turn from Russell onto Monroe create a secondary right turn lane, going around around a car already stopped at the light. This behavior is also dangerous for bikers and pedestrians sharing the intersection.
3. Pedestrians crossing Russell frequently encounter cars going through the red to make a right turn. Frankly speaking, there are too many branches for turn on red drivers to check and also consider pedestrians.

This is a complex and busy intersection with limited visibility and we feel the safety of pedestrians would be best served with No Turn on Red restrictions.

Sincerely,
Philip Hopko & Adriana Barturen
113 W Alexandria Ave

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From: [Yvonne Callahan](#)
To: [Sheila McGraw](#)
Cc: [William](#); [Katie North](#); [Max P Devilliers](#)
Subject: Re: Traffic and Parking Board Meeting – Monday December 8
Date: Tuesday, December 2, 2025 4:00:12 PM

Thank you for this information, Sheila, and thank you for giving us a heads up.

William is out of town, so I am speaking just for myself here.

I wonder if the bike station could be some place other than on the 100 block of S. Royal, perhaps onto S. Pitt Street, which is also near to the Market when it is moved. A lot of people drive to the market, and with the garage closed, all street parking is going to be vital for people who come to the market from all over the area. You'd be surprised at the number of cars with Maryland plates and large shopping bags.

I think that providing more car space in that area would be beneficial, and someone with groceries going to a bike station would have a short walk to the west and north.

Thanks!

Y

On Mon, Dec 1, 2025 at 1:57 PM Sheila McGraw <sheila.mcgraw@alexandriava.gov> wrote:

Hi William and Yvonne,

I am writing to inform you of two upcoming items that will go before the Traffic and Parking Board next Monday, December 8 related to the [City Hall Renovation Project | City of Alexandria, VA](#).

With the upcoming renovation, the Market Square Capital Bikeshare Station and Motorcoach Loading needs to be relocated during construction.

The Market Square Capital Bikeshare Station is being proposed to be relocated during the construction process to the east side of the 100 Block of South Royal Street, between King Street and Prince Street, adjacent to Sur La Table.

The Market Square Motorcoach Loading is proposed to be relocated during the construction from the 300 block to the 400 block of King Street, replacing the eight on-street parking spaces on the 400 block of King Street. In order to mitigate the on-street parking loss, five metered parking spaces are proposed to be located on the 300 block of King Street during this process.

Feel free to share any feedback you have or are hearing with us or directly with the Traffic and Parking Board at TrafficandParkingBoard@alexandriava.gov.

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: [Wellington Watts](#)
To: [TES-Traffic and Parking Board](#)
Cc: [Max P Devilliers](#); [Alexandria Colonial Tours](#); [Jimmy Meritt](#); [Melanie Fallon](#); [Steven Escobar](#)
Subject: [EXTERNAL]Temporary bus unloading zone
Date: Friday, December 5, 2025 1:10:39 PM

You don't often get email from wwatts@alexcolonialtours.com. [Learn why this is important](#)

Dear Traffic and Parking Board,

My name is Wellington Watts, and I own Alexandria Colonial Tours. I support of the City's proposal to relocate the bus loading and unloading zone to the 400 block of King Street during the City Hall Renovation Project.

Keeping the new loading zone close to the previous one is a practical decision, as motor coach drivers will only need to travel one additional block west to load or unload passengers. However, I believe the 400 block can accommodate only three motor coaches unloading at one time.

Would the City consider adding one or two additional spaces on the south-bound lane of Royal Street's 100 block close to the Royal and King Street intersection? Given the high demand during spring evenings, these added spaces would be extremely helpful—if not essential.

From March 1 through July 4, my company serves approximately 400 middle-school students and chaperones each evening for our walking tours, with the vast majority arriving by motor coach. On some evenings we serve more than 1,000 customers within a 90-minute window. In these cases, more than three loading spaces are necessary to safely and efficiently accommodate our groups.

For more than a decade, we have hired Alexandria police officers to help manage motor coaches during our busiest evenings. The officers are excellent and provide an invaluable service. A few extra spaces on Royal Street would further support the officers' work and ours.

Additionally, I encourage the City to install a sufficient number of signs to prevent motor coach drivers from parking in the loading zone, as parked vehicles impede the loading process. Clear, or color-coded signage directing drivers to designated parking locations would also help them find parking more easily.

Lastly, would the City consider allowing motor coach drivers to pay electronically for parking upon arrival? My company currently spends several thousand dollars each year on advance motor-coach parking passes—an expense that could be better allocated elsewhere. Does the City offer, or plan to offer, an app that drivers can use to pay for parking on-site?

Please let me know if you have any questions or if you would like further input from me and my team.

Cordially,
Wellington Watts
President
Alexandria Colonial Tours
703-519-1749 office
703-399-4064 cell

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From: [Tamara Adams](#)
To: [TES-Traffic and Parking Board](#)
Subject: [EXTERNAL]1612 Princess St curb cut
Date: Monday, December 8, 2025 4:52:01 PM

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Attached is photo taken at 445pm today of Paul Miller's home with vehicle in the yard w/o curb cut.



Tamara

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From: [Tamara Adams](#)
To: [TES-Traffic and Parking Board](#)
Subject: Re: 1612 Princess Street Curb Cut
Date: Monday, December 8, 2025 3:30:00 PM

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Max,

I see now that it is now recommended for approval.

Removing 6 spaces and adequate parking will be sufficient?!! I am appalled that this is even being considered.

There are currently 17-19 cars (avg 1-2 cars per home) that park on the street daily (not including 1612 who parks his car on Buchanon St in front of his home) - can only park on the street

There are typically 8 cars parked in driveways on Princess St - option to park in driveway or on street parking

This is a total of 39 cars on a daily basis and it is a tight fit. Just one person parking 6 or more inches in any direction can mess up parking for all others on both sides of the street

As you are aware, people with driveways do NOT have to park in their driveway, which is the case with Paul now. He parks in front of his home and neither he nor his wife have to worry about parking issues unlike his neighbors on Princess street for which this is a challenge every day. Just as he would like to park in front of his home, we would like to park in front of or near our homes and not have to walk 3 mile away to get to our front steps while he basks in unlimited and eligible parking space that was created for him.

We struggle to park now and if 5 or 6 spaces are removed, it will be a parking crisis for all residents of 1600 block of Princess St. to have parking for ourselves as well as the below recurring instances:

1. cars parked in neighborhood by those who work in the surrounding area;
2. cars parked in neighborhood by those who ride the Metro.
3. cars parked in neighborhood by those going on weekend or long weekend jaunts who hop on the Metro.
4. cars parked by people who don't know how to parallel park and take up 2 spaces.

It puzzles me that you are advocating for an action that this resident currently has access to do, so it is not an issue of access, but of a want for one resident or two residents at the angst of the rest of the neighborhood that it will impact. If you look closely, you will see that the resident is clearly trying to eliminate anyone from parking around his home which borders both Princess and Buchanon streets. Why should he be allowed to remove 5 needed spaces for this curb cut? This is a neighborhood and NOT a compound. If he wants to live in this way, then he should consider moving to a neighborhood that is designed for this and not a rowhouse community.

I'll be in attendance on Monday and strongly recommend that the neighbors' comments are truly considered as we live this every day.

Tamara Adams
1611 Princess St

--
Tamara

From: [Mrs.TG](#)
To: [TES-Traffic and Parking Board](#)
Subject: [EXTERNAL]Public comment re curb cut for 1612 Princess st.
Date: Sunday, December 7, 2025 10:02:29 PM

You don't often get email from eltreg@yahoo.com. [Learn why this is important](#)

Dear Traffic and Parking Board:

I am writing in support of the request for a curb cut at 1612 Princess St. I am a nearby neighbor on N West St. and I drive past 1612 Princess St. on my daily commute. During that commute, I note very little traffic - I rarely encounter another car while on that stretch of the road during rush hour, and If i do it is no more than one other vehicle. Additionally, as the relevant stretch of the road is one-way and there are only houses on one side of the road (the address faces a toe-path), entrances and exits to the intended driveway at that address would navigate minimal traffic coming from only one direction. Finally, a curb cut at that location would be consistent with the nearby cuts at 1600, 1602, and 1604 Princess St.

Thank you for taking our comment into consideration when reviewing the application for 1612 Princess St. I hope it will be approved

Warmly,
Elizabeth Tregaskis

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CURB CUT APPLICATION - CRB2024-00021

Justification and Additional Background Information

CAUSES FOR DISAPPROVAL

Reasons for Disapproval - Section 5-2-14 (C) (1):

“The Director of Transportation and Environmental Services or any designated agent, shall approve the permit application and issue a written permit only when the following is found:

That the location and operation of the curb cut will not interfere unreasonably with vehicular or pedestrian traffic, the demand and necessity for parking spaces, and means of ingress or egress to and from adjacent properties...”

MEANS OF INGRESS/EGRESS

- Not relevant to this particular application

DEMAND AND NECESSITY FOR PARKING SPACES

- Please refer to the catalog of photographs for additional information regarding the availability of parking in the neighborhood. (Refer to PDF “Catalog of Photos”)
- Photos show that parking is not constrained at the intersection of Buchanan and Princess Streets - most show at least three or four spaces available, and often many more.
- For independent confirmation please refer to the screenshot from Google Maps, which shows abundant parking on Buchanan and Princess Streets and the letters of support from community residents. (Google Maps - Exhibit 1 - attached. See external PDF attachments listed in “Neighborhood Section.”)

NOT INTERFERE UNREASONABLY WITH VEHICULAR TRAFFIC

- The site is located not on a major artery or thoroughfare, but a quiet residential street
- Please refer to the printout for search results from the Alexandria Police Department’s Community Incident database, showing no accidents involving two moving vehicles in the area in question in the past ten years. (Refer to PDF “Call Listing (3)”
- The area in question is a one way street - northbound on Buchanan to eastbound on Princess.
- The intersection of Buchanan and Princess Streets is not a right or acute angle, but instead is approximately 120 degrees, allowing for better visibility for drivers than many 90-degree intersections.
- Furthermore, please refer to attachment from the Code of Virginia, Table 46.2, showing that the stopping distance for 25 MPH is considered to be 85 feet. This distance would

represent the center of the roadway in the Princess and Buchanan intersection, suggesting there is adequate stopping distance for oncoming drivers. (Refer to PDF "46.2-880")

NOT INTERFERE UNREASONABLY WITH PEDESTRIAN TRAFFIC

- The east side of the 1600 block of Princess Street is often used by students moving between George Washington Middle School and the associated athletic fields and Jefferson Houston School and the associated athletic fields and playgrounds.
- The most common path involves Earl Street to Princess Street to Metro Linear Park.
- There is an ADA ramp at the intersection of Buchanan and Princess Street, and another directly opposite leading into Metro Linear Park.
- Removing one space for parking on the east side of the 1600 block and installing the curb cut provides better visibility for both pedestrians to see oncoming traffic and vice versa as they pass through the area.

ADDITIONAL FACTORS - SAFETY

- Please refer to photographs of existing cars parked along the east side of Princess Street. Emerging from parking at the curb cut would not be more dangerous than pulling into the right of way as parking as currently configured. (Exhibit 2 - attached)
- If needed, there is enough room on the applicant's property to allow for the vehicle to be re-oriented, removing the need to back into the right of way.
- If the City wishes to post a "Hidden Driveway" sign, that would also be acceptable.

ADDITIONAL FACTORS - APPROVALS

- This has already been approved by the Board of Architectural Review - please refer to BAR2024-00329.
- There are existing curb cuts at 1600, 1602, 1604, 1614 and 1615 Princess.
- The permitting for the solar and electrical work has already been approved by the City - please refer to ELE2019-00898 (Electric) and ELE2023-02187 (Solar.)
- The charging port for the electric vehicle has been permitted, approved and installed and is ready for service, but there is no vehicle access to the charger. (Exhibit 3 - attached)

ADDITIONAL FACTORS - NEIGHBORHOOD SUPPORT

- Please refer to the letters from two members of the neighborhood - Mr. Walsh and Mr. Williams - in support of the application. (Refer to Exhibit 4 (Walsh) and PDF "Miller_Curb cut request October 2025" (Williams))
- Please refer to additional letters from Ms. Engle and Mrs. Carr, who are Alexandria residents (not of Parker Gray district) that are familiar with the area and also support this application. (Refer to PDF "AOL Mail - Curb Cut request # CRB2024-00021" and "Fwd_Support for Miller Curb Cut (Request CRB2024-00021".)

ADDITIONAL FACTORS - ALIGNMENT WITH CITY GOALS

- The ultimate purpose of this curb cut is to allow the applicant to charge their electric vehicle.

- Note that 1612 Princess has been approved as Silver by the Eco-City Home program.
- Please refer to the City's own Energy and Climate Change Action Plan:
[Energy and Climate Change Action Plan | City of Alexandria, VA](#)
- Within that plan, please refer to Recommendation C, Subsections 2, 3 and 7 which contain language regarding promotion of electric vehicles within the City and how they may be accommodated in the permitting and planning process

ADDITIONAL FACTORS - CONSEQUENCES OF DISAPPROVAL

- Lengthy process and confusing guidance from the City
- Both approved and denied by different departments in the City?
- Rescinding of Eco-Home status by the City?
- Applicant should not extend existing charging cord across sidewalk - tripping hazard
- City's own studies state that commercial charging infrastructure insufficient
- No avenue for the applicant to recover significant investments made in alignment with City's goals and recommendations
- Not the example the City wants to establish for long-time residents who follow the City's own recommendations and proceed through permitting and approval

Exhibit 1 - Screenshot from Google Maps:

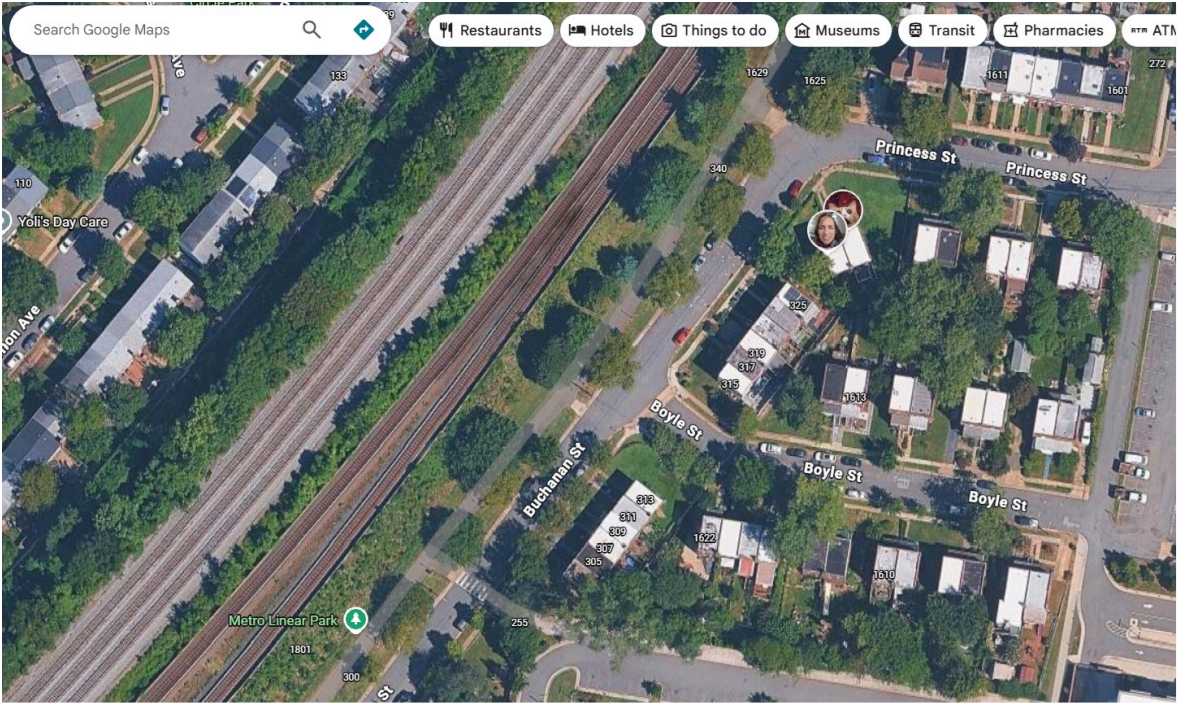


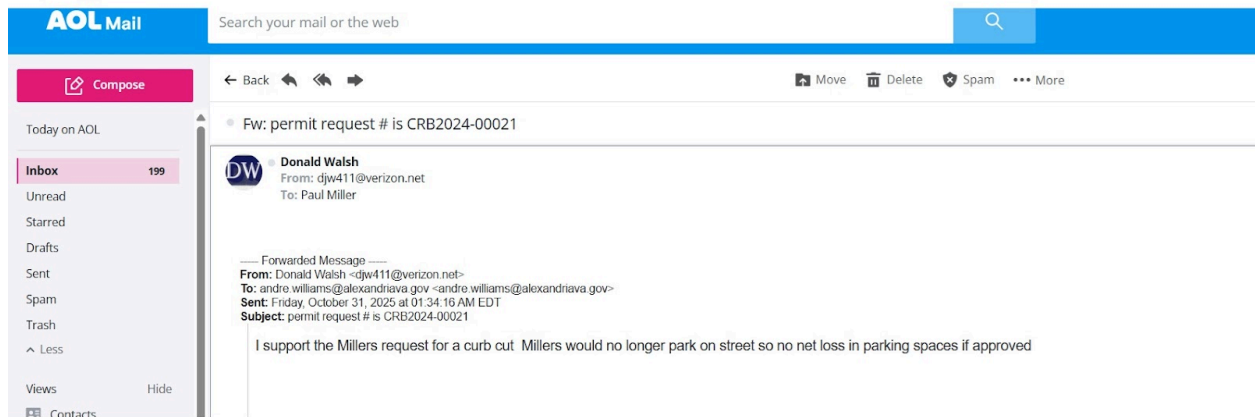
Exhibit 2 - existing parking configuration. Note that the white SUV will be merging into the right of way at the same spot as the proposed curb cut. The red car is in a space that would be vacated under the proposed application.



Exhibit 3 - photograph of existing permitted and installed electrical vehicle charging port



Exhibit 4 - Letter of support from Donald Walsh - 325 Buchanan Street



List of External PDF Attachments::

- Catalog of Photos
- Call Listing (3)
- 46.2-880
- Miller_curb cut request_Oct 2025 (2)
- AOL Mail - Curb Cut request # CRB2024-00021
- Fwd_ Support for Miller Curb Cut (Request CRB2024-00021)

Wednesday Afternoon - August 20, 2025 - 2:10 PM



Thursday Afternoon - August 21, 2025 - 6:50 PM



Friday Morning - August 22 - 7:35 AM



Sunday Afternoon - August 24 - 7:05PM



Tuesday Evening - August 26 - 8:45PM



Wednesday Evening - August 27 - 7:00PM



Saturday Evening - August 30 - 8:37PM



Tuesday Evening - September 2 - 9:05PM



Wednesday Morning - September 3 - 7:30AM



Thursday Evening - September 4 - 7:30PM



Saturday Afternoon - September 6 - 7:30PM



Sunday Afternoon - September 7 - 6:20PM



Wednesday Evening - September 10 - 10:00PM



Thursday Evening - September 11 - 7:45PM



Friday Morning - September 12 - 8:00AM



Sunday Evening - September 14 - 9:00PM



Monday Morning - September 15 - 7:40AM



Tuesday Evening - September 16 - 11:40PM



Wednesday Evening - September 19 - 7:20PM



Thursday Morning - September 18 - 8:30AM



Friday Evening - September 19 - 10:15PM



Saturday Evening - September 20 - 10PM



Sunday Afternoon - September 21 - 1:30PM



Tuesday Morning - September 23 - 11:45AM



Thursday Morning - September 25 - 8:30AM



Sunday Evening - September 28 - 8:45PM



Wednesday Afternoon - October 1 - 11:55AM



Friday Morning - October 3 - 7:30AM



Saturday Evening - October 4 - 11:50PM



Tuesday Evening - October 7 - 7:00PM



Wednesday Afternoon - October 8 - 7:00PM



Tuesday Evening - October 14 - 11:00PM



Wednesday Afternoon - October 15 - 12:00PM



Alexandria Police Call Listing Report

Date Range: 01/01/2015 To: 09/09/2025 Time range: 0000 to: 2400 (Time range applies to each day in the date range.)

Total Incidents: 3

Specific Call Types

Geography: Address/Range - 1600 - 1699 PRINCESS ST

Call #	Call Date	Call Time	Location	Apt#	Beat	Call Type	Disposition	Officer
21-049685	7/8/2021	1919	1604 PRINCESS ST		13	CAD: MVC HIT/RUN TRU	TRU-TELEPHONE/INTERNET REPORT	
24-001083	1/4/2024	1600	1606 PRINCESS ST		13	CAD: MVC HIT/RUN NO INJ DELAY	NR-NO REPORT	REILLY, LIAM
24-101071	11/19/2024	0821	1603 PRINCESS ST		13	CAD: MVC HIT/RUN NO INJ DELAY	NR-NO REPORT	UCHE, JOSHUA

Code of Virginia
 Title 46.2. Motor Vehicles
 Subtitle III. Operation
 Chapter 8. Regulation of Traffic
 Article 8. Speed

§ 46.2-880. Tables of speed and stopping distances

All courts shall take notice of the following tables of speed and stopping distances of motor vehicles, which shall not raise a presumption, in actions in which inquiry thereon is pertinent to the issues:

a	SPEED IN		AVERAGE STOPPING DISTANCES			TOTAL STOPPING						
	d Miles	e Per	f Hour	g 10	h 15	i 20	j 25	k 30				
Truck Brakes									Perception -	DRIVER AND		
b												
c												
d												
e												
f												
g												
h												
i												
j												
k												
l												
m												
n												
o												
p												
q												
r												
s												

t	75	110.0	268	357	165	433	522
u	80	117.3	305	406	176	481	582
v	85	124.7	344	459	187	531	646
w	90	132.0	386	514	198	584	712
x	95	139.3	430	573	209	639	782
y	100	146.7	476	635	220	696	855

The courts shall further take notice that the above table has been constructed, using scientific reasoning, to provide factfinders with an average baseline for motor vehicle stopping distances: (1) for a vehicle in good condition and (2) on a level, dry stretch of highway, free from loose material.

Deviations from these circumstances do not negate the usefulness of the table, but rather call for additional site-specific examination and/or explanation.

Site-specific research may be utilized under any circumstances.

Code 1950, § 46-212.2; 1956, c. 600; 1958, c. 541, § 46.1-195; 1989, c. 727; 2001, c. [145](#); 2003, c. [277](#).

The chapters of the acts of assembly referenced in the historical citation at the end of this section(s) may not constitute a comprehensive list of such chapters and may exclude chapters whose provisions have expired.

Curb cut request # CRB2024-00021

From: Eliza Engle (ebedesigns@gmail.com)

To: andre.williams@alexandriava.gov

Bcc: pgm1212@aol.com

Date: Wednesday, October 15, 2025 at 09:56 PM EDT

Dear Mr. Williams -

I am writing to you in support of a curb cut on Princess Street. Though I am not a resident of the neighborhood, I am very familiar with the area as I walk in this neighborhood a lot. I do not believe that the approval of this request would represent either a safety concern nor negatively impact parking in the neighborhood. Allowing this curb cut would also assist the City of Alexandria meet its 'Eco-City' goals as it will allow this homeowner to charge their EV using the sun! Please feel free to give me a call if you would like to discuss further.

Thank you so much for all you do for our great city!!

Eliza Engle

cell 703.887.7649

eliza beth engle, aia, caps, leed bd+c, ncidq, WELL
design + consulting
ebedesigns@gmail.com

Fwd: Support for Miller Curb Cut (Request # CRB2024-00021)

From: Holly Carr (hollycarr@gmail.com)

To: pgm1212@aol.com; joan.s.miller@gmail.com

Date: Saturday, November 8, 2025 at 02:23 PM EST

Hi Paul,

My apologies for the delay. Please see below the email sent to the City of Alexandria (Andre Williams).

My best,
Holly

----- Forwarded message -----

From: **Holly Carr** <hollycarr@gmail.com>

Date: Sun, Oct 19, 2025 at 4:52 PM

Subject: Support for Miller Curb Cut (Request # CRB2024-00021)

To: <andre.williams@alexandriava.gov>

Hello Mr. Williams,

I am a Rosemont resident writing in support of the Miller family's request to make a curb cut in order to be able to charge their electric vehicle safely. These are exactly the kinds of changes we must not only allow but encourage if we want to live up to our Eco-City and LEED certified city credentials -- and if we want to help residents transition away from fossil fuels and electrify our buildings and vehicles.

I understand that the Miller family request was denied due to safety concerns. I walk the railroad path along this road frequently and see no safety issues with a curb cut at this location.

Please allow this curb cut and set a precedent of support for residents who are trying to contribute to a more sustainable community for all of us.

Thank you,
Holly Carr
5 W. Masonic View Ave. Alexandria VA

14 October 2025

ATTN: Mr. Andre Williams
Permits Manager, Permitting and Inspections Division (T&ES)
Alexandria City Hall
301 King Street
Alexandria, VA 22314

Re: Curb Cut Request #CRB2024-00021
Applicant: Paul Miller
Subject Property Address: 1612 Princess Street

Mr. Williams:

I am writing in support of Mr. Paul Miller's curb cut request for 1612 Princess Street. As a neighbor, I value Mr. Miller's continued investment in his property; his planned upgrades will improve the overall appearance of our community.

This request aligns directly with Alexandria's vision for expanded electric-vehicle (EV) adoption. Creating a curb cut will enable safe, at-home charging—precisely the type of residential access envisioned in the City's *Electric Vehicle Charging Infrastructure Readiness Strategy* (2020). While the City's May 2023 updates to §5-2-14 simplified curb cut approvals, the policy still overlooks their essential role in enabling EV charging for residents without existing driveways.

Other nearby jurisdictions have already linked curb-cut streamlining to EV readiness.

- Montgomery County, MD (Expedited Bill 13-21, 2021) allows simultaneous review of EV charger installation and curb cut permits for homeowners.
- The District of Columbia treats a Level-2 EVSE ("post card" permit) and a DDOT online driveway/curb-cut request as a single review process.

Both approaches reduce barriers to at-home charging and advance municipal climate goals. Alexandria could achieve the same by explicitly coupling EV charger installations and curb cut reviews within §5-2-14.

Locally, the proposed curb cut would improve—not strain—parking availability. Abundant parking exists in this neighborhood and we are far from commercial businesses that create more competition for parking in other zones of the city. Moreover, Buchanan, Princess, and Boyle Streets consistently have ample parking because the Metro right-of-way limits residential density. Allowing Mr. Miller to park and charge on his property would free 1–2 street spaces by removing his own and any visitor vehicles, creating a net parking benefit for the community.

Finally, a curb cut at 1612 Princess would be consistent with the overall neighborhood, where more than half of the freestanding homes and duplexes already have curb cuts

and driveways. On the subject block of Princess St. and the intersection with Buchanan, curb cuts already serve our neighbors at 1600, 1602, 1604, 1614 and 1615 Princess St.

For these reasons—environmental progress, regulatory consistency, and neighborhood balance—I strongly urge approval of Mr. Miller’s curb cut request and recommend that Council consider broader EV-related permitting reforms in the near term.

Sincerely,

A handwritten signature in black ink that reads "Dr. R. L. Williams, II". The signature is written in a cursive style with a small "II" at the end.

Dr. R. L. Williams, II
319 Buchanan St
Alexandria, VA 22314
(202) 989-8192

From: [Katy North](#)
To: [Sheila McGraw](#); [TES-Traffic and Parking Board](#)
Subject: FW: [EXTERNAL]Fwd: Traffic and Parking Board Meeting – Monday, December 8
Date: Monday, December 8, 2025 4:35:23 PM

Can you share with the Board for the EV Charging item?

Katy North, AICP

Division Chief
T&ES/Mobility Services
703.746.4139

From: William <wjschuyler@yahoo.com>
Sent: Monday, December 8, 2025 4:04 PM
To: Katy North <katye.north@alexandriava.gov>
Cc: Yvonne Callahan <yvonneweightcallahan@gmail.com>
Subject: [EXTERNAL]Fwd: Traffic and Parking Board Meeting – Monday, December 8

Good Afternoon Katy:

I wanted to share with you the perspective of the Old Town Civic Association on the issue of EV-only spaces before the Traffic and Parking Board on Wednesday. If you would please share this with the Board we would be very appreciative.

Thank you for giving us the opportunity to comment on the City's proposal to designate EV-only parking locations. The Old Town Civic Association is pleased that the City is working to make EVs more available to all City residents by working to enable those who do not have private parking locations near their homes to choose these cars. We are also very pleased you proactively state that any installation will have to undergo BAR review for appropriateness. This is very important to the Old Town Civic Association. We support efforts like these to get ahead of potential problems.

We, however, would ask the Members of the Traffic and Parking Board to request that the City monitor the use of these locations and report back to the Board on a regular schedule about their use. We believe stations that are not being used for charging should appropriately be returned to normal use if they are not needed for that purpose.

Thank you for considering this request.

William Schuyler
VP, Old Town Civic Association

Sent from my iPad

Begin forwarded message:

From: Alexandria eNews <noreply@everbridge.net>
Date: December 3, 2025 at 11:30:19 AM EST
To: wjschuyler@yahoo.com
Subject: **Traffic and Parking Board Meeting – Monday, December 8**
Reply-To: Alexandria eNews <conf-69306596b036081e5deb77f6-69306594d05d504d11cdc361@smtpic-ne.prd1.everbridge.net>

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Traffic and Parking Board Meeting – Monday, December 8

The Traffic and Parking Board will hold its next public hearing on Monday, December 8 at 7 p.m. [Docket materials](#) have been posted for the upcoming meeting. At the public hearing, members of the public can weigh in on crossing improvements near schools, the administrative approval process for EV charging only parking requirements, and other issues.

This Traffic and Parking Board meeting will be held in person in the City Hall Council Chambers at 301 King Street and virtually via Zoom. To attend this meeting, participants must register in advance:

https://zoom.us/webinar/register/WN_pzlhzaGxTZ6aL6evcyl-KQ

After registering, participants will receive a confirmation email containing information about joining the meeting.

Public comments will be received at the meeting or can be sent via email to trafficandparkingboard@alexandriava.gov by 3 p.m. on December 8, 2025.

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

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From: [Joan Giovannetti](#)
To: [TES-Traffic and Parking Board](#)
Subject: [EXTERNAL]Traffic and Parking Board Meeting
Date: Tuesday, November 18, 2025 11:10:17 AM

[You don't often get email from joangio1@comcast.net. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Good day,

I am writing concerning the home on 3543 Forest Drive in Alexandria—the Sander/Giovannetti home. We have an 2 abandoned trucks parked in front in a NO parking zone.

One truck has multiple police tickets on it. The other has old tires piled in it with an Oklahoma license plate.

These trucks are unsightly and we do not want the children constantly seeing these beat-up trucks outside their front door.

Please help us do what we can to remove these trucks from the no parking zone.

I'm sure you would not want these eyesores in front of of your home.

Please feel free to forward this email to any party who could help us. I am attaching photos.

Thank you very much for your time,
Sander/Giovannetti Household
3543 Forest Drive
Alexandria, Va

Sent from my iPhone

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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 asaorribrown@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

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: [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

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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 Anderson
4951 Brenman Park Dr
#308
Alexandria 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

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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: [Alex Stewart](#)
To: [TES-Traffic and Parking Board](#)
Subject: [EXTERNAL]Public Comment
Date: Monday, December 8, 2025 12:55:56 PM
Attachments: [Outlook-jxkuv4u0.png](#)

You don't often get email from alex.stewart@fireflyagency.com. [Learn why this is important](#)

Hello-

I live in the Lynhaven neighborhood which consists of a lot of street parking and very little private parking. I have a small business in which I work and live in Alexandria City. As a small business owner my car has my company business advertised on the vehicle to which I have been ticketed for having on the street in front of my home. With such a congested city, we need to relax/ repeal/ or amend the county ordinance that doesn't allow for "commercial" vehicles in neighborhoods. My car is a Honda CRV so by any other standards, doesn't meet the definition of commercial vehicle such as box truck for Verizon or Semi. I would like to propose that the city look into revising the ordinance to allow for small business owners who use a standard vehicle but have their company advertisement on the vehicle.



Alex Stewart | FIREFLY AGENCY
Insurance Agent VA, MD, DC, WV
Direct Phone: (703) 401-6178
alex.stewart@fireflyagency.com

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