

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, JULY 27, 2026 7:00 P.M.
IN-PERSON AND VIRTUAL**

The July 27, 2026 meeting of the Traffic and Parking Board is being held in person at the Department of Transportation and Environmental Services (T&ES), 2900 Business Center Drive, Alexandria, VA and electronically. All the members of the Board and staff are participating either in-person or from remote locations through a Zoom meeting. The meeting can be accessed by the public via Zoom through:

Register in advance for this webinar:

https://alexandriava.zoom.us/webinar/register/WN_3Y67U1-uTo6Z7ZQCzXSvQg

Or an H.323/SIP room system:

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

Meeting ID: 989 5484 6564

Passcode: 915805

SIP: 98954846564@zoomcrc.com

Passcode: 915805

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

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

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

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, JULY 27, 2026 7:00 P.M.
IN-PERSON AND VIRTUAL**

D O C K E T

1. Introduction of new board member Marcos Bernier
2. Election of Board Chair and Vice Chair
3. Approval of the June 22, 2026, Traffic and Parking Board meeting minutes.
4. **PUBLIC DISCUSSION PERIOD**
[This period is restricted to items not listed on the docket]
5. **WRITTEN STAFF UPDATES & PUBLIC HEARING FOLLOW-UP**
 - A. Holland Lane Update
 - B. Eisenhower Avenue Parking Implemented Daylighting Follow Up

CONSENT ITEMS

6. Parking Meter Addition – 1800 Block of Diagonal Road

PUBLIC HEARING ITEMS

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

INFORMATION ITEMS

13. STAFF UPDATES

- Carshare Code Update
- Disability Parking Code Update
- Traffic and Parking Board Annual Report and Attendance Report
- Traffic and Parking Board Virtual Meeting Policy

14. COMMISSIONER UPDATES

Next Meeting: Monday, September 28, 2026

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, JUNE 22, 2026, 7 P.M.
IN-PERSON AND VIRTUAL MEETING**

MINUTES

BOARD MEMBERS PRESENT: Chair Casey Kane, Ashley Mihalik, Kursten Phelps, Dane Lauritzen, Mark Stout, and Rosemarie Spano.

BOARD MEMBERS ABSENT: Vice Chair Annie Ebbers

STAFF MEMBERS PRESENT: T&ES – Sheila McGraw, Principal Planner; Max Devilliers, Urban Planner III; and Jessica Brown, Civil Engineer I.

1. Announcement of deferrals and withdrawals: None.
2. Approval of the May 18, 2026, Traffic and Parking Board meeting minutes:

BOARD ACTION: Mr. Lauritzen made a motion, seconded by Ms. Spano, to approve the minutes of the May 18, 2026, Traffic and Parking Board meeting. The motion carried unanimously.

3. **WRITTEN STAFF UPDATES:** The Board received written staff updates on:
 - Eisenhower Avenue Update
 - Ms. Phelps raised concerns from local residents about limited driver sightlines due to parked cars and requested increased enforcement and daylighting education.
 - Signal Timing at Duke and Holland Update
 - GO Alex Strategic Plan
4. **PUBLIC DISCUSSION PERIOD:** Alexandra Nseir requested that street parking at the intersection of Parker Gray School Way and Madison Street be removed to improve driver sightlines. Staff will email Ms. Nseir the daylighting request form.

BOARD ACTION: None.

CONSENT ITEMS

5. **ISSUE:** Stop Sign Addition – North View Terrace and Rucker Place

DISCUSSION: Ms. Brown presented the item to the Board.

PUBLIC TESTIMONY: Leigh Talbot testified in support.

BOARD ACTION: Ms. Mihalik made a motion, seconded by Mr. Lauritzen, to recommend that the Director of T&ES install a stop sign for the northbound approach at the intersection of North View Terrace and Rucker Place. The motion carried unanimously.

6. ISSUE: Stop Sign Addition – North Terrill Street and Richenbacher Avenue

DISCUSSION: Ms. Brown presented the item to the Board.

PUBLIC TESTIMONY: Sara Schwartz testified in support.

BOARD ACTION: Ms. Phelps made a motion, seconded by Ms. Mihalik, to recommend that the Director of T&ES install a stop sign for the southbound approach at the intersection of North Terrill Street and Richenbacher Avenue. The motion carried unanimously.

PUBLIC HEARING ITEMS

7. ISSUE: Old Town Parking Changes – Loading Zone, Taxi Stand, and Sherriff Only Removal and Parking Additions

DISCUSSION: Ms. McGraw presented the item to the Board.

PUBLIC TESTIMONY: Scott Corzine testified in support. Carlo del Ninno stated the importance of loading zones and asked to remove the pickup/dropoff zone on the 400 block of Cameron Street instead of the loading zone on the 300 block.

BOARD ACTION: Ms. Spano made a motion, seconded by Mr. Lauritzen, to recommend that the Director of T&ES make the following changes to on-street parking restrictions:

1. Remove the loading zones or 20 minute parking areas in the following locations and replace with parking spaces with the prevailing restriction on the block:
 - a. 200 block of South Union Street, near Prince Street
 - b. 100 block of South Union Street, near Prince Street
 - c. 200 block of North Lee Street, near Queen Street
 - d. East side of the 200 block of North Fairfax Street, near Cameron Street
 - e. West side of the 100 block of South Fairfax Street, near King Street
 - f. East side of the 100 block of South Royal Street, mid-block, north of alley
 - g. East side of the 100 block of North St. Asaph Street, mid-block, north of alley
 - h. West side of the 100 block of South St. Asaph Street, mid-block, south of alley
 - i. North side of the 300 block of Cameron Street, near North Royal Street
 - j. North side of the 500 block of King Street, mid-block
 - k. South side of the 600 block of Prince Street, near Washington Street

The motion carried unanimously.

Ms. Phelps made a motion, seconded by Ms. Spano, to recommend that the Director of T&ES make the following changes to on-street parking restrictions:

2. Add parking to the following locations with the prevailing restriction for the block:
 - a. Three spaces on the north side of the 600 block of King Street from St. Asaph Street to the No Parking for Bus Stop (the spaces currently marked 7-11pm only)
 - b. Two spaces on the north side of the 600 block of Prince near South St. Asaph Street
 - c. Two spaces on the north side of the 500 block of Cameron Street near North St. Asaph Street (once the curb cut is closed)
 3. Remove the taxi stand and valet parking zones on the south side of the 400 block of King Street and replace with metered parking and a Pick-up and Drop-off zone
- The motion carried unanimously.

INFORMATION ITEMS

8. **STAFF UPDATES:** Ms. McGraw provided the Board with an update regarding the new T&ES summer intern and Mr. Kane's last meeting—the next appointee chosen by City Council, Marcos Bernier, will begin serving on the Board at the July 27 meeting.
9. **COMMISSIONER UPDATES:**
 - Mr. Lauritzen noted that the left-turn phase for westbound traffic on Jamieson Avenue at Mill Road should be activated rather than automatic.
 - Mr. Kane has requested that Hillary Orr present to the Board on Smart Mobility initiatives.
 - Mr. Kane requested that staff add a note to future meeting minutes about the significance of the timestamps throughout the minutes as well as provide a hyperlink to the meeting recording.

ADJOURNMENT

Ms. Phelps moved to adjourn the meeting, seconded by Mr. Lauritzen. The motion carried unanimously. The meeting adjourned at 8:49 p.m.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 27, 2026

DOCKET ITEM: 5

ISSUE: Written Staff Updates & Public Hearing Follow-up

A. Holland Lane Update

In July 2024, the Traffic & Parking Board voted to approve changes to Holland Lane in conjunction with street resurfacing. Changes include reducing the number of vehicle lanes, adding median refuge islands, adding new crosswalks, and installing protected bike lanes.

Earlier this summer, Holland Lane was repaved, and most of the designed improvements have been implemented. As of July 13, 2026, all curb ramps, median islands, pavement markings, and flexible bollards have been installed. Remaining items include planting trees in the medians and completing the signal improvements at the intersection of Duke Street and Holland Lane, which is being coordinated with the Adaptive Signals Phase I project on Duke Street.

Staff has been continuously monitoring the project while implementation has been underway. One issue that arose during construction was that drivers turning from Eisenhower Avenue onto Holland Lane were unaware that they were required to merge from two lanes to one lane. This was evident prior to the pavement markings being completed. Since the pavement markings and flexible bollards were installed, staff has observed more orderly operations and less confusion among drivers.

With all projects that introduce new travel patterns, it is expected that users require time to adjust to the changes. Staff will continue to monitor after the project is completed and determine if any further changes need to be made, including potentially reducing the number of turn lanes from Eisenhower Avenue to eliminate the need to merge on Holland Lane.

B. Eisenhower Avenue Parking Implemented Daylighting Follow Up

Since implementing the parking additions on Eisenhower Avenue, T&ES has received feedback from residents and businesses. Staff have visited the site several times to observe operation and ensure that the work was installed according to plan. Upon inspection, daylighting was implemented correctly. Real world conditions vary and staff are working directly with members of the community to make small adjustments to striping to enhance visibility.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 27, 2026

DOCKET ITEM: 6

ISSUE: Parking Changes – 1800 Block of Diagonal Road

REQUESTED BY: Staff

LOCATION: 1800 Block of Diagonal Road

STAFF RECOMMENDATION: That the Board recommend that the Director of T&ES:

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

BACKGROUND: The north side of Diagonal Road is immediately adjacent to the King Street Metrorail Station bus bay whose redesign was completed in 2021. The plans for the redesign of the bus bay did not call for specific restrictions for the four parking spaces immediately west of the mid-block crosswalk, despite the one space closest to the crosswalk being built purposely for ADA compliance, therefore the spaces have been unrestricted since 2021. The redesign plans called for a 210-foot-long taxi stand adjacent to the disability parking space immediately east of the mid-block crosswalk and has been signed as such (Attachment 1). There is a service lane owned by WMATA that parallels Diagonal Road which is frequently used by taxicab and rideshare drivers for picking up and dropping off passengers. There is also an existing 140-foot-long taxi stand directly in front of the front entrance of the Embassy Suites on Diagonal Road.

The area around Diagonal Road and the Metrorail Station is made up of a mix of retail, hotel, and office space—there are no residences immediately abutting the bus bay. All nearby blocks around the Metrorail Station east of the railroad have been metered without residential exemptions for several years.

There are ground-floor businesses such as Joe Theismann’s Restaurant, For Five Coffee, June Coffee, Starbucks Coffee, Bob and Edith’s Diner, among others, that rely on high customer turnover and on-street parking in addition to the off-street parking in the underground parking garages nearby.

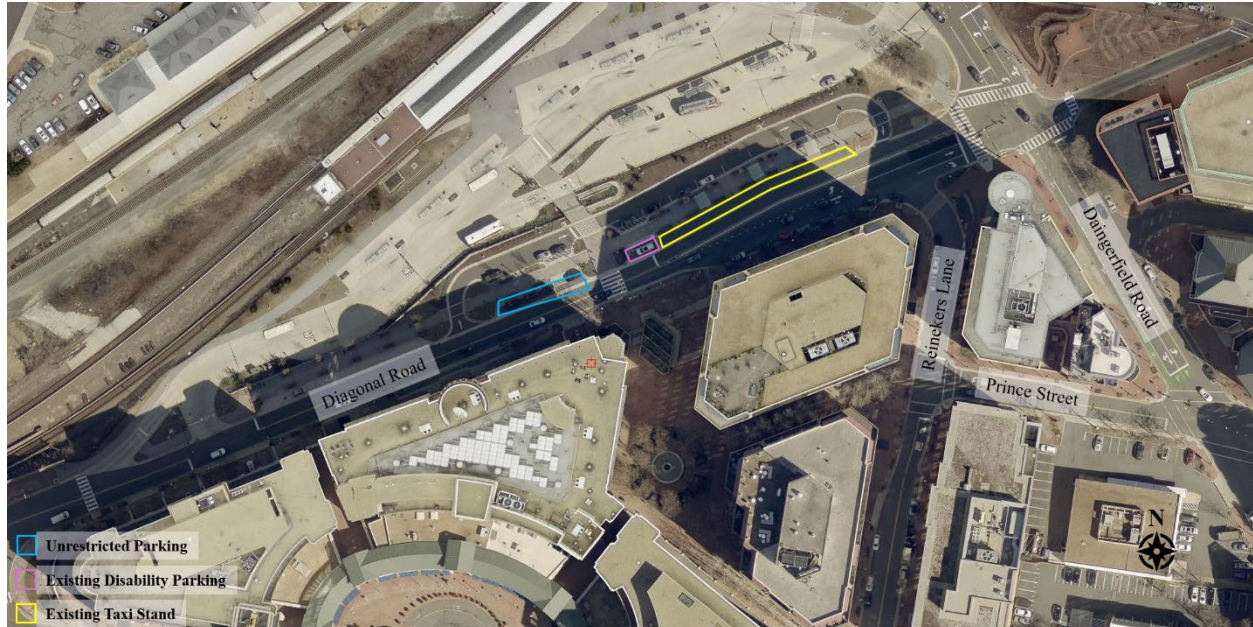
DISCUSSION: The ground-floor businesses in the area would benefit from higher turnover as a result of metered on-street parking, while the offices and hotels have off-street parking to accommodate drivers long-term. The King Street Metrorail Station was built to be an urban rapid transit station. The station is highly accessible by foot, bike, numerous bus routes, and taxi/rideshare. Long-term parking is not a priority for urban stations such as King Street, however, nearby short-term metered parking can provide drivers with the availability and opportunity to drive visitors to the station and part ways at a leisurely pace in addition to providing nearby businesses with on-street parking.

Given the proximity to various businesses and the King Street Metrorail Station, staff recommend these spaces be metered and time restricted to discourage all-day parking (Attachment 2). The multifamily residences nearby have parking onsite for their residents, and all other residential blocks near this station are located within a Residential Parking Permit District (RPPD), so it is not intended for this particular curb space to serve nearby residents but rather to provide short-term parking for customers of the nearby businesses.

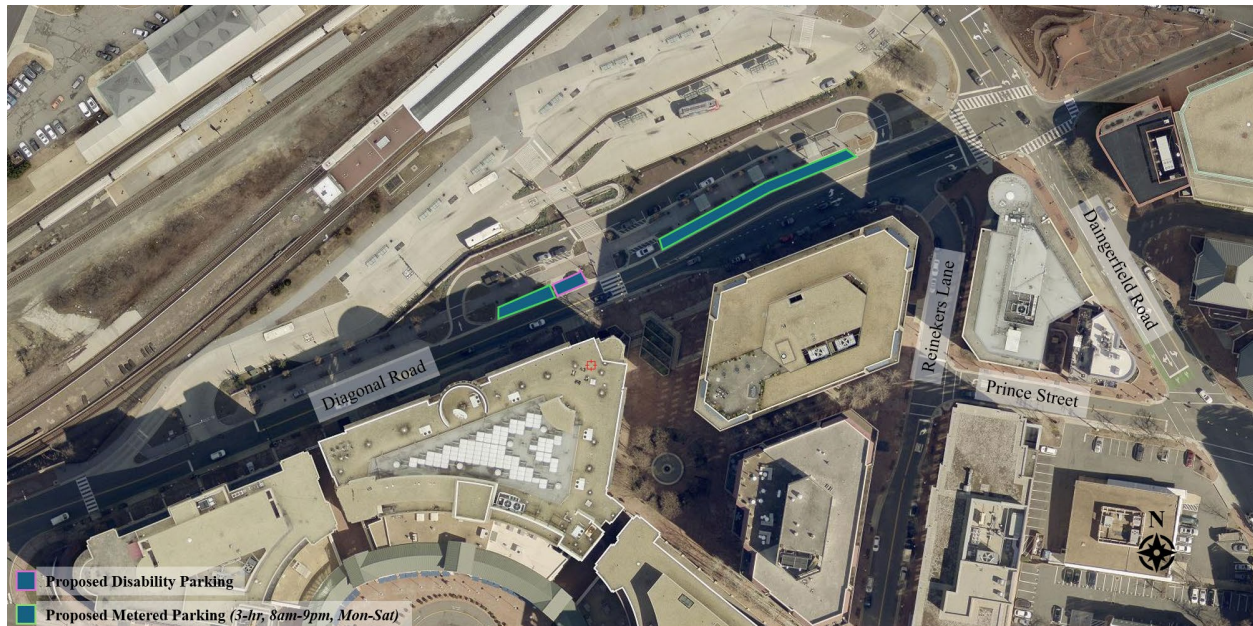
The proposed three-hour parking restrictions, from 8 a.m. to 9 p.m., Monday through Saturday, will help to compel turnover for area businesses and ensure drivers aren't storing their vehicles on the street long term during the day. These proposed restrictions mimic the existing restrictions on similar commercial blocks in the city.

OUTREACH: Staff notified the taxicab companies registered with the City of this proposal on July 20 and posted public notices on July 20.

ATTACHMENT 1: EXISTING CONDITIONS



ATTACHMENT 2: PROPOSED METERED AND DISABILITY PARKING



STREET VIEW OF THE 1800 BLOCK OF DIAGONAL ROAD





City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 27, 2026
DOCKET ITEM: 7
ISSUE: Curb Cut Appeal – 315A East Raymond Avenue

REQUESTED BY: Resident of 315A East Raymond Avenue

LOCATION: 315A East Raymond Avenue

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

BACKGROUND: The City Code Section 5-2-14 establishes a process for reviewing and approving new or modified curb cuts to ensure that driveway access points balance property access needs with public safety, pedestrian mobility, and streetscape design. A person seeking a permit for a new curb cut or repair must obtain an application from the Director of T&ES. As part of this application process, the adjacent property owners are notified and may submit comments on the proposed curb cut. Once all information has been received, the application and supporting documents are routed for review by Planning and Zoning (P&Z), T&ES, and Recreation, Parks, and Cultural Affairs (RP&CA). Following this review, a notice of the decision to approve or deny the curb cut application is sent to the applicant and any opposing property owners. Within 15 days of this decision, the applicant or the opposing owner has the opportunity to appeal the application decision to the Traffic and Parking Board. The Board's role in these cases is to evaluate the appeal based on the standards of the City Code and the impacts on traffic operations, pedestrian safety, and adjacent on-street parking.

DISCUSSION: The property owner at 315A East Raymond Avenue applied for a new curb cut (Attachment 2 & 3). The application was denied based on the criteria outlined in Section 5-2-14 related to the location and operation of the curb cut will interfere with pedestrian traffic (Attachment 4). The property owner appealed this decision (Attachment 6). Per section 5-2-14(e), the appeal is being brought before the Board for consideration.

The property is located in the Del Ray neighborhood. The applicant has requested a curb cut onto East Raymond Avenue at the front of the property. The curb cut would provide access from the street to a proposed driveway/parking area on private property. The existing depth of the front yard is 21.2'. The proposed dimensions of the private driveway/parking is 8' X 20' (Attachment 5).

Section 5-2-14(c) outlines the criteria for evaluating a curb cut application. The application was denied for failure to meet the following criterion:

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

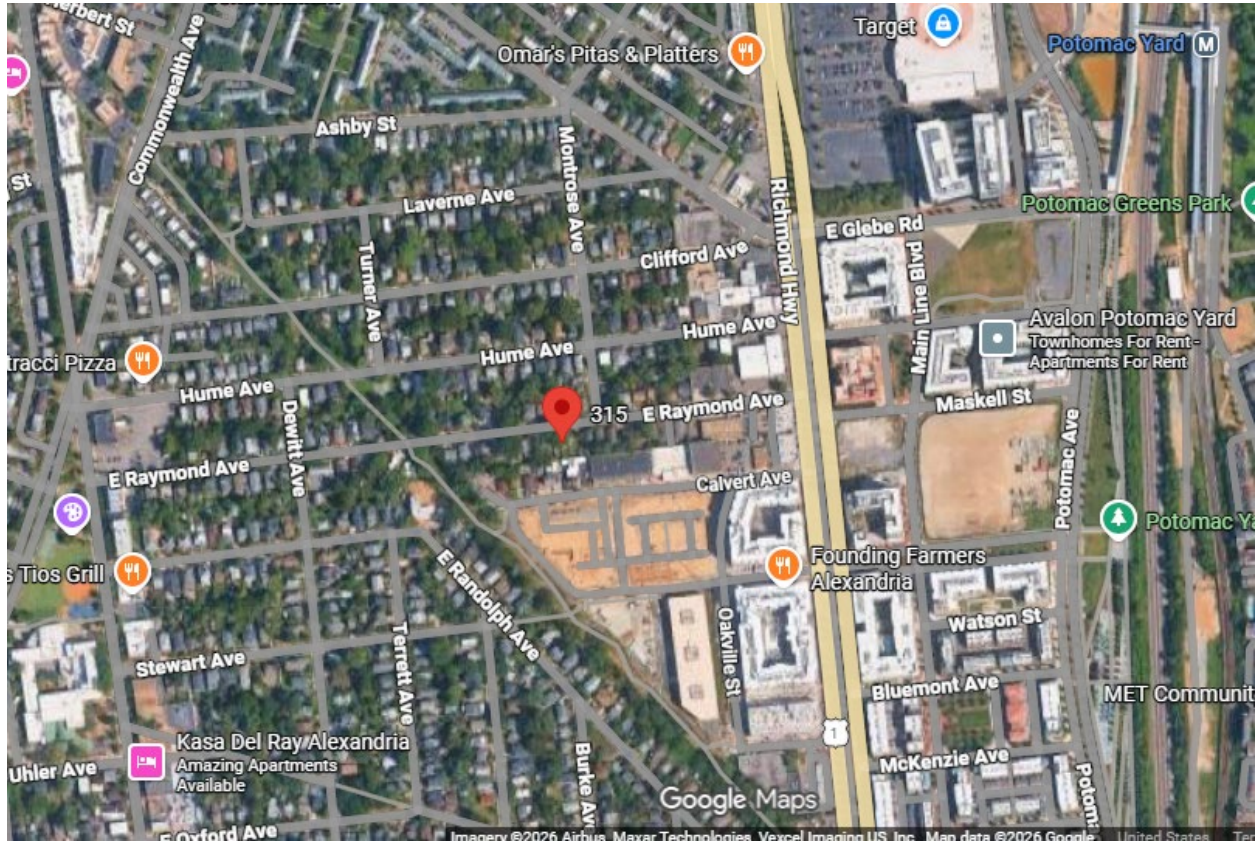
The proposed curb cut is located at the front of the house and technical evaluation determined that the physical depth of the proposed parking area—measured from the front face of the residential structure to the edge of the public sidewalk is insufficient to accommodate a standard motor vehicle safely. Because the parking pad is too shallow, a parked vehicle would inevitably overhang the property line onto the sidewalk. This presents a direct conflict with Section 5-2-14(c) and public safety standards for the following reasons:

- **Sidewalk Obstruction:** Vehicles parked in this area would partially block the public right-of-way, creating physical obstacles for pedestrians, strollers, and emergency personnel.
- **ADA Compliance:** Overhanging vehicle bumpers violate the Americans with Disabilities Act (ADA) regulations by restricting the required clear width of the pedestrian walkway.
- **Encroachment:** Private property storage and vehicle parking are strictly prohibited from encroaching into public city space.

The applicant submitted an appeal to the decision (Attachment 6) for review by the Board. Staff recommends the Board uphold the denial of the curb cut based on the negative impacts to pedestrian safety.

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

ATTACHMENT 1: LOCATION





ATTACHMENT 2: APPLICATION



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

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

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

Applicant Email Address: WILL ORELLANA @ HOTMAIL . COM

Property Address: 315 A

Curb Cut Street Name: E RAYMOND AVE

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

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

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

Will the Existing Curb Cut be Widened? Yes ☐ No ☒ What is the Requested Width? 10 F

Property Owner Name: El Orellana Remodeling LLC

Street Name and No.: 315 A E RAYMOND AVE

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

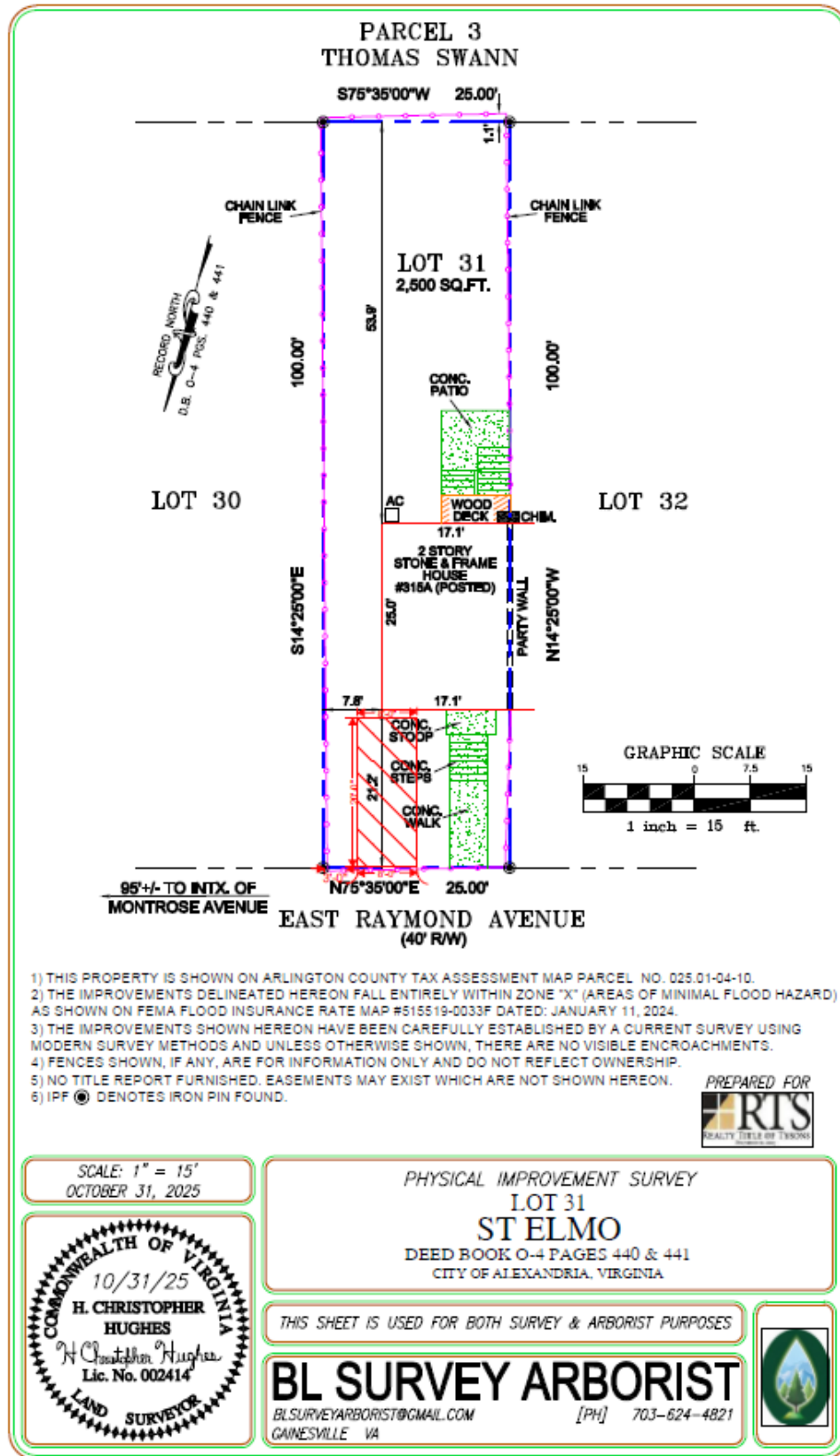
Home Phone: 571-332-3537 Work Phone: 571-337-3537 Cell Phone: _____

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

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

Property Owner Signature: [Signature] Date: 01/08/26

ATTACHMENT 3: PLAN



ATTACHMENT 4: DENIAL LETTER



DEPARTMENT OF TRANSPORTATION AND ENVIRONMENTAL SERVICES

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

alexandriava.gov

703.746.4035

June 12, 2026

William Orellana
315 East Raymond Avenue
Alexandria, VA 22301

Re: 315 East Raymond Avenue – New Curb Cut Denial Letter

Property Owner:

Your application (CRB2026-00001) for the installation of a new curb cut along East Raymond Street has been reviewed.

After careful evaluation, we are unable to support the proposed curb cut. Based on our review, the distance between the building and the property line does not appear to provide sufficient depth to accommodate a standard parking space and the necessary buffer area required to ensure that a parked vehicle does not encroach upon the public sidewalk.

Accordingly, the application is denied pursuant to Section 5-2-14(c)(1) of the Alexandria City Code. Please refer to the attached code section for additional information.

Should you choose to appeal this decision, then a written notice of appeal must be filed with the Director of Transportation and Environmental Services within (15) days of the date the decision. The appeal will then be forwarded to the Traffic and Parking Board and scheduled to be heard at the next regularly scheduled meeting.

In deciding an appeal, the board will afford you an opportunity to present your views on the application and the curb cut permit application decision after which the board may affirm, modify or overturn this decision. The decision of the board will be final, with no further appeal to city council.

Should you have any questions concerning this subject, please contact our office at 703-746-4035.

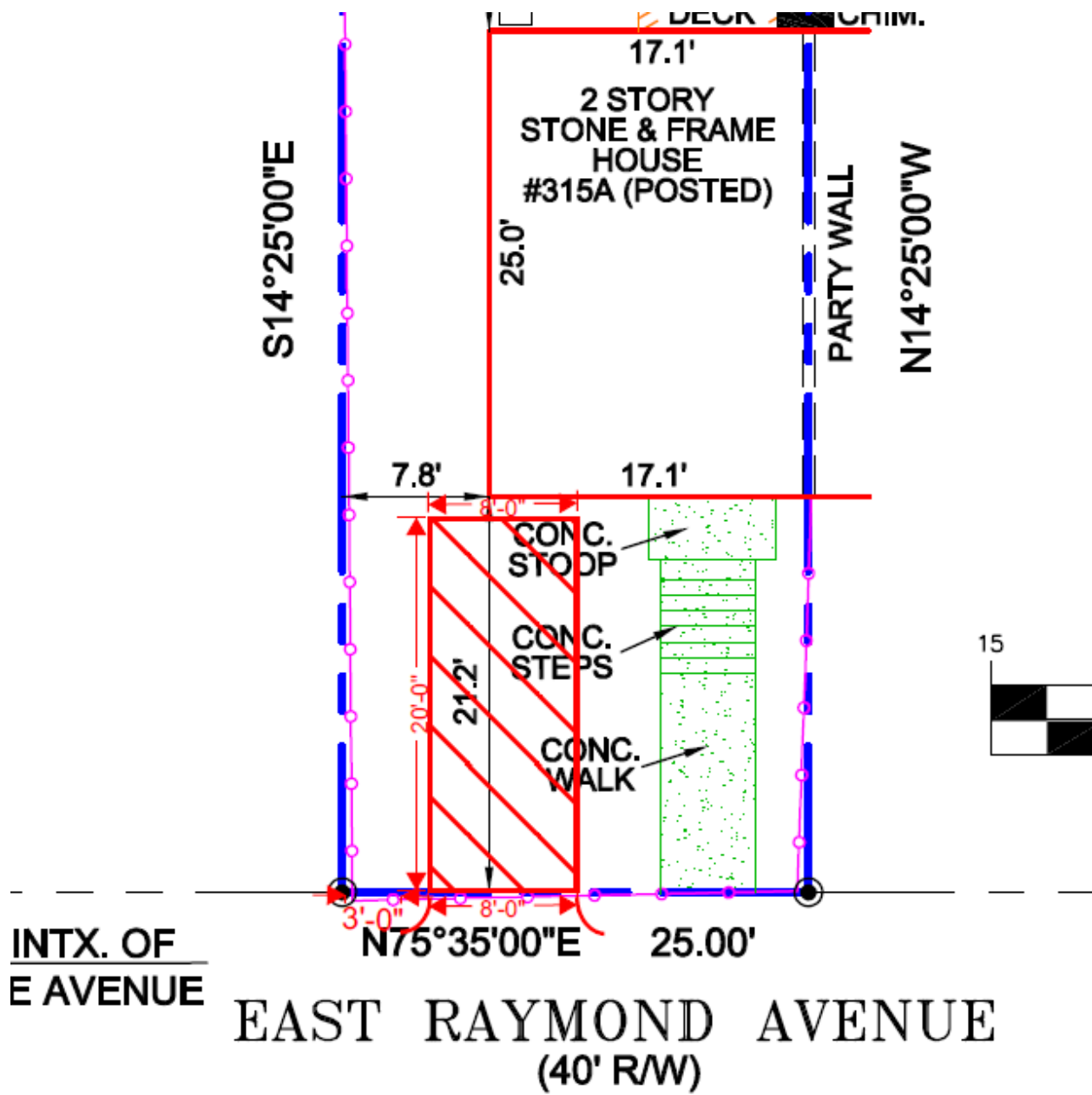
Sincerely,

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

Andre S. Williams
Permits Manager
City of Alexandria
Department of Transportation & Environmental Services
Alexandria, Virginia 22314

cc: Alex Boulden, Interim Deputy Director, EROW
Ryan Knight, Division Chief, Transportation
Dale Norman, Public Works Inspector

ATTACHMENT 5: LAYOUT



ATTACHMENT 6: APPEAL

William Orellana
315 East Raymond Avenue
Alexandria, VA 22301

June 15, 2026

Director of Transportation and Environmental Services
City of Alexandria
Department of Transportation & Environmental Services
P.O. Box 178 – City Hall
Alexandria, Virginia 22313

Re: Notice of Appeal – Curb Cut Permit Application No. CRB2026-00001 / 315 East Raymond Avenue

Dear Director,

Pursuant to Section 5-2-14(e) of the Alexandria City Code and in accordance with the appeal procedures set forth in the denial letter dated June 12, 2026, I hereby submit this written Notice of Appeal of the decision to deny my application (CRB2026-00001) for the installation of a new curb cut along East Raymond Street at 315 East Raymond Avenue, Alexandria, Virginia 22301.

I. GROUNDS FOR APPEAL

The denial letter states that "the distance between the building and the property line does not appear to provide sufficient depth to accommodate a standard parking space and the necessary buffer area required to ensure that a parked vehicle does not encroach upon the public sidewalk." The application was denied pursuant to Section 5-2-14(c)(1), which requires that a curb cut "will not interfere unreasonably with vehicular and pedestrian traffic, the demand and necessity for parking spaces, and means of ingress and egress to and from adjacent properties."

I respectfully submit that the Department's determination was made in error, or in the alternative, that the unique characteristics of my property warrant approval upon modification or variance, for the following reasons:

A. The Denial Is Based on an Incomplete or Inaccurate Assessment of the Available Depth

The denial letter states that the available depth between the building and the property line does not "appear" to be sufficient. This language suggests the determination may have been based on a visual or preliminary assessment rather than a formal survey or precise measurement of the property. I respectfully request that the Traffic and Parking Board direct the Department to conduct, or allow me to provide, a licensed survey or professional measurement of the setback distance at 315 East Raymond Avenue before a final determination is made.

I believe that a proper measurement will demonstrate that adequate depth exists to accommodate a parked vehicle without encroachment onto the public sidewalk, or that the available depth is sufficient with minor design modifications.

B. A Variance or Design Modification Should Be Considered Under Section 5-2-14(c)(4)

Section 5-2-14(c)(4) expressly provides that the Director or designated agent "may grant variances from these specifications when strict application of the specifications will prohibit or unreasonably restrict the use of property." Even if the available setback depth does not meet the standard specifications for a parking space, the denial did not address or consider whether a variance or modified design—such as a compact parking space configuration, a tandem arrangement, or a revised driveway angle—could achieve compliance with the intent of the code while enabling reasonable use of my property.

I respectfully request that the Board consider whether such modifications could satisfy the criteria under Section 5-2-14(c)(1) through (5) and direct the Department to evaluate any revised design I may submit prior to the hearing.

C. The Proposed Curb Cut Does Not Unreasonably Interfere with Traffic, Parking, or Adjacent Access

The denial rests solely on the parking depth concern under Section 5-2-14(c)(1). However, the broader factors under that subsection—interference with vehicular and pedestrian traffic, demand for parking spaces, and ingress and egress to adjacent properties—were not individually addressed in the denial letter. The proposed curb cut is intended to serve a single-family residential property and is not expected to generate significant traffic volume or meaningfully reduce available on-street parking in the area. Additionally, the curb cut location does not obstruct access to any adjacent property.

II. RELIEF REQUESTED

For the foregoing reasons, I respectfully request that the Traffic and Parking Board:

- (1) Overturn the denial and approve my curb cut permit application CRB2026-00001; or in the alternative,

- (2) Modify the denial and direct the Department to approve my application subject to any reasonable design conditions or specifications necessary to ensure compliance with the City's requirements; or in the alternative,
- (3) Grant such other and further relief as the Board deems appropriate and just.

I appreciate the Board's time and consideration of this appeal. I look forward to the opportunity to present my views at the next regularly scheduled meeting of the Traffic and Parking Board and welcome the opportunity to submit any additional documentation, measurements, or design plans prior to the hearing that may assist the Board in its deliberations.

Respectfully submitted,

Willian Orellana
315 East Raymond Avenue
Alexandria, VA 22301

Enclosures:

1. Denial Letter dated June 12, 2026 (CRB2026-00001)
2. Alexandria City Code, Section 5-2-14 (Curb Cuts Generally)
3. [Any supporting measurements, photographs, or design plans – to be attached]

City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 27, 2026

DOCKET ITEM: 8

ISSUE: Parking Removal and Modification to accommodate a Mid-Block Crosswalk – 300 Block of South Royal Street between Duke and Wolfe Streets

REQUESTED BY: Basilica of St. Mary

LOCATION: Mid-Block of the 300 Block South Royal Street between Duke Street and Wolfe Street in front of the Basilica of St. Mary

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

- Remove four (4) parking spaces
- Relocate two (2) existing ADA parking spaces

BACKGROUND: In May of 2025, leaders of the Basilica of St. Mary, located at 310 South Royal Street, contacted The City to request a mid-block crosswalk that would allow congregants to get from the church's parking lot located at 308 South Pitt Street to the church itself, providing a safer accommodation for mid-block pedestrian movements.

DISCUSSION: Leadership at the Basilica of St. Mary shared with T&ES that a large number of congregants who attend both Sunday and weekday masses utilize the church owned parking lot at 308 South Pitt Street. The parking lot which is located mid-block between Duke and Wolfe Streets is approximately 150 feet from each of the closest intersections to the north and south. The Basilica is concerned about safety of their congregants crossing the street mid-block from the parking lot.

Adjacent properties include private residences, other churches, and primary education centers. Current parking requirements and restrictions include 2 hour on street parking on South Royal Street daily between 8 a.m. and 2 a.m. Additionally, current conditions include a parking restriction on the street parking adjacent to the Basilica between 6 a.m. and 6 p.m. on Sundays. Further the east side of the street also accommodates those with ADA needs to easily access the church entrance.

Mid-block crosswalks are not typical in Old Town considering the short length between blocks. One of the minimum requirements by the Virginia Department of Transportation's Technical Memorandum on Pedestrian Crossing Accommodations at Unsignalized Approaches offers that a

proposed crosswalk is at least 300 feet from the center of the closest marked crosswalk or signalized intersection stop bar. However, the same technical memo states that areas where pedestrian volume is significant can also deem a mid-block crosswalk necessary. While this location does not meet the former requirement, staff collected data to see if the latter requirement was met.

Traffic data collected in September 2025 revealed that volumes of pedestrians crossing the street mid-block during weekend and weekday service times warranted a crosswalk. The minimum threshold for a crosswalk according to the aforementioned VDOT Technical Memorandum is that the location has 20 pedestrians or more per hour counted crossing between pedestrian-oriented land uses. Traffic data indicates crossing volumes of up to 390 pedestrians per hour on Sunday, September 14th and up to 55 pedestrians per hour on Wednesday, September 17th.

Based on these findings, staff developed a recommendation to address the large volumes of churchgoers crossing midblock:

- High visibility crosswalk to identify safer passage between the parking lot and the church building.
- Accessible curb ramps to transition from the street to the sidewalk.
- New pedestrian warning signs to indicate to drivers the possible presence of pedestrians.
- Daylighting to discourage parking adjacent to the proposed crosswalk and enhance the visibility of pedestrians entering the crosswalk.

The requested change is to remove some of the 2-hour parking to accommodate the potential crosswalk. If the parking modification does not proceed, then T&ES would not recommend the implementation of a new mid-block crosswalk and existing conditions can remain in place. Implementation of parking modifications and the crosswalk and necessary striping to further visually indicate the parking restrictions can proceed upon approval of this docket item.

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

ATTACHMENT 1: LOCATION



ATTACHMENT 2: LOCATION PROPOSED TREATMENT



ATTACHMENT 3: REQUEST



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

July 16, 2026

Dear Chairwoman Spano and Members of the Traffic and Parking Board:

As the Rector of the Basilica of Saint Mary, I write to express our parish's strong support for the request for parking modification on S. Royal Street in front of the Basilica, along with the proposed installation of a crosswalk in front of our church at 310 S. Royal Street. The purpose of the crosswalk is to make it safer for our parishioners to cross the street after parking in our parking lot located off of S. Pitt St. This letter is intended for inclusion in the docket for your meeting in which you will address this issue and reflects our official position on this important pedestrian safety matter.

The Basilica is an active and longstanding place of worship that welcomes several thousand people each week. We celebrate eight Masses every weekend (average weekly attendance is approximately 2,700 people); and 15 weekly Masses, not including the First Friday Masses that several hundred Basilica School students attend. We also host numerous weekday and weekend events, including religious education; parish gatherings; weddings (61 last year); funerals (26 last year); and charitable activities.

As a result, pedestrian activity in the immediate area is frequent and consistent throughout the week. Thus, our Pitt Street parking lot is actively used on weekdays and nearly constantly on Sundays, requiring many parishioners to cross S. Royal Street to access the church.

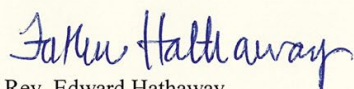
S. Royal Street carries steady vehicular traffic, and the absence of a marked crosswalk at this location creates safety challenges for those crossing. Our parish community includes many young families with small children, parents pushing strollers, and elderly parishioners who may have limited mobility or require extra time to cross safely. These individuals are particularly vulnerable when attempting to cross without a clearly designated pedestrian crossing.

We are grateful both to the Sunday support we receive from the City's Police Department that has been assisting parishioners as they make this street crossing and from the City's engineering and transportation staff who evaluated this location using nationally adopted standards outlined in the Manual on Uniform Traffic Control Devices. Their collection of pedestrian volume data and professional analysis confirms that this location meets the established thresholds for a crosswalk. This reinforces what our parishioners experience daily: a clear and ongoing need for improved pedestrian safety in front of the Basilica.

The installation of a crosswalk would provide a visible and predictable crossing point, benefiting both pedestrians and drivers. It would improve safety, accessibility, and overall awareness while aligning with the City's broader commitment to walkability and community well-being. Most importantly, it would help ensure that all who wish to attend Mass or participate in church activities can do so much more safely. Many Basilica parishioners agree with this need for safety, as evidenced by the almost 500 names in a petition that favors a crosswalk that we have provided as part of our input into this process.

We respectfully request the Traffic and Parking Board approve the request for parking modification on S. Royal Street and the proposed crosswalk. We appreciate the opportunity for public input and thank you for your thoughtful consideration of this request.

Sincerely yours in Christ,



Very Rev. Edward Hathaway
Rector of the Basilica of Saint Mary



Case Details



Case Number
25-00014177

Case Owner
Traffic Engineering
TES

Status
Closed

Priority
Standard

Sub-Status

Subject
TES-Traffic Sign

Description
The alley between 311 and 313 S Pitt.
Requesting crosswalk sign/ flashing light.
Called on the behalf of Father of the Basilica of
Saint Mary's. They service 3 mass a day and
wedding.

Location Details



Case Details



Case Number
25-00015355

Case Owner
Alex311 Staff

Status
Closed

Priority
Standard

Sub-Status

Subject
COU-Contact Mayor, Vice Mayor and/or City
Council

Description
Support installation of crosswalk for safety of
pedestrians and drivers. Especially because
more than 2400 people including elderly and
children cross the street to attend varies
weddings, baptisms and masses every week.
This is for S Royal St crosswalk leading from
the Pitt St parking lot to the Basilica Church to
make crossing safer.

Location Details



Contact Details



Name
Philip Matyas



Account Name
Customer



Contact Details

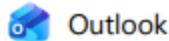


Name
Thomas Davies



Account Name
Customer

ATTACHMENT 4: LETTER OF SUPPORT FROM OLD TOWN CIVIC ASSOCIATION



Re: City of Alexandria's Crosswalk Proposal

From President OTCA <president@theoldtowncivicassociation.org>

Date Tue 6/9/2026 3:56 PM

To Ryan Knight <Ryan.Knight@alexandriava.gov>

Cc Jessica Brown <jessica.brown@alexandriava.gov>; Yvonne Callahan <Yvonneweightcallahan@gmail.com>; William Schuyler <wjschuyler@gmail.com>

You don't often get email from president@theoldtowncivicassociation.org. [Learn why this is important](#)

Hello Ryan:

This is William Schuyler. I'm responding on behalf of Yvonne Weight Callahan, President of the Old Town Civic Association. I hope you, the T&ES team and the members of the Traffic and Parking Board are doing well.

I'm sorry we are a bit slow getting back to you on this. There was admittedly some hesitation to what our position should be.

The OTCA supports the creation of this crosswalk. Our support is based primarily on (1) the need for it given the large number of people who cross the street in this location each day given the location of the Church's parking lot and (2) the lack of opposition by the residents of this block. We are very appreciative of the work the Basilica and City staffs undertook to analyze the need and assess the impact on those that live there. Thank you for all you did to make the situation clear to everyone.

We do, however, want to state that there is general concern about creating mid-block crosswalks. Were it not for the specifics of this particular situation, we believe that both the lower level of safety created by mid-block crosswalks and the harmful effect on available parking would not justify their creation in most locations in Old Town. We ask that you reinforce to the Traffic and Parking Board and the public that the need in this case is specific to this set of conditions and not a precedent for their use on other blocks for which the need and value would be much lower.

Thank you for reaching out to us. We wish you well on a successful meeting.

William Schuyler
VP Old Town Civic Association

<https://www.theoldtowncivicassociation.org/>

City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 27, 2026

DOCKET ITEM: 9

ISSUE: Russell Road Safe Routes to School Project

REQUESTED BY: T&ES

LOCATION: Russell Road, between West Myrtle Street and West Maple Street

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES approves the following parking modifications:

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

BACKGROUND: Since 2003, Alexandria has had a Safe Routes to School Program aimed at promoting walking and biking to school. In 2017, the City completed Safe Routes to School Walk Audits for all of the City's elementary schools, including Naomi Brooks Elementary, to identify infrastructure improvements to make it easier and safer for students and families to walk and bike to school. In 2023, the City conducted additional walk audits for the remaining middle and high schools and new elementary school, resulting in a total of over 330 recommendations citywide. The City has been implementing these recommendations in accordance with available resources.

Additionally, the City has an adopted Complete Streets Policy. This policy was adopted in 2014 and requires the City to consider pedestrian, bicycle, and transit improvements in conjunction with street maintenance whenever possible. Thus, the City regularly phases in improvements as streets are resurfaced. Improvements installed with street resurfacing may include, but are not limited to, new crosswalks, ADA curb ramps, speed cushions, ADA bus stops, and bicycle lanes.

The project corridor spans Russell Road, from West Myrtle Street to West Maple Street (Attachment 1). Russell Road is a major collector that serves residential uses and provides access to Naomi Brooks Elementary School. The Safe Routes to School Walk Audit for Naomi Brooks Elementary School identified a need for safety improvements along Russell Road to assist with traffic calming, and the City's Complete Streets Five-Year Work Plan includes a project to implement Safe Routes to Schools improvements along Russell Road as part of the repaving

process. There have been 8 traffic crashes since 2017 on this corridor. Of those, 2 resulted in people being injured (Attachment 2).

DISCUSSION: The Safe Routes to School Walk Audit for Naomi Brooks Elementary School (*then Matthew Maury*) identified safety recommendations on Russell Road and Commonwealth Avenue. The recommendations for Commonwealth Avenue were implemented in Fall 2021.

The Complete Streets Five-Year Work Plan includes a project to implement the Safe Routes to School recommendations as part of the repaving process. Russell Road is scheduled to be repaved in Spring 2027.

Proposed improvements include painted curb extensions, high-visibility crosswalk markings, and improved ADA curb ramps at 6 intersections on Russell Road, and a new pedestrian crossing at West Chapman Street. Painted curb extensions are treatments that use paint to visually extend the sidewalk into the street near intersections to shorten the pedestrian crossing distance, improves visibility, and slows down turning vehicles. Often, these treatments are paired with a vertical element like flexible posts to help reinforce and protect the pedestrian space. High-visibility crosswalk markings improve visibility and safety for people crossing the street.

Parking modifications are needed at select locations along the project corridor to provide additional space needed for pedestrian crossing enhancements. The proposed parking modifications are listed below and can be seen in Attachment 3.

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

Additional treatments like raised crosswalks are currently unfunded and may be considered at select intersections in the future as funding allows outside of the repaving process.

A study was conducted in Spring 2026 to look at speeds and parking availability in the project area. Data showed that the prevailing speed on Russell Road along this segment was 25 mph, with an identified top speed of 45-49 mph. Only 34% of parking spaces were occupied during the busiest time segment studied, indicating that there is ample on-street parking supply along the corridor. However, faculty and staff at Brooks Elementary can only utilize on-street parking on limited segments of Russell Road. In response to this, staff worked to further mitigate parking impacts to ensure that the recommended concept does not result in a loss of available on-street parking for Brooks Elementary staff and faculty.

Approval of the requested on-street parking modifications would allow for the implementation of Safe Routes to School recommendations to enhance pedestrian crossings near Naomi Brooks Elementary School.

OUTREACH: During the initial comment period from May 21 to June 17, staff received 170 comments via email and/or on the conceptual designs (Attachment 4). Of those who took an

official position, just over 7 in 10 respondents indicated support for the project. Some of the primary feedback staff heard include:

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

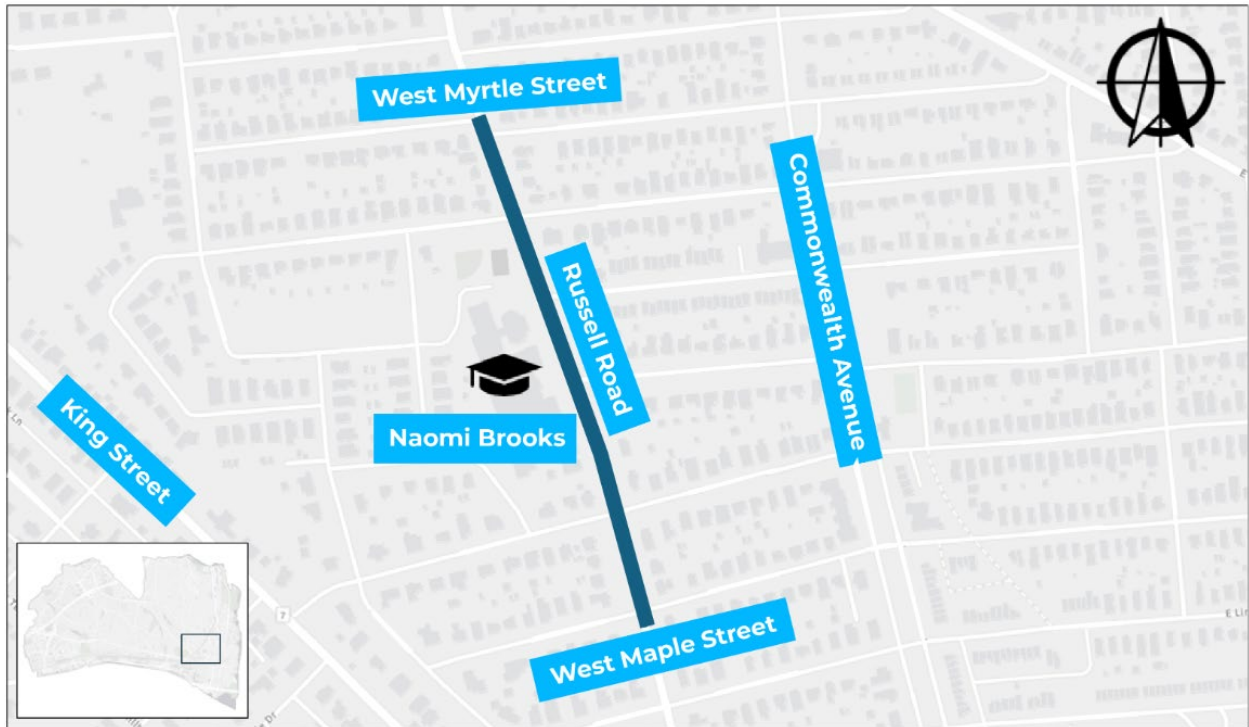
Staff held meetings with the following stakeholders:

- Rosemont Civic Association's Planning, Environment, Land-use and Transportation Committee (PELT) on June 8,
- Naomi Brooks Elementary School faculty and staff on June 15, and
- Naomi Brooks Parent Teacher Association (Brooks PTA) on July 8.

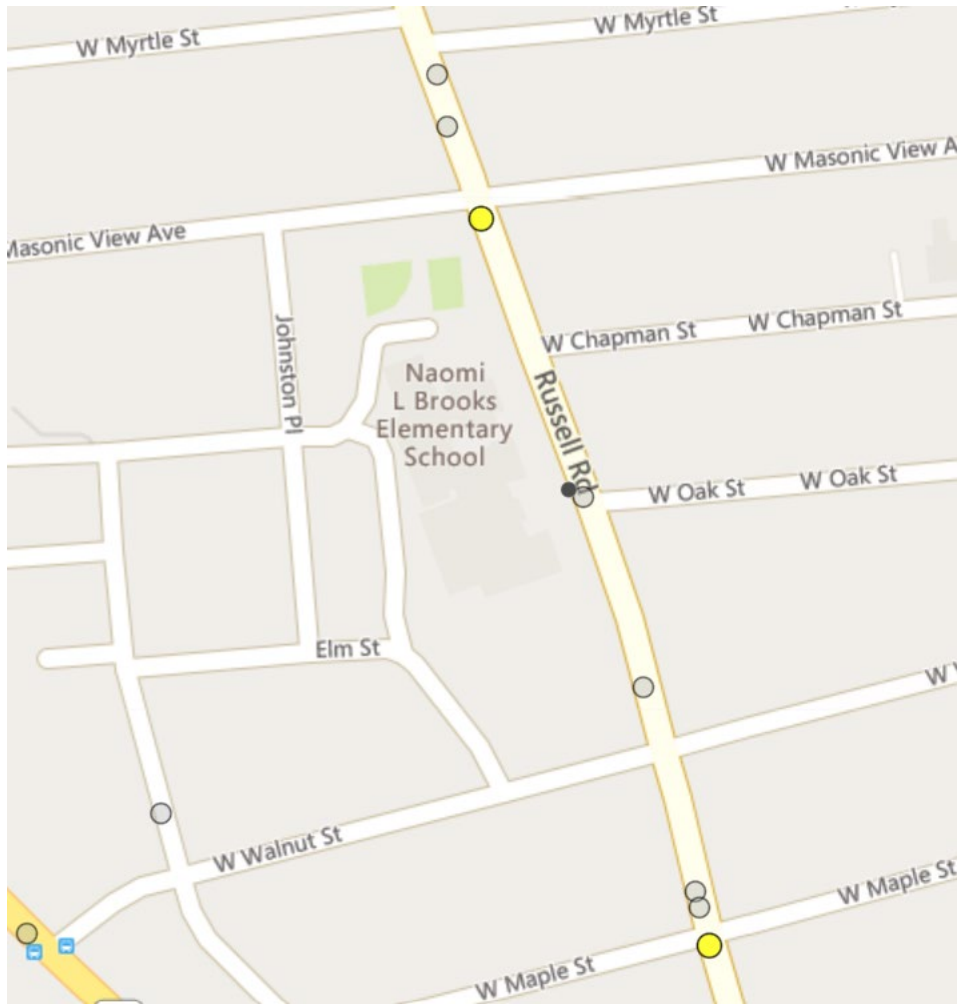
Staff shared two conceptual designs with the community during the engagement period. Concept 1 proposed painted curb extensions, high-visibility crossing upgrades, and improved ADA ramps at the 6 intersections in the project area. Concept 2 proposed a mix of painted curb extensions and median crossing islands, high-visibility crossing upgrades, and improved ADA ramps at the 6 intersections in the project area. After reviewing feedback from the community, staff identified an opportunity to add additional on-street parking on the 600 block of Russell Road and recommended a revised Concept 1 for consideration by the Traffic and Parking Board.

The Washington Area Bicyclists Association (WABA) and Alexandria Bicycle and Pedestrian Advisory Committee (BPAC) submitted letters of support for Concept 2 (Attachment 5).

ATTACHMENT 1: PROJECT LOCATION



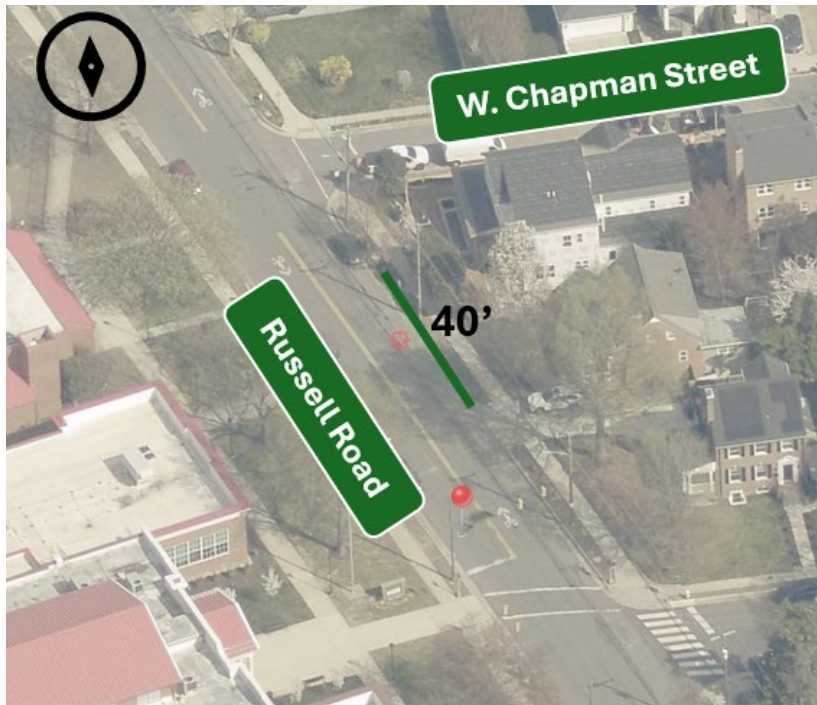
ATTACHMENT 2: CRASH HISTORY



Note: Yellow dots on the map indicate pedestrian injuries and grey dots indicate crashes resulting in property damage.

ATTACHMENT 3: PROPOSED PARKING MODIFICATIONS





ATTACHMENT 4: COMMUNITY ENGAGEMENT LOG AND COMPILED COMMENTS RECEIVED DURING ENGAGEMENT PERIOD

Community Engagement Log:

Date	Phase	Outreach To	Type of Group	Format	Notes
CY 2025	Initiating				
5/15/2026	Initiating	Rosemont PELT	Neighborhood Association	Email	Silas Sullivan communicated with John Hill (Rosemont PELT) via email.
5/18/2026	Initiating	Rosemont PELT	Neighborhood Association	Email	Silas Sullivan communicated with John Hill (Rosemont PELT) via email.
5/18/2026	Initiating	Brooks PTA	Community Association	Email	Silas Sullivan communicated with Andy Schmitt (Brooks PTA) via email.
5/21/2026	Planning	Community	Community	Email	Silas Sullivan communicated with key project stakeholders via email to formally kick off engagement period.
5/21/2026	Planning	Naomi Brooks Elementary School	Public Partner	Email	Silas Sullivan communicated with Principal Hess and Vice Principal Carrico via email to share project information and invite feedback from the Naomi Brooks community.
5/21/2026	Planning	Brooks PTA	Community Association	Email	Silas Sullivan communicated with the president, vice president, and communications lead of Brooks PTA via email to share project information and invite feedback.
5/29/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Zach DesJardins via email.
5/29/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Rebecca McCracken via email.
5/29/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Marjorie Greenberg via email.
5/29/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Nancy Lopez via email.
5/29/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Benjamin McGinnis via email.
5/29/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Keri Shoemaker via email.
5/29/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Kerrin Nishimura via email.
5/29/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Tom VanAntwerp via email.
5/29/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Jim Scianna via email.
5/29/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Asa Orrin-Brown via email.
5/29/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Benjamin McGinnis via email.
6/2/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Timothy P. Peterson via email.
6/2/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with John Hatton via email.
6/2/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Lisa Falleroni via email.
6/2/2026	Planning	Rosemont PELT	Neighborhood Association	Email	Silas Sullivan communicated with John Hill (Rosemont PELT) via email.
6/2/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with John Leary via email.
6/2/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Nicole Kertyzak via email.
6/3/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Benjamin McGinnis via email.
6/3/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Kate P. via email.
6/3/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Tara Kilfoyle via email.
6/3/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Scott Corzine via email.

6/3/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Da'mon Smith via email.
6/3/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Becky Hamme via email.
6/3/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Trip and Virginia Hook via email.
6/3/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Deanna Rohrer via email.
6/3/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Nancy Widmer via email.
6/3/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Megan Langley via email.
6/3/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Nicolas Garrett via email.
6/5/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Jia Syed via email.
6/5/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Jacob Yoseph via email.
6/5/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Jordan Eccles via email.
6/5/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Willaim Buschur via email.
6/5/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Stephanie Kirby via email.
6/5/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Nancy Widmer via email.
6/5/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with John Porter via email.
6/5/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Tom Van Wagner via email.
6/5/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Laura Krepel via email.
6/5/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Marta Schanz via email.
6/5/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Haik Gugrats via email.
6/5/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Diana Heath via email.
6/5/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Heather Ashburn via email.
6/5/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Tom Zichelli via email.
6/5/2026	Planning	Rosemont PELT	Neighborhood Association	Email	Silas Sullivan communicated with John Hill (Rosemont PELT) via email.
6/8/2026	Planning	Rosemont PELT	Neighborhood Association	Email	Silas Sullivan communicated with John Hill (Rosemont PELT) via email.
6/8/2026	Planning	Rosemont PELT	Neighborhood Association	In-Person Meeting	Silas Sullivan, Alex Carroll, and intern Sam Espach joined Rosemont PELT meeting to share project information and receive feedback on project concepts.
6/10/2026	Planning	Naomi Brooks Elementary School	Public Partner	Phone Call	Silas Sullivan left voice mail message for Principal Hess.
6/10/2026	Planning	Naomi Brooks Elementary School	Public Partner	Email	Silas Sullivan communicated with Principal Hess via email.
6/11/2026	Planning	Naomi Brooks Elementary School	Public Partner	Email	Silas Sullivan communicated with Principal Hess via email.
6/12/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Jacquelyn Kittredge via email.
6/12/2026	Planning	WABA	Resident	Email	Silas Sullivan communicated with Kevin O'Brien (Washington Area Bicylists Association) via email.
6/12/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Garrett Erdle via email.

6/12/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Dianne Harris via email.
6/12/2026	Planning	BPAC	Advocacy Committee	Email	Silas Sullivan communicated with BPAC via email.
6/12/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Karl Kalbacher via email.
6/12/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Laura Krepel via email.
6/12/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Dayna Hunt via email.
6/12/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Mark Colley via email.
6/12/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Susan Haralson via email.
6/12/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Lauren Kleissas via email.
6/12/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Dean Kleissas via email.
6/12/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Karl Kalbacher via email.
6/12/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Adam Bibler via email.
6/12/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Elena Hutchison via email.
6/12/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Jarred Schantz via email.
6/12/2026	Planning	Community	Resident	Email	Silas Sullivan communicated with Jarred Schantz via email.
6/15/2026	Planning	Naomi Brooks Elementary School	Public Partner	Virtual Meeting	Silas Sullivan and intern Sam Espach joined virtual townhall with teachers and staff at Naomi Brooks Elementary School to share project information and receive feedback on project concepts.
6/15/2026	Planning	Naomi Brooks Elementary School	Public Partner	Email	Silas Sullivan communicated with Principal Hess via email.
6/29/2026	Planning	Brooks PTA	Community Association	Email	Silas Sullivan communicated with President McCabe Cote via email.
6/30/2026	Planning	Naomi Brooks Elementary School	Public Partner	Phone Call	Silas Sullivan left a voice mail for Principal Hess.
6/30/2026	Planning	Naomi Brooks Elementary School	Public Partner	Email	Silas Sullivan communicated with Principal Hess via email.
6/30/2026	Planning	Brooks PTA	Community Association	Email	Silas Sullivan communicated with Vice President Miller via email.
7/1/2026	Planning	Brooks PTA	Community Association	Email	Silas Sullivan communicated with President McCabe Cote and incoming President Ali Loud via email.
7/8/2026	Planning	Brooks PTA	Community Association	Virtual Meeting	Silas Sullivan met with President McCabe Cote, incoming President Ali Loud, and PTA member Ben McGinnis to discuss the staff recommended concept and receive feedback.

Comments Received on Conceptual Designs

Author name	Content
david thomas	sir, this is a wendys!
	I agree with the visibility problem And not just on this intersection. I would like to understand if the "parking set back" from the corner is the Virginia parking set back, which Alexandria has an exception to On our roads. In other words, are we just removing an exception?
	It's unclear if the parking removal is time-based (during school hours) or always no parking.
Daniel Mehaffey	I'd like Alexandria to hear from teachers, who don't live here but will be impacted (I suspect).
Carrig Balderston	This is an incredibly dangerous intersection for pedestrians. Cars CONSTANTLY blow through the crosswalk while people (including children) are in it. It is only a matter of time until someone is injured. I have put in a number of requests for a blinking cross walk indicator -- I feel like that is the only way to get drivers to slow down and realize there is a cross walk.
Patrick	Concept 2. This still falls short Of reducing speeds and increasing pedestrian safety. Cars treat Russell road like a highway and removing parking does not slow speeds. Also need to consider how cars will divert through neighborhoo side streets during peak traffic times.
Zack DesJardins	They do this already, blowing through stop signs and speeding.
Zack DesJardins	This will make crossing this street much safer for my family. We will be able to cross one lane at a time
Laura Taylor	This will make crossing this street much safer for my family. We will be able to cross one lane at a time. We use this route when coming from south ound Commonwealth Ave towards Walnut
D Hunt	Parking should be removed here - it's very hard to cross the street when you can't see past the cars that are parked on the street
	Wasted money. The biggest problems are on Russell Road between King and Braddock. Speeding,traffic tractor trailers dump trucks delivery trucks etc. There are no shops on Russell so why are they cutting thru. There are 6 schools on Russell Rd and cars do not stop for people in crosswalks. Find ways to slow traffic and stop them from cutting thru residential street with so many schools and children instead of disrupting lives of those that live here. Safer streets and kids use money where needed.

Nancy Lopez	The traffic delays, backups and congestion on Russell Road are significant. Cars regularly back up from King Street to Oak Street between 3:30-6:00 pm. People who live on Russell Road cannot get to their homes or leave their home during this time. In the past 2 months there have been several occasions where it has taken me over 15 minutes to drive the 6 blocks from Oak Street to King Street on Russell Road. Sometimes, I have given up and driven home - preferring to wait to run an errand until a different time rather than sit in gridlock traffic a block from my home. Crossing Russell Road as a pedestrian has always felt safe for my family, even when my children were small. The road is straight, so it is easy for cars to see pedestrians and pedestrians to see cars. There already are speed cushions on Russell Road and a traffic light at Oak Street. No further traffic calming is needed. The extremely low accident numbers support that additional traffic calming is not a priority for this road. Installing a median on Russell Road at intersections will further gridlock by limiting the ability of cars to navigate at intersections during gridlock. It is not needed and is hurtful, not helpful. Removing parking spaces will negatively impact the teachers at Naomi Brooks who rely exclusively on street parking. The city should ensure that any parking assessments are done during the school year and during hours when teachers are parked. The parking spaces also are used by families for school events, Boy Scout meetings, and rec basketball practices that take place in the evenings so families are more likely to drive. Neighbors use the parking spaces for events at the school such as the RCA 4th of July party, RCA Oktoberfest and by voters on election days.
Nancy Lopez	Removing parking spaces will negatively impact the teachers at Naomi Brooks who rely exclusively on street parking. The city should ensure that any parking assessments are done during the school year and during hours when teachers are parked. The parking spaces also are used by families for school events, Boy Scout meetings, and rec basketball practices that take place in the evenings so families are more likely to drive. Neighbors use the parking spaces for events at the school such as the RCA 4th of July party, RCA Oktoberfest and by voters on election days. Crossing Russell Road as a pedestrian has always felt safe for my family, even when my children were small. The road is straight, so it is easy for cars to see pedestrians and pedestrians to see cars. There already are speed cushions on Russell Road and a traffic light at Oak Street. No further traffic calming is needed. The extremely low accident numbers support that additional traffic calming is not a priority for this road.
Nancy Lopez	posted. Installing a median on Russell Road at intersections will further gridlock by limiting the ability of cars to navigate at intersections during gridlock. It is not needed and is hurtful, not helpful. In the past two months, it has taken me 15 minutes to travel the 6 blocks from Oak Street to King Street in Russell Road during rush hour. The road regularly backs up between 3:30-6:00 pm. The gridlock is terrible. People who live on Russell Road cannot get in or out of their homes during these hours. Russell Road does not need further traffic calming. It needs an improved Level of Service. The light timings should be re-examined. Crossing Russell Road as a pedestrian has always felt safe for my family, even when my children were small. The road is straight, so it is easy for cars to see pedestrians and pedestrians to see cars. There already are speed cushions on Russell Road and a traffic light at Oak Street. No further traffic calming is needed. The extremely low accident numbers support that additional traffic calming is not a priority for this road. Removing parking spaces will negatively impact the teachers at Naomi Brooks who rely exclusively on street parking. The city should ensure that any parking assessments are done during the school year and during hours when teachers are parked. The parking spaces also are used by families for school events, Boy Scout meetings, and rec basketball practices that take place in the evenings so families are more likely to drive. Neighbors use the parking spaces for events at the school such as the RCA 4th of July party, RCA Oktoberfest and by voters on election days.

Ben McGinnis	Please do not remove the speed tables unless you plan to raise the crosswalks
Ben McGinnis	Please keep the speed tables or raise the cross walks!
Ben McGinnis	Please keep the speed tables or raise the cross walks!
Ben McGinnis	Please keep the speed tables or raise the cross walks!
Emily Sass	I don't understand these documents that say parking removal. How many spots are you proposing be removed? What is the expected safety impact of removing them? Teachers need parking and so do the families that drive over for soccer practices at the field after school or basketball practices on dark winter nights in the gym or boy scouts afterschool in the cafeteria. The parking is already limited around the school with no real parking lot.
Emily Sass	It looks like these plans remove the speed bumps. Is that correct? If so, why?
Brendan Kiviat	Great to see an intersection with full daylighting in this concept.
Brendan Kiviat	I like the additional visibility this option will likely provide for both pedestrians and vehicles.
Kerrin Nishimura	I don't necessarily agree with the removal of parking here. As a family that stays afterschool to play on the playground and attends events at the school parking in this area is sometimes the most convenient. We do also park on side streets, it's not a huge deal, I just wonder if it really needs to be removed.
Paul Leiby	adverse effect on neighboring parking or pedestrian travel. What are your plans for the speed bumps/tables? They seem important. Thank you.
Jordyn Phelps	i think it would be helpful if the city added blinking lights for pedestrian crossing at busy crosswalks like this.
Kce	With or without parking, this corner has really bad visibility. If we're concerned about safety of pedestrians, a push button flashing light needs to be installed (like the one on Braddock by GW and Yates corner).
John	Please make no changes and implement no plans. The existing configuration is fine as is. Eat shit and die.
John	Do not implement any changes. Leave the area as it is today. Stay out of our neighborhood and our business. Eat shit and die!
Adam Willis	Why does the lane merge to one lane then reopen to two lane? Won't this bottleneck and cause people to just ignore the merge?
Brian Egan	Is this a 4 way stop now? And am I reading it correctly that speed bumps are no longer in place?
Laura Taylor	The speed table that was removed is the ONLY thing making it halfway safe to cross Russell here. If you compare to how the other side without the speed table works right now, one side (with speed table) protects pedestrians and the other allows cars to just blast through. There needs to be a speed table on BOTH sides. I cross this street multiple times a day and one side has cars that stop and slow down and the other does not.
Laura Taylor	There should be a speed table here - the lack of one right now makes it very hard to cross.
Richard Foley	Map is not helpful without better explanations - don't understand relevance of the no timed notation
Richard Foley	NOT clear why "no parking" is a solution
Richard Foley	Map is not helpful without better explanations - don't understand relevance of the no timed notation
Richard Foley	NOT clear why "no parking" is a solution
Owen Albrecht	Removing this parking at Maple and Russell will make visibility for cross traffic at a 2 way stop much better.
Owen Albrecht	Really like the median islands. Will slow down turning cars and make crossing more comfortable as a pedestrian at an uncontrolled crossing.
Owen Albrecht	Parking demand doesn't seem to be high enough to need these 8 spots at Maple and Russell
Owen Albrecht	Really like the flex posts for this intersection. Reduces crossing distance and prevents illegal parking, making visibility better
Owen Albrecht	Really like the crosswalk through the median. This will be a really safe crossing.
Owen Albrecht	Add crosswalk on other side of W Oak across Russell. Have a pedestrian crossing only phase of the light cycle.
Owen Albrecht	Is there anything we can do with this extra pavement width? Put a planted median along this whole block? Put a linear BMP along the curb? Something to reduce this travel lane width
Owen Albrecht	Is there anything we can do with this extra pavement width? Put a planted median along this whole block? Put a linear BMP along the curb? Something to reduce this travel lane width
Anita Sachariah	Adding more cross walks makes sense
Anita Sachariah	Getting rid of the speed bumps is useful for regular daytime traffic
Mariah	. ytefas nairsedepove rpmi ot daor siht nosightlines senilntngisimprove evorpmo ot aedi doog ais song ikrap siht gnivomeR
Ransom Smith	Appreciate the island for traffic calming and pedestrian refuge.
Ransom Smith	General improved daylighting is a great thing, thank you.
Tom Fulham	I fully support the pedestrian islands on W Masonic, Walnut and W Maple. The change to the traffic flow on Russell has made being a pedestrian more challenging. Ditto trying to access or cross Russell as a motorist.
Elizabeth	Incredibly dangerous to cross here with one lane of traffic and current speed bumps. I don't understand how removing speed bumps and widening the road will prove more helpful in slowing traffic? I encourage you to take the rest of the school year to walk to school with us and do pickups with us to watch this in action. In the morning drivers are determined to get through the light and do not want to let pedestrians cross. In the afternoon drivers are fewer and they are usually speeding down Russell and not looking for children to cross at this intersection.
JB	Removing parking on Russell will force side street parking on streets like Spring, Myrtle, etc which ALREADY have restrictions for parking on only one side (vs both sides of the street) due to the narrow width of these streets. Side street parking is already at capacity for the current residents and these side streets are already dangerous due to cut through traffic from people who don't even live here. My neighbor on Spring had their car Tboned as they were backing out of their driveway by a Maryland driver who came barreling down Spring. Forcing teachers and others to park on these side streets isn't possible and they cannot be absorbed. Can the city ACTUALLY take into consideration the people who live here for once!!!!
Anita Sachariah	Where will teachers and parents park If you remove this?
Anita Sachariah	These median buildouts are not a good idea. Keep in mind the traffic backs up at 4pm all the way from the Amtrak station to Oak
Kelsey Gongwer	Where will teachers park?
Tom zichelli	Traffic from king/russell light backs up all the way to the school causing very unsafe crossing on Russell in the afternoon. Where one lane is completely backed up. While the other is full speed. You have to cross half way and stick your neck out to make sure it's safe. Cars constant block the cross walks and roads. and each cycle on the light brings more cars doing the same thing.

Tom zichelli	While these changes look ok The main issue is the traffic cutting through Russell road going to 495 causing cars and giant commercial vehicles to block the crossings and create major visibility issues for pedestrians.
Tom zichelli	Thses proposal don't fix the main issue which is too many cars using Russell rd. As a cut through to get to 495. The king/ Russell/Callahan light causing traffic to back up all the way to the school in the afternoon is the biggest safety concern. Crosswalks and intersections are blocked by cars on every road from the school to king Most afternoons. Families have said it's safer to jwalk then to cross at the cross walks due to this back up.
Tom Newell	Other than removing parking are there any other traffic calming/ speed limiting initiatives. Will speed bumps remain. Maybe I just don't see them.
Heather	As a school employee, I think we should either leave the street as is OR go with concept 1. We don't have a parking lot, which means we park on the street daily and we need as many spots as we can get in order for staff to get to school on time.
Heather	Concept 2 eliminates many needed spots for school employees. It will make it hard to find a spot close to the school and park in time to get into work on time. We need these spots.
Nathan McKenzie	Like these median islands.
Nathan McKenzie	Recommend raised crosswalks throughout study area.
Nathan McKenzie	Recommend raised crosswalks here.
Nathan McKenzie	I like this pedestrian island
Nathan McKenzie	Recommend raised crosswalks
Kerry Corso	Narrowed travel lanes Speed cushions Daylighting at intersections Targeted noâ€ parking zones near crosswalks only These options improve safety without displacing the entire school workforce. 6. Removing parking will worsen staff recruitment and retention Schools already face staffing shortages. A plan that makes it materially harder for teachers to access their workplace will: Discourage applicants Increase turnover Create inequitable burdens on staff who cannot walk, bike, or take transit Disproportionately impact paraprofessionals, cafeteria workers, and support staff who often commute from farther distances This is an avoidable harm. 7. The City must provide a realistic parking alternative before removing existing parking If the City intends to remove all onâ€ street parking, it must first identify and secure: A dedicated staff lot A sharedâ€ use agreement with a nearby property A permitâ€ only zone for school staff A structured parking solution within reasonable walking distance Removing parking without providing an alternative is not a safety plan â€ it is a displacement plan. Conclusion I support genuine safety improvements for students and residents. However, removing all street parking adjacent to a school with no staff lot isâ€ unworkable, inequitable, and counterproductive to the projectâ€™s stated goals. I urge the City to revise the design options to include: Retention of staff parking on at least one side of Russell Road Targeted safety improvements that do not eliminate all parking A clear, feasible parking plan for school staff before any removal is considered Safety and access are not mutually exclusive. A responsible design must protect both.
Felicia Baskin	Narrowed travel lanes Speed cushions Daylighting at intersections Targeted noâ€ parking zones near crosswalks only These options improve safety without displacing the entire school workforce. 6. Removing parking will worsen staff recruitment and retention Schools already face staffing shortages. A plan that makes it materially harder for teachers to access their workplace will: Discourage applicants Increase turnover Create inequitable burdens on staff who cannot walk, bike, or take transit Disproportionately impact paraprofessionals, cafeteria workers, and support staff who often commute from farther distances This is an avoidable harm. 7. The City must provide a realistic parking alternative before removing existing parking If the City intends to remove all onâ€ street parking, it must first identify and secure: A dedicated staff lot A sharedâ€ use agreement with a nearby property A permitâ€ only zone for school staff A structured parking solution within reasonable walking distance Removing parking without providing an alternative is not a safety plan â€ it is a displacement plan. Conclusion I support genuine safety improvements for students and residents. However, removing all street parking adjacent to a school with no staff lot isâ€ unworkable, inequitable, and counterproductive to the projectâ€™s stated goals. I urge the City to revise the design options to include: Retention of staff parking on at least one side of Russell Road Targeted safety improvements that do not eliminate all parking A clear, feasible parking plan for school staff before any removal is considered Safety and access are not mutually exclusive. A responsible design must protect both.

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Da'Mon Smith	Safety and access are not mutually exclusive. A responsible design must protect both.
William Nichols	Please remove all the parking, add all the protected bike lanes, and lower speeds to the same speeds at which children walk. Thank you!
Caroline Howell	How does removing parking improve the safety of our school children? More speed bumps and police presence giving traffic citations will help keep our children safe.
William Nichols	Please remove all the parking, add all the protected bike lanes, and lower speeds to the same speeds at which children walk. Thank you!
Caroline Howell	How does removing parking improve the safety of our school children? More speed bumps and police presence giving traffic citations will help keep our children safe.
Megan Langley	These spots are needed by Naomi L. Brooks staff members 5 days a week, 8 hours a day. We do not have a parking lot that services all staff. This will heavily impact staff that already have trouble finding parking. Residents also need these spots for daily parking. The safety and concern for ALL community members should be considered. This is highly disappointing that a very small number of community members' needs are being put before the needs of the majority.
Danny	Teachers need to be able to park. I do not think the parking along the streets creates an unsafe environment. Agree with updated the street crossings.
Laura Krepel	I support this pedestrian improvement at Russell & West Chapman Street. I live on West Chapman St and my kids go to Brooks.
Laura Krepel	I support this pedestrian improvement at Russell & West Chapman Street. I live on West Chapman St and my kids go to Brooks. This intersection sees a lot of pedestrians going to/from Brooks Elementary and Abracabra daycare. These improvements would make it safer to cross.
Laura Krepel	I support this pedestrian improvement at Russell & W Masonic View. I live on West Chapman St and my kids go to Brooks. These improvements would make it safer to cross on foot and by bike.
Laura Krepel	I support this pedestrian improvement at Russell & W Masonic View. I live on West Chapman St and my kids go to Brooks. These improvements would make it safer to cross on foot and by bike. I prefer Concept two with the use of pedestrian islands
Laura Krepel	I support these pedestrian improvements at Russell & W Myrtle St. I live on West Chapman St and my kids go to Brooks. These improvements would make it safer to cross on foot and by bike.
Laura Krepel	I support these pedestrian improvements at Russell & W Myrtle St. I live on West Chapman St and my kids go to Brooks. These improvements would make it safer to cross on foot and by bike.
Laura Krepel	I support these pedestrian improvements at Russell & Oak St. I live on West Chapman St and my kids go to Brooks. These improvements would make it safer to cross on foot and by bike.
Laura Krepel	I support these pedestrian improvements at Russell & Oak St. I live on West Chapman St and my kids go to Brooks. These improvements would make it safer to cross on foot and by bike.
Marta Schantz	Fully support taking away parking at corners to better daylight the crossing! Would also **strongly** request a crosswalk at W Chapman. So many people and kids jaywalk there to get to the Brooks playground and a crosswalk would help a lot with safety. As a resident on E Chapman and a mom of a Brooks student, this is awesome to see.
Marta Schantz	These medians are so nice for traffic calming! Yes, would love these for street crossing with my kids.
Marta Schantz	10000% love this crosswalk situation here
Marta Schantz	Removing parking at the corners makes so much sense. Plenty still left in the middle. Smart. Safe. Yes.

Marta Schantz	Can you also please add more bike racks at Brooks? They get so full on Fridays that kids lock their bikes to trees due to lack of bike rack space!
Zack D	Please add R1-6e signs in-street to encourage drivers to stop for people walking and biking. Please also add dashed green paint bike lanes across the street. W Masonic View Ave is a useful way for people biking from Del Ray to the Walnut St hill as it is less steep compared to riding straight up Walnut St
Zack D	Please add R1-6e signs in-street to encourage drivers to stop for people walking and biking. Please also add dashed green paint bike lanes across the street. Walnut St is identified in the Bike/ped master plan as a sharrow route, a stand in for a future bike boulevard
Haik Gugarats	I strongly support adding a marked pedestrian crossing at the corner of W Chapman and Russell
D.P. Byrnett	We should not remove the two speed tables. They are an important tool to slow traffic. This is a residential neighborhood where not all houses have driveways. Concept 1 is preferable to Concept 2 because it only removes 4 parking spots. Even still, it's not clear that these spots need to be removed given how far they are from the entrance to the school.
Brittney DePiano	Is there potential to retain parking during school hours only for teachers? There is limited dedicated parking for teachers in this area and that could be a viable compromise.
Brittney DePiano	Compromise to keep parking during school hours where most teachers typically park. Survey the school to understand which spots would be most beneficial and used. This comment applies to entire project section.
Missy Estabrook	There are 60 teachers and staff at Brooks Elementary School with no dedicated parking lot. Please do not remove ANY parking from Russell Road and make their jobs that much harder to get to!
Missy Estabrook	We need a traffic light here accorind go the crossing guard who has worked here for 20 years. The Brooks bike bus blows through the crosswalk knocking down kids the vast majority of kids who are walking with their parents and it's become dangerous for everyone.
Missy Estabrook	It would be great to have more enforcement here at the major intersections where kids cross. Actually enforcing current rules and making both bikes and cars follow the rules of the road would help much more than eliminating parking for teachers and visitors to school.
Missy Estabrook	Proponents of this plan will say Brooks teachers have plenty of parking in the lot behind the school. Please note there is space for 5 cars and one handicapped driver. That's not nearly enough for the 60+ teachers and staff.
Missy Estabrook	We've long though that West Masonic View should be reserved parking for teachers from 7am-4pm each weekday. That would be a low cost way to provide parking for them with news signs and the residents don't need the space as they have driveways.
Missy Estabrook	flex posts are a waste of money and bad for the environment. they are knocked down repeatedly everywhere they've been planted and we have too much ewasted plastic in the world as it is
Missy Estabrook	Russell is not wide enough for median islands! My goodness how many times must this city's homes, schools, churches and business be forced to deal with these "fixes" where problems do not exist? Don't we have enough other priorities in the city to spend millions of dollars on?
Missy Estabrook	Russell is not wide enough for median islands! My goodness how many times must this city's homes, schools, churches and business be forced to deal with these "fixes" where problems do not exist? Don't we have enough other priorities in the city to spend millions of dollars on?
Concerned	The plan's purpose appears arbitrary and capricious and alternatives should be considered given that traffic conditions on Russell Road are at a complete standstill (no exaggeration) in the afternoon across all the streets impacted by this proposal. The traffic is backed up from north of the school all the way to the King Street intersection. Speed contol is not an issue as traffic crawls across all of those blocks. Moreover, the pedestrians who have been involved in accidents occued blocks further north on Russell than at multi-street intersections like High Street. There have been no pedestrian accident along the impacted cross street, which calls into queation one of the fundamental rationales for this misguided proposal.
Concerned	Given the current traffic conditions on Russell Road in the afternoon, which is standstill traffic for close to two hours, neither concept is reasonable and may exacerbate the longstanding traffic problem. But, between the two proposals, Concept One is the better of the two.
Mary-Jane Roth	Concept 2 is unnecessay and more clear make traffic--which grinds to a halt in the afternoons--even worse.
Elizabeth	I support this option 2. Daylighting the intersections and making the crosswalk more visible to drivers and cyclists is good but pedestrian refuge islands help slow traffic as well and provide a greater feeling of safety for pedestrians..
Jarred	Removal of Parking is a terrible due to the Braddock road bike lane already removing more parking in this same area. This potentially could cause additional issues than the already congested area.
Jarred	Love the added crosswalks on W Chapman St!!!
Jarred	highly support traffic calming and daylighting here
Jarred	highly support traffic calming and daylighting here
Jarred	does this view imply the existing speed table will be removed? The speed tables are very important on Russel Road
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Barbara Hopkins	I am in favor of concept 2. I live on West Masonic View Avenue, and it is very difficult to safely pull it out onto Russell Rd because you can't see to the left (cars park very close to the corner). I find that pulling out from Myrtle Street is usually easier. The main problem I see on Russell Road is speeding. I sympathize with teachers who have no parking lot - I would like to retain sufficient parking for them.

Comments Received Via Email

Russell Road Safe Routes to School Public Comments Received Via Email

From: [Zack DesJardins](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Rd feedback
Date: Thursday, May 21, 2026 4:59:54 PM

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

Hi Silas,

My kids and I cross Russell Rd at Walnut St all the time on our bike. It is a challenge to cross during evening rush because drivers often block the crosswalks and both lanes can move at the same time. Could you please consider adding two painted (and eventually permanent) refuge islands on either side? If they had space for bikes, that would be even better! Walnut is a key route from King St to Braddock Rd. I know the walk audit recommends curb extensions but refuge islands would allow people walking and biking to cross one lane at a time.

Thanks for considering!

Zack

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From: [Zack DesJardins](#)
To: [Silas Sullivan](#)
Subject: Re: Russell Rd feedback
Date: Friday, May 22, 2026 8:23:43 AM

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Never mind, I missed that second concept, thanks for being on top of that!

Zack

On Thu, May 21, 2026, 4:59 PM Zack DesJardins <ZacharyDesJardins@gmail.com> wrote:

Hi Silas,

My kids and I cross Russell Rd at Walnut St all the time on our bike. It is a challenge to cross during evening rush because drivers often block the crosswalks and both lanes can move at the same time. Could you please consider adding two painted (and eventually permanent) refuge islands on either side? If they had space for bikes, that would be even better! Walnut is a key route from King St to Braddock Rd. I know the walk audit recommends curb extensions but refuge islands would allow people walking and biking to cross one lane at a time.

Thanks for considering!

Zack

From: [Maildrop3 McCracken](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Road Safe Routes to School Improvements
Date: Saturday, May 23, 2026 8:26:45 AM

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I am a resident of W. Linden Street. I have no issues with the concept designs to improve safety along Russell Rd. But there is one thing that could help a lot that I do not see reflected, and that is to have the city trim trees along Russell Rd. so that traffic signs and flashing lights to indicate the school zone are visible to drivers. When heading north on Russell Rd. it is often nearly impossible to see the flashing lights for Naomi Brooks until a driver is right upon them. The trees need to be trimmed on a regular basis to improve visibility.

Thank you,

Rebecca McCracken
12 W. Linden St.

Sent from my iPad

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From: [Marjorie Greenberg](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Road Brooks area improvements
Date: Saturday, May 23, 2026 8:34:31 AM

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I strongly favor concept 1. Concept 2 is based on a what seems to be intuitive but not empirical theory of daylighting intersections. If cars can see the intersection clearly it's safer? NYC did a large study and found the opposite. Accidents increased with visual clearing and no physical barriers.

<https://www.nyc.gov/html/dot/downloads/pdf/daylighting-and-street-safety.pdf>

My kids walked for years to and from school along Russell Street to Alexandria Country Day School. The area around the school is not where the sidewalks are dangerous. They're just a lot of small kids there.

Concept 2 is ineffective without physical barriers.

Marjorie Leong
2400 King Street.

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source.

From: [Nancy Lopez](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Road Safe Routes to School Improvements
Date: Saturday, May 23, 2026 8:49:08 AM

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

Dear Mr. Sullivan,

I write with concerns about the planned changes to Russell Road, especially concept 2 with the medians.

The biggest problem on Russell Road is the horrible rush hour traffic. Cars routinely back up from King Street past Oak Street between 3:30-6:00 pm. It can take 15 minutes to travel those 6 blocks. Cars sit waiting for the light at Russell & King to change. It can take several light cycles to get through the intersection. There is no alternative route.

The train bridge work at Commonwealth Avenue will make this worse over the next period of time.

Installing a median on Russell Road at intersections will further gridlock by limiting the ability of cars to navigate at intersections during gridlock. It is not needed and it is hurtful, not helpful, to our city.

Crossing Russell Road as a pedestrian has always felt safe for my family, even when my children were small. The road is straight, so it is easy for cars to see pedestrians and pedestrians to see cars.

There already are speed cushions on Russell Road and a traffic light at Oak Street. No further traffic calming is needed. The extremely low accident numbers support that additional traffic calming should not be a priority for this road.

Removing parking spaces will negatively impact the teachers at Naomi Brooks who rely exclusively on street parking. The city should ensure that any parking assessments are done during the school year and during hours when teachers are parked. We need to be sure our teachers have places to park when they come to school.

Families also use these spaces when they drop their kids off at school or pick them up. We want students to arrive at school on time and should not restrict parking which will make it more difficult for that to happen.

The parking spaces also are used by families for school events, Boy Scout meetings, and rec basketball practices that take place in the evenings so families are more likely to drive. Neighbors use the parking spaces for events at the school such as the RCA 4th of July party, RCA Oktoberfest and voters use the spaces on election days.

I urge you not to install medians and not to remove any parking spaces. However, as between the two concepts, Concept 1 is highly preferable because it removes fewer parking spaces and does not install a median on Russell Road.

Respectfully submitted,

Nancy Lopez
5 West Oak Street
202.297.6220

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From: [Benjamin McGinnis](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Road Complete Streets Questions
Date: Saturday, May 23, 2026 9:54:02 AM

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Hi Mr Sullivan,

I hope this email finds you well. Thank you for starting work on the badly needed Russell road complete streets project.

I have a few questions about the concept designs for Russell road:

1. The concept designs appear to remove the speed tables that are current conditions, is that correct? If so, what geometric traffic calming designs are intended to replace their effect?
2. In either concept A or B, are the crosswalk raised as proposed for Masonic view in the SRTS audit?
3. In concept B, are the refuge islands / medians painted or raised concrete curbs?
4. Will the city complete a traffic study to confirms speeds and volumes prior to moving forward?
5. Does the project include a plan to measure outcomes — specifically vehicle speeds and student travel mode share — before and after construction, consistent with the evaluation recommendations in the 2017 audit?

Best,
Ben McGinnis

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From: [Keri Shoemaker \(she/her\)](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Road Complete Streets
Date: Saturday, May 23, 2026 10:00:56 AM

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Hi Silias,

I am a community engagement consultant to the City for TE&S and a parent at Naomi Brooks Elementary.

I see you've reached out to the school for feedback on the design concepts and wanted to check whether you're working with a communications or community engagement consultant on this effort.

If not, my firm, PRR, specializes in public involvement and stakeholder engagement for transportation and infrastructure projects. We've supported similar efforts for cities and agencies nationwide, including school- and neighborhood-based outreach.

I'd love to see the city consider pop-up events at our school before school gets out as well as distribute flyers for the school to send home with parents. I see that Ben McGinnis reached out already via our email listserv. He is a parent who is passionate about civic issues and our community. Are you also considering posting something in the Rosemont Citizens Association newsletter?

Happy to connect if it would be helpful.

Best,
Keri

Keri Shoemaker (she/her)
Principal | Chief Client Officer
C 703.627.3634 | O 202.684.9254 | kshoemaker@prrbiz.com

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From: [Kerrin Nishimura](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Comments public on Russell Rd project
Date: Saturday, May 23, 2026 10:26:53 AM

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Hi Silas,

I left a comment on the Russell Rd project and apparently didn't realize the comments would be publicly posted on there. Silly me. Could you possibly remove it? I stand by the comment, I don't agree with removing parking on that stretch of Russell in front of the school, but I really don't want my name and email address out there for the world to see and access.

Thanks,

Kerrin Nishimura

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From: [Tom VanAntwerp](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Comments on Russell Road Safe Routes to School Improvements
Date: Saturday, May 23, 2026 10:37:49 AM

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Silas,

I've reviewed the presented concepts, and of the two of them I prefer concept 2. Too much of Alexandria lacks proper daylighting, and concept 2 really does a good job of clearing up the corners and enhancing visibility. I hope the city will proceed with this plan, and that the bike and pedestrian infrastructure improvements can be extended even further than in the current proposed area.

Tahnk you,

Tom VanAntwerp
Resident, Del Ray

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From: [Jim Scianna](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Road Safe Routes to School Improvements
Date: Tuesday, May 26, 2026 11:14:32 AM

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

Good morning Silas,

I am writing to provide feedback on the proposed concepts for the Russell Road Safe Routes to School Improvements. As a Rosemont resident, safe pedestrian access around Maury Elementary is a high priority. After reviewing the options, I strongly prefer **Concept 2**.

To further enhance pedestrian safety and traffic calming in this corridor, I recommend the following additions to the design:

- **Signal Phasing:** Implement a Leading Pedestrian Interval (LPI) at W Oak St to give pedestrians a critical head start.
- **Crosswalk Enhancements:** Install flashing crosswalk beacons at the intersections of Russell Rd and W Masonic View Ave, W Walnut St, and W Maple St.
- **Raised Crossings:** In lieu of a crosswalk with flashing beacon, you could construct a raised crosswalk bridge at Russell Rd and W Masonic View Ave. This entirely separates pedestrians from traffic.
- **Traffic Enforcement:** Install speed cameras on Russell Road in lieu of physical speed tables. We've seen how effective speed cameras are at controlling vehicle speeds on Seminary Rd, providing a consistent deterrent without creating noise issues or impacting emergency vehicle response times.

If you require any further information or would like to discuss these points, please let me know.

Kind regards,

Jim Scianna

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From: [Asa Orrin-Brown](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Rd Safe Routes to School daylighting improvements
Date: Tuesday, May 26, 2026 5:01:50 PM

Hi Silas,

I strongly support the proposed improvements for Russell road by Brooks Elementary. In particular, I think option B does the most to ensure safe crossings for all users at the intersections, while not increasing speeds. I hope you will consider adding street art, scooter corrals, and bike racks at some of the intersections where parking is to be removed. These sorts of treatments go a long way to help make sure contractors and delivery vehicles don't abuse the space. Thank you for your work.

Best,
Asa Orrin-Brown

friend of the Brooks Bike Bus

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From: [Kerrin Nishimura](#)
To: [Silas Sullivan](#)
Subject: Re: [EXTERNAL]Comments public on Russell Rd project
Date: Friday, May 29, 2026 12:47:57 PM

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Hi Silas,

No, you can leave the comment. I'm sorry for misunderstanding how it works but thank you for clarifying.

Kerrin

On Fri, May 29, 2026, 12:45 PM Silas Sullivan <silas.sullivan@alexandriava.gov> wrote:

Hi Kerrin,

Thank you for your email regarding the Russell Road Safe Routes to School project.

Your comments on the concepts are only visible to City staff, not to the general public. Would you still like me to remove the comment from the concept?

Best,

Silas

Silas Sullivan, MURP

Complete Streets Coordinator

City of Alexandria, Virginia

Department of Transportation & Environmental Services

Alexandriava.gov

From: Kerrin Nishimura <kerrin.nish@gmail.com>
Sent: Saturday, May 23, 2026 10:27 AM
To: Silas Sullivan <silas.sullivan@alexandriava.gov>
Subject: [EXTERNAL]Comments public on Russell Rd project

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Hi Silas,

I left a comment on the Russell Rd project and apparently didn't realize the comments would be publicly posted on there. Silly me. Could you possibly remove it? I stand by the comment, I don't agree with removing parking on that stretch of Russell in front of the school, but I really don't want my name and email address out there for the world to see and access.

Thanks,

Kerrin Nishimura

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From: [Keri Shoemaker \(she/her\)](#)
To: [Silas Sullivan](#)
Subject: RE: [EXTERNAL]Russell Road Complete Streets
Date: Friday, May 29, 2026 1:21:56 PM

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Sounds great. Happy to send Alex our qualifications too.

KERI SHOEMAKER

202.684.9254 | C 703.627.3634 | kshoemaker@prrbiz.com

From: Silas Sullivan <silas.sullivan@alexandriava.gov>
Sent: Friday, May 29, 2026 12:45 PM
To: Keri Shoemaker (she/her) <kshoemaker@prrbiz.com>
Subject: RE: [EXTERNAL]Russell Road Complete Streets

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Hi Keri,

Thank you for your email regarding the Russell Road Safe Routes to School project.

Nice to (virtually) meet you! City planning and communications staff are leading this engagement effort. However, I will share your contact information with my supervisor Alex Carroll, Complete Streets Program Manager, for future reference.

Best,
Silas

Silas Sullivan, MURP

Complete Streets Coordinator
City of Alexandria, Virginia
Department of Transportation & Environmental Services
Alexandriava.gov

From: Keri Shoemaker (she/her) <kshoemaker@prrbiz.com>
Sent: Saturday, May 23, 2026 10:01 AM
To: Silas Sullivan <silas.sullivan@alexandriava.gov>
Subject: [EXTERNAL]Russell Road Complete Streets

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Hi Silias,

I am a community engagement consultant to the City for TE&S and a parent at Naomi Brooks Elementary.

I see you've reached out to the school for feedback on the design concepts and wanted to check whether you're working with a communications or community engagement consultant on this effort.

If not, my firm, PRR, specializes in public involvement and stakeholder engagement for transportation and infrastructure projects. We've supported similar efforts for cities and agencies nationwide, including school- and neighborhood-based outreach.

I'd love to see the city consider pop-up events at our school before school gets out as well as distribute flyers for the school to send home with parents. I see that Ben McGinnis reached out already via our email listserv. He is a parent who is passionate about civic issues and our community. Are you also considering posting something in the Rosemont Citizens Association newsletter?

Happy to connect if it would be helpful.

Best,
Keri

Keri Shoemaker (she/her)
Principal | Chief Client Officer
C 703.627.3634 | O 202.684.9254 | kshoemaker@prrbiz.com

PRR
650 Massachusetts Ave NW Suite 600
Washington, DC 20001
www.prrbiz.com

Make It Meaningful

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From: [Benjamin McGinnis](#)
To: [Silas Sullivan](#)
Subject: Re: [EXTERNAL]Russell Road Complete Streets Questions
Date: Friday, May 29, 2026 3:00:41 PM

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

Hi Mr Sullivan,

Thank you for responding. Can you please post the traffic data on the website or send it to me? I don't feel like citizens should have to send a FOIA request as part of providing public comment on a pending project.

Thanks,
Ben McGinnis

On Fri, May 29, 2026 at 12:44 PM Silas Sullivan <silas.sullivan@alexandriava.gov> wrote:

Hi Ben,

Thank you for your email regarding the Russell Road Safe Routes to School project.

See answers to your questions in **green** below.

Thank you again for your input.

Best,

Silas

Silas Sullivan, MURP

Complete Streets Coordinator

City of Alexandria, Virginia

Department of Transportation & Environmental Services

Alexandriava.gov

From: Benjamin McGinnis <mcginnisb@gmail.com>

Sent: Saturday, May 23, 2026 9:54 AM

To: Silas Sullivan <silas.sullivan@alexandriava.gov>

Subject: [EXTERNAL]Russell Road Complete Streets Questions

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

Hi Mr Sullivan,

I hope this email finds you well. Thank you for starting work on the badly needed Russell road complete streets project.

I have a few questions about the concept designs for Russell road:

1. The concept designs appear to remove the speed tables that are current conditions, is that correct? If so, what geometric traffic calming designs are intended to replace their effect?

Yes. Curb extensions and concrete curb islands are proposed to shorten crossing distances and provide a visual and physical traffic calming effect. If post-implementation data collection shows that conditions have not improved, then the project team will explore reinstalling the speed tables.

2. In either concept A or B, are the crosswalk raised as proposed for Masonic view in the SRTS audit? Budgetary constraints prevent the installation of raised crosswalks at this time. The project team will explore grant opportunities for raised crossings.

3. In concept B, are the refuge islands / medians painted or raised concrete curbs? Raised concrete curbs.

4. Will the city complete a traffic study to confirms speeds and volumes prior to moving forward? Yes, the City has already collected this data.

5. Does the project include a plan to measure outcomes — specifically vehicle speeds and student travel mode share — before and after construction, consistent with the evaluation recommendations in the 2017 audit? Yes. For context, it is standard practice to collect post-implementation data on all major City transportation projects.

Best,

Ben McGinnis

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From: [Timothy P Peterson](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Road Safe Routes to School Improvements
Date: Friday, May 29, 2026 7:26:34 PM

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

I am a resident of Russell Road and I strongly oppose any changes to the existing street.

- This will just crowd cars elsewhere in the neighborhood, which itself will cause problems for residents as well as pedestrians and kids getting to school.
- At least one of my neighbors is elderly and does not have a driveway. This will make living here more difficult for everyone, both for those in the immediate zone, and those that will need to deal with overflow parking just outside the zone.
- Right now, there is a 15 MPH speed limit during school travel time. I am on this street every day, and there's no evidence people are violating this limit. In fact, it is well respected and cars crawl past the school when kids are out, as they should. If there's a concern that people aren't abiding by the existing limit, enforce it.
- The two suggested plans extend only a few blocks past the school. If the idea is to make the trip to school safer, this will only apply to the last few blocks of a trip to school. Making the few blocks beyond that more compact with cars and therefore (using the logic of this plan that parking equates to danger) making their trip to school less safe. It would only make sense, if it did make sense, for the few kids living within 2 blocks of the school.
- There's no evidence that kids are unsafe. And there's no evidence that removing parking — that is, making parking more compact a few blocks from the school — makes them more safe.
- 7 crashes in 9 years, according to the City proposal. But no mention of whether any of these crashes were around school time or posed a danger to any kids. Which raises the question of whether including 'school safety' as a rationale is merely a pretext. And given the hundreds (if not more) of cars that go down Russell every day, many thousands a week, less than one crash a year is not a crisis that requires disadvantaging your residents.
- You have to quit removing parking around town. We live in a dense population, and we know how to interact with each other with cars around. This smacks of paternalistic interference.

Calling this a “Safe Routes to School” initiative makes it sound like the outcome is pre-ordained and my note will fall on deaf ears. Who would argue against “safe routes to school”? If this is safe, making Russell Road a pedestrian mall would be even safer. Removing cars from Alexandria would be safer yet. This is a solution in search of a problem. If this does become a formal recommendation from the City, I propose renaming the project to a more neutral but accurate “Russell Road Parking Removal Project.”

Tim Peterson
tpete@mac.com

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source.

From: [Timothy P Peterson](#)
To: [Alvia Gaskins](#); [Sarah Bagley](#); [Abdel Elnoubi](#); [Canek Aguirre](#); [Jacinta Greene](#); [John Chapman](#); [sandyforthecity@gmail.com](#)
Cc: [Silas Sullivan](#)
Subject: [EXTERNAL]Fwd: Russell Road Safe Routes to School Improvements
Date: Friday, May 29, 2026 7:33:41 PM

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Please see the message below. And please do not remove more parking in Rosemont, making life harder for residents for a minimal gain in safety. I know that fewer cars and any increase in safety sounds appealing, but there has to be a balance.

I understand based on the signs that just went up we have 11 days to comment, so I wanted to be sure this went out promptly.

Tim Peterson
tpete@mac.com

Begin forwarded message:

From: Timothy P Peterson <tpete@mac.com>
Subject: Russell Road Safe Routes to School Improvements
Date: May 29, 2026 at 7:26:13 PM EDT
To: silas.sullivan@alexandriava.gov

I am a resident of Russell Road and I strongly oppose any changes to the existing street.

- This will just crowd cars elsewhere in the neighborhood, which itself will cause problems for residents as well as pedestrians and kids getting to school.
- At least one of my neighbors is elderly and does not have a driveway. This will make living here more difficult for everyone, both for those in the immediate zone, and those that will need to deal with overflow parking just outside the zone.
- Right now, there is a 15 MPH speed limit during school travel time. I am on this street every day, and there's no evidence people are violating this limit. In fact, it is well respected and cars crawl past the school when kids are out, as they should. If there's a concern that people aren't abiding by the existing limit, enforce it.
- The two suggested plans extend only a few blocks past the school. If the idea is to make the trip to school safer, this will only apply to the last few blocks of a trip to school. Making the few blocks beyond that more compact with cars and therefore (using the logic of this plan that parking equates to danger) making their trip to school less safe. It would only make sense, if it did make sense, for the few kids living within 2 blocks of the school.
- There's no evidence that kids are unsafe. And there's no evidence that

removing parking — that is, making parking more compact a few blocks from the school — makes them more safe.

- 7 crashes in 9 years, according to the City proposal. But no mention of whether any of these crashes were around school time or posed a danger to any kids. Which raises the question of whether including 'school safety' as a rationale is merely a pretext. And given the hundreds (if not more) of cars that go down Russell every day, many thousands a week, less than one crash a year is not a crisis that requires disadvantaging your residents.
- You have to quit removing parking around town. We live in a dense population, and we know how to interact with each other with cars around. This smacks of paternalistic interference.

Calling this a “Safe Routes to School” initiative makes it sound like the outcome is pre-ordained and my note will fall on deaf ears. Who would argue against “safe routes to school”? If this is safe, making Russell Road a pedestrian mall would be even safer. Removing cars from Alexandria would be safer yet. This is a solution in search of a problem. If this does become a formal recommendation from the City, I propose renaming the project to a more neutral but accurate “Russell Road Parking Removal Project.”

Tim Peterson
tpete@mac.com

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From: [John Hatton](#)
To: [Silas Sullivan](#)
Cc: [Courtney Rivkin](#)
Subject: [EXTERNAL]Russell Road Safe Routes to School
Date: Saturday, May 30, 2026 10:22:51 AM

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Good morning, Silas:

I'm e-mailing to register comments regarding the Russell Road Safe Routes to School plans.

First, I am extremely concerned about the prospect of removing the speed lumps on Russell Road. Some cars already drive dangerously fast at times (thankfully not too frequently), and the speed lumps are the only thing keeping speeds at a reasonable level. If this is about improving safety, this plan would do the exact opposite, threatening the lives of hundreds of children who cross the road daily.

Second, if the goal is safety, I would hope the plan would focus on adding raised crosswalks and/or a Hawk signal at Masonic View and Russell road.

Third, I'm confused by how parking removal improves safety for children going to school, or what the purpose of that is. Is the intention to add bike lanes? If there's a plan to provide a bike lane for all of Russell Road that would make some sense, but not if it's only in a limited track of the road. Also, why would the plans remove parking on the side streets? That does not seem to serve any purpose whatsoever. For the record, while I live on Russell Road, I do not currently have parking in front of my house, so I'm not basing this opinion on personal grievance related to parking. (I am personally very concerned about my children's safety crossing the street however).

I'm really struggling to understand the entire purpose of this project.

Sincerely,
John Hatton
603 Russell Rd
Alexandria, VA 22301

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From: [John Leary](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Records request — Russell Road / Naomi Brooks SRTS parking proposal
Date: Sunday, May 31, 2026 1:14:16 PM
Attachments: [DotGov-Logo-trans-email.png](#)

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Dear Silas,

I'm a resident at 403 Russell Road writing about the proposed parking removal on the 400 block. We received notice of this yesterday (May 30). It appears the comment deadline is June 10th. To comment meaningfully before the deadline, I'd appreciate the following for this project:

- <!--[if !supportLists]-->1. <!--[endif]-->The staff docket/report and design drawings (including the Remix scenario) for the Russell Road improvements.
- <!--[if !supportLists]-->2. <!--[endif]-->The recorded crash history for the 400 block of Russell Road (please specify the time period).
- <!--[if !supportLists]-->3. <!--[endif]-->The measured 85th-percentile vehicle speeds for this block.
- <!--[if !supportLists]-->4. <!--[endif]-->The parking utilization study and its methodology (dates, times, observed occupancy, and inventory of nearby available spaces).
- <!--[if !supportLists]-->5. <!--[endif]-->The design rationale, and which national design standard (e.g., "All Ages and Abilities") the proposed facility is intended to meet.
- <!--[if !supportLists]-->6. <!--[endif]-->Confirmation of whether all of the 2017 Maury Walkabout recommendations (school-zone beacon repair, crosswalk restriping, etc.) have been completed.

Thank you for your prompt help with these questions. I want to engage constructively and on the facts.

Thanks,
John



John F. Leary

Managing Partner | DotGov.com
PO Box 26115 | Alexandria, VA 22313
T: 703.596.5331 | M: 703.362.3737 | IM/SM: jleary24
John@DotGov.com | www.DotGov.com | vCard

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From: [John Leary](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Questions on the Russell Road SRTS design options (403 Russell Road)
Date: Sunday, May 31, 2026 2:22:42 PM
Attachments: [DotGov-Logo-trans-email.png](#)

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Dear Mr. Silas,

Please disregard my previous email as this email contains relevant questions after I was able to find a bit more information on the proposed SRTS design options. I'm a resident at 403 Russell Road — my family has lived here since the house was built in 1928, I attended Naomi Brooks when it was Maury, served as its PTA president when my three sons attended, and spent more than a dozen years on the Rosemont Citizens' Association (RCA) board. I'm glad the city is working to make this corridor safer for the children who walk and bike to school, and I'd like my comments before June 10 to be genuinely useful. A few questions would help:

1. **Design options.** How many scenarios are under consideration in Remix, and which is the current/official one? Do any of the options include removing on-street parking on the 400 block (or elsewhere on the corridor), or adding a bicycle lane? The project description lists speed reduction, crossings, sight distance, and restriping — I'd like to understand whether parking removal or a bike lane is being contemplated beyond that stated scope.
2. **Crash detail.** The project page notes 7 crashes since 2017, 2 with injuries. Could you share where on the corridor those occurred, the crash types, and whether sight distance or speed were contributing factors? That would help target the fixes.
3. **Speed data.** Are there measured 85th-percentile speeds for the corridor, and ideally the 400 block?
4. **Parking.** Has the city done an on-street parking occupancy study for this corridor? If so, may I see the methodology and results; if not, will one be done before any parking change is considered?
5. **The 2017 Walkabout.** Will the project implement the Russell Road recommendations from the 2017 Maury Walkabout (high-visibility crosswalks, curb extensions, a raised crosswalk, a Leading Pedestrian Interval, school-zone beacon repair, and corner sight-line "daylighting")? And were the 2017 "short-term" items (beacon repair, crosswalk restriping) ever completed?
6. **Process and schedule.** What are the next steps and decision points after June 10? Would any option (e.g., parking removal or a bike lane) require Traffic & Parking Board action, and if so, when? How does the repaving schedule constrain the timeline and the design choices?
7. **Engagement.** Many of us received notice only at the end of May for a June 10 window. Would the city consider extending the comment period and holding an in-person meeting or walking tour for corridor residents?

Thank you. I'm glad to meet or walk the corridor with you, and I'll follow up with detailed comments before the deadline.

John F. Leary

403 Russell Road, Alexandria, VA 22301



John F. Leary

Managing Partner | DotGov.com

PO Box 26115 | Alexandria, VA 22313

T: 703.596.5331 | M: 703.362.3737 | IM/SM: jleary24

John@DotGov.com | www.DotGov.com | vCard

Begin forwarded message:

From: John Leary <john@dotgov.com>

Subject: Records request — Russell Road / Naomi Brooks SRTS parking proposal

Date: May 31, 2026 at 1:14:00 PM EDT

To: silas.sullivan@alexandriava.gov

Dear Silas,

I'm a resident at 403 Russell Road writing about the proposed parking removal on the 400 block. We received notice of this yesterday (May 30). It appears the comment deadline is June 10th. To comment meaningfully before the deadline, I'd appreciate the following for this project:

1. The staff docket/report and design drawings (including the Remix scenario) for the Russell Road improvements.
2. The recorded crash history for the 400 block of Russell Road (please specify the time period).
3. The measured 85th-percentile vehicle speeds for this block.
4. The parking utilization study and its methodology (dates, times, observed occupancy, and inventory of nearby available spaces).
5. The design rationale, and which national design standard (e.g., "All Ages and Abilities") the proposed facility is intended to meet.
6. Confirmation of whether all of the 2017 Maury Walkabout recommendations (school-zone beacon repair, crosswalk restriping, etc.) have been completed.

Thank you for your prompt help with these questions. I want to engage

constructively and on the facts.

Thanks,
John



John F. Leary

Managing Partner | DotGov.com

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T: 703.596.5331 | M: 703.362.3737 | IM/SM: jleary24

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From: [Diana Heath](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Rd Safe Streets comments
Date: Monday, June 1, 2026 10:37:11 AM

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Hello Silas,

I live at 307 W Myrtle St and have two children that attend Naomi L. Brooks Elementary School (1st and 3rd grades, currently) that walk to school. I have some comments on the safe streets proposals that I am submitting.

- 1) The walk audit seems far too out of date to use as a baseline for this project. Traffic patterns have visibly changed on Russell Rd since the pandemic, and I believe how kids get to Brooks has changed too (my sense is that there is a much higher proportion of walkers and bikers than that study cites). Students also enter Brooks through a variety of doorways, and not the main entrance as cited in the study.
- 2) During most times of day when traffic is light, cars often swerve around the speed humps into the EMS openings, creating unsafe conditions. Cars also transit well above the speed limit between the speed humps when able.
- 3) During the afternoon commute, traffic often backs up past Brooks on Russell for cars waiting to cross King. This leads to sometimes unsafe entries of cars trying to enter Russell from side streets.

If the speed humps will be removed as part of the repaving project, can there be better measures to slow down cars on Russell? Given the way cars speed between speed humps and around them, I don't know that traffic calming will have the intended effects. Could a 4-way stop be added at W. Masonic View and Russell (where visibility can be a challenge and is a heavy pedestrian crossing point to the school) as well as at least one between the stop light at Oak and the Rosemont intersection? This could also help create safer entry points for cars from side streets onto Russell at all times of day.

Kind regards,
Diana Heath

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From: [Lisa Falleroni](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Road Safe Routes to School Improvements
Date: Monday, June 1, 2026 5:28:59 PM

Opposing Opinion: Removal of All Street Parking on Russell Road (Naomi Brooks ES)

I am submitting this comment in strong opposition to any design option that removes all street parking along Russell Road adjacent to Naomi Brooks Elementary School. While the project's stated goal is to improve safety, the proposed removal of parking creates **significant operational, safety, and equity problems** for school staff and the surrounding community.

Below are the key concerns that must be addressed before any design is advanced.

1. The school has *no dedicated parking lot for staff*

Naomi Brooks ES is one of the few schools in the city without a staff parking lot. Removing all on-street parking within immediate proximity leaves teachers and support staff with **no viable place to park within a 3-block radius**.

This is not a minor inconvenience. It is a **functional barrier to accessing the workplace**.

- Staff arrive early, often before sunrise in winter.
- Many carry materials, instruments, testing kits, or crisis-response equipment.
- Some have mobility limitations or medical needs.
- Specialists and itinerant staff must travel between schools during the day and cannot spend 20–30 minutes hunting for distant parking.

A Safe Routes to School project cannot create unsafe or unworkable conditions for the very adults responsible for student safety.

2. Removing parking will *increase unsafe behaviors, not reduce them*

When staff cannot park near the building, predictable consequences follow:

- Increased U-turns, circling, and congestion as staff search for parking
- More mid-block crossings by adults walking long distances
- Higher likelihood of staff parking in residential driveways, corners, or restricted zones
- Reduced sightlines from cars parking farther into side streets

These outcomes directly contradict the project's stated goals of improving sight distance, reducing speed, and calming traffic.

3. The crash data does not justify eliminating all parking

The project cites **7 crashes since 2017**, with **2 injuries**. Over a 9-year period, this is a **low incident rate** for a major collector road adjacent to a school.

Before removing all parking, the City should demonstrate:

- Whether crashes were speed-related
- Whether they occurred during school hours

Whether they involved pedestrians

- Whether they were influenced by parked cars or unrelated factors

Without this analysis, removing parking is a disproportionate response to the data.

4. Safe Routes to School must balance *all* users — including staff

The Safe Routes to School framework emphasizes:

- Safety
- Accessibility
- Equity
- Practicality

Eliminating all parking for the school’s workforce violates these principles. Teachers and staff are not optional road users. They are essential to the functioning of the school and the safety of the children.

A plan that forces staff to park several blocks away — in an area with limited availability and no guarantee of safety — is not a “complete street.” It is an incomplete plan.

5. There are alternative safety improvements that do not eliminate parking

The City has many proven tools for traffic calming that do not require removing all street parking:

- Raised crosswalks
- Curb extensions/bulb-outs
- Flashing beacons
- Narrowed travel lanes
- Speed cushions
- Daylighting at intersections
- Targeted no-parking zones near crosswalks only

These options improve safety **without displacing the entire school workforce**.

6. Removing parking will worsen staff recruitment and retention

Schools already face staffing shortages. A plan that makes it materially harder for teachers to access their workplace will:

- Discourage applicants
- Increase turnover
- Create inequitable burdens on staff who cannot walk, bike, or take transit
- Disproportionately impact paraprofessionals, cafeteria workers, and support staff who often commute from farther distances

This is an avoidable harm.

7. The City must provide a realistic parking alternative before removing existing parking

If the City intends to remove all on-street parking, it must first identify and secure:

- A dedicated staff lot
- A shared-use agreement with a nearby property
- A permit-only zone for school staff
- A structured parking solution within reasonable walking distance

Removing parking **without** providing an alternative is not a safety plan — it is a displacement plan.

Conclusion

I support genuine safety improvements for students and residents. However, removing all street parking adjacent to a school with no staff lot is **unworkable, inequitable, and counterproductive** to the project's stated goals.

I urge the City to revise the design options to include:

- Retention of staff parking on at least one side of Russell Road
- Targeted safety improvements that do not eliminate all parking
- A clear, feasible parking plan for school staff before any removal is considered

Safety and access are not mutually exclusive. A responsible design must protect both.

School Counselor
Naomi L. Brooks Elementary
703.706.4440



"It's impossible," said pride. "It's risky," said experience. "It's pointless," said reason. "Give it a try," whispered the heart.
~Toye Elizabeth Norwood

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source.

From: [Benjamin McGinnis](#)
To: [Silas Sullivan](#)
Subject: Re: [EXTERNAL]Russell Road Complete Streets Questions
Date: Monday, June 1, 2026 5:43:57 PM

Thank you so much Mr Sullivan!

I *think* they usually use the media domain under [alexandriava.gov](#) for large files, e.g. [this one](#) from the traffic and parking board meeting a few months ago is 95 MB.

On Mon, Jun 1, 2026 at 5:18 PM Silas Sullivan <silas.sullivan@alexandriava.gov> wrote:

Hi Ben,

I will be happy to share the traffic data. I have asked my communications team for formal guidance as the files are too large for general staff to share via email and/or upload to the project webpage. Still, they will have a method by which I can share the data. Please give me until Wednesday COB to get an answer from the team and get the data to you.

Thank you for your patience.

Best,

Silas

Silas Sullivan, MURP

Complete Streets Coordinator

City of Alexandria, Virginia

Department of Transportation & Environmental Services

[Alexandriava.gov](#)

From: Benjamin McGinnis <mcginnisb@gmail.com>
Sent: Friday, May 29, 2026 3:00 PM
To: Silas Sullivan <silas.sullivan@alexandriava.gov>
Subject: Re: [EXTERNAL]Russell Road Complete Streets Questions

You don't often get email from mcginnisb@gmail.com. [Learn why this is important](#)
Hi Mr Sullivan,

Thank you for responding. Can you please post the traffic data on the website or send it to me? I don't feel like citizens should have to send a FOIA request as part of providing public comment on a pending project.

Thanks,

Ben McGinnis

On Fri, May 29, 2026 at 12:44 PM Silas Sullivan <silas.sullivan@alexandriava.gov> wrote:

Hi Ben,

Thank you for your email regarding the Russell Road Safe Routes to School project.

See answers to your questions in [green](#) below.

Thank you again for your input.

Best,

Silas

Silas Sullivan, MURP

Complete Streets Coordinator

City of Alexandria, Virginia

Department of Transportation & Environmental Services

Alexandriava.gov

From: Benjamin McGinnis <mcginnisb@gmail.com>

Sent: Saturday, May 23, 2026 9:54 AM

To: Silas Sullivan <silas.sullivan@alexandriava.gov>

Subject: [EXTERNAL]Russell Road Complete Streets Questions

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

Hi Mr Sullivan,

I hope this email finds you well. Thank you for starting work on the badly needed Russell road complete streets project.

I have a few questions about the concept designs for Russell road:

1. The concept designs appear to remove the speed tables that are current conditions, is that correct? If so, what geometric traffic calming designs are intended to replace their effect? **Yes. Curb extensions and concrete curb islands are proposed to shorten crossing distances and provide a visual and physical traffic calming effect. If post-implementation data collection shows that conditions have not improved, then the project team will explore reinstalling the speed tables.**
2. In either concept A or B, are the crosswalk raised as proposed for Masonic view in the SRTS audit? **Budgetary constraints prevent the installation of raised crosswalks at this time. The project team will explore grant opportunities for raised crossings.**
3. In concept B, are the refuge islands / medians painted or raised concrete curbs? **Raised concrete curbs.**
4. Will the city complete a traffic study to confirms speeds and volumes prior to moving forward? **Yes, the City has already collected this data.**
5. Does the project include a plan to measure outcomes — specifically vehicle speeds and student travel mode share — before and after construction, consistent with the evaluation recommendations in the 2017 audit? **Yes. For context, it is standard practice to collect post-implementation data on all major City transportation projects.**

Best,

Ben McGinnis

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--

Thanks,
Ben McGinnis

From: [John Leary](#)
To: [Silas Sullivan](#)
Cc: christopher.zieman@alexandriava.gov; [Jim Parajon](#); [Emily Baker](#); [Yon Lambert](#)
Subject: [EXTERNAL]Fwd: Questions on the Russell Road SRTS design options (403 Russell Road)
Date: Tuesday, June 2, 2026 10:21:31 AM
Attachments: [DotGov-Logo-trans-email.png](#)

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

Hi, Silas,

I haven't heard back from you on what I think are pretty basic questions about the proposed changes to parking on Russell Road. Perhaps you're out of the office, however, I didn't receive an out-of-office auto-response. Since we (and our neighbors) received a mailed flyer with a QR code about the proposal on May 30th and were informed the deadline for comments is June 10th, it seems like a more timely response to basic questions is warranted. Not one of the neighbors I've spoken to in the last 48 hours has seen the flyer yet, so I hope to quickly educate them (and the Rosemont Citizens Association) about the options being considered.

Please respond as soon as possible or kindly direct me to someone who can respond in a timely fashion given the June 10th comment deadline.

Thanks,
John



John F. Leary

Managing Partner | DotGov.com
PO Box 26115 | Alexandria, VA 22313
T: 703.596.5331 | M: 703.362.3737 | IM/SM: [jleary24](#)
John@DotGov.com | www.DotGov.com | [vCard](#)

Begin forwarded message:

From: John Leary <john@dotgov.com>
Subject: Questions on the Russell Road SRTS design options (403 Russell Road)
Date: May 31, 2026 at 2:22:25 PM EDT
To: silas.sullivan@alexandriava.gov

Dear Silas,

Please disregard my previous email as this email contains relevant questions after I was able to find a bit more information on the proposed SRTS design options. I'm a resident at 403 Russell Road — my family has lived here since the house was built in 1928, I attended Naomi Brooks when it was Maury, served as its PTA president when my three sons attended, and spent more than a dozen years on the Rosemont Citizens Association (RCA) board. I'm glad the city is working to make this corridor safer for the children who walk and bike to school, and I'd like my comments before June 10 to be genuinely useful. A few questions would help:

1. **Design options.** How many scenarios are under consideration in Remix, and which is the current/official one? Do any of the options include removing on-street parking on the 400 block (or elsewhere on the corridor), or adding a bicycle lane? The project description lists speed reduction, crossings, sight distance, and restriping — I'd like to understand whether parking removal or a bike lane is being contemplated beyond that stated scope.
2. **Crash detail.** The project page notes 7 crashes since 2017, 2 with injuries. Could you share where on the corridor those occurred, the crash types, and whether sight distance or speed were contributing factors? That would help target the fixes.
3. **Speed data.** Are there measured 85th-percentile speeds for the corridor, and ideally the 400 block?
4. **Parking.** Has the city done an on-street parking occupancy study for this corridor? If so, may I see the methodology and results; if not, will one be done before any parking change is considered?
5. **The 2017 Walkabout.** Will the project implement the Russell Road recommendations from the 2017 Maury Walkabout (high-visibility crosswalks, curb extensions, a raised crosswalk, a Leading Pedestrian Interval, school-zone beacon repair, and corner sight-line "daylighting")? And were the 2017 "short-term" items (beacon repair, crosswalk restriping) ever completed?
6. **Process and schedule.** What are the next steps and decision points after June 10? Would any option (e.g., parking removal or a bike lane) require Traffic & Parking Board action, and if so, when? How does the repaving schedule constrain the timeline and the design choices?
7. **Engagement.** Many of us received notice only at the end of May for a June 10 window. Would the city consider extending the comment period and holding an in-person meeting or walking tour for corridor residents?

Thank you. I'm glad to meet or walk the corridor with you, and I'll follow up with detailed comments before the deadline.

John F. Leary

403 Russell Road, Alexandria, VA 22301



John F. Leary

Managing Partner | DotGov.com

PO Box 26115 | Alexandria, VA 22313

T: 703.596.5331 | M: 703.362.3737 | IM/SM: jleary24

John@DotGov.com | www.DotGov.com | vCard

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source.

From: [John Leary](#)
To: [Silas Sullivan](#)
Cc: christopher.zieman@alexandriava.gov; [Jim Parajon](#); [Emily Baker](#); [Yon Lambert](#)
Subject: Re: Questions on the Russell Road SRTS design options (403 Russell Road)
Date: Tuesday, June 2, 2026 2:06:15 PM
Attachments: [DotGov-Logo-trans-email.png](#)

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

Hi Silas,

Cathy Puskar just walked me through how to use the Remix map system, so I'm now able to see the two specific SRTS design concepts. No further follow-up is needed on this — I have the information I need.

Thanks,
John



John F. Leary

Managing Partner | [DotGov.com](#)
PO Box 26115 | Alexandria, VA 22313
T: 703.596.5331 | M: 703.362.3737 | IM/SM: jleary24
John@DotGov.com | www.DotGov.com | [vCard](#)

On Jun 2, 2026, at 10:21 AM, John Leary <john@dotgov.com> wrote:

Hi, Silas,

I haven't heard back from you on what I think are pretty basic questions about the proposed changes to parking on Russell Road. Perhaps you're out of the office, however, I didn't receive an out-of-office auto-response. Since we (and our neighbors) received a mailed flyer with a QR code about the proposal on May 30th and were informed the deadline for comments is June 10th, it seems like a more timely response to basic questions is warranted. Not one of the neighbors I've spoken to in the last 48 hours has seen the flyer yet, so I hope to quickly educate them (and the Rosemont Citizens Association) about the options being considered.

Please respond as soon as possible or kindly direct me to someone who can respond in a timely fashion given the June 10th comment deadline.

Thanks,
John

<DotGov-Logo-trans-email.png>

John F. Leary

Managing Partner | [DotGov.com](https://dotgov.com)

PO Box 26115 | Alexandria, VA 22313

T: 703.596.5331 | M: 703.362.3737 | IM/SM: jleary24

John@DotGov.com | www.DotGov.com | vCard

Begin forwarded message:

From: John Leary <john@dotgov.com>

Subject: Questions on the Russell Road SRTS design options (403 Russell Road)

Date: May 31, 2026 at 2:22:25 PM EDT

To: silas.sullivan@alexandriava.gov

Dear Silas,

Please disregard my previous email as this email contains relevant questions after I was able to find a bit more information on the proposed SRTS design options. I'm a resident at 403 Russell Road — my family has lived here since the house was built in 1928, I attended Naomi Brooks when it was Maury, served as its PTA president when my three sons attended, and spent more than a dozen years on the Rosemont Citizens Association (RCA) board. I'm glad the city is working to make this corridor safer for the children who walk and bike to school, and I'd like my comments before June 10 to be genuinely useful. A few questions would help:

1. **Design options.** How many scenarios are under consideration in Remix, and which is the current/official one? Do any of the options include removing on-street parking on the 400 block (or elsewhere on the corridor), or adding a bicycle lane? The project description lists speed reduction, crossings, sight distance, and restriping — I'd like to understand whether parking removal or a bike lane is being contemplated beyond that stated scope.
2. **Crash detail.** The project page notes 7 crashes since 2017, 2 with injuries. Could you share where on the corridor those occurred, the crash types, and whether sight distance or speed were contributing factors? That would help target the fixes.
3. **Speed data.** Are there measured 85th-percentile speeds for the corridor, and ideally the 400 block?
4. **Parking.** Has the city done an on-street parking occupancy

study for this corridor? If so, may I see the methodology and results; if not, will one be done before any parking change is considered?

5. **The 2017 Walkabout.** Will the project implement the Russell Road recommendations from the 2017 Maury Walkabout (high-visibility crosswalks, curb extensions, a raised crosswalk, a Leading Pedestrian Interval, school-zone beacon repair, and corner sight-line "daylighting")? And were the 2017 "short-term" items (beacon repair, crosswalk restriping) ever completed?
6. **Process and schedule.** What are the next steps and decision points after June 10? Would any option (e.g., parking removal or a bike lane) require Traffic & Parking Board action, and if so, when? How does the repaving schedule constrain the timeline and the design choices?
7. **Engagement.** Many of us received notice only at the end of May for a June 10 window. Would the city consider extending the comment period and holding an in-person meeting or walking tour for corridor residents?

Thank you. I'm glad to meet or walk the corridor with you, and I'll follow up with detailed comments before the deadline.

John F. Leary

403 Russell Road, Alexandria, VA 22301

<DotGov-Logo-trans-email.png>

John F. Leary

Managing Partner | [DotGov.com](https://dotgov.com)

PO Box 26115 | Alexandria, VA 22313

T: 703.596.5331 | M: 703.362.3737 | IM/SM: jleary24

John@DotGov.com | www.DotGov.com | vCard

From: [Nicole Kertyzak](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Concerns about Russell Road Safe Routes to School Proposal
Date: Tuesday, June 2, 2026 4:17:52 PM

Hello,

I am submitting this comment in strong opposition to any design option that removes all street parking along Russell Road adjacent to Naomi Brooks Elementary School. While the project's stated goal is to improve safety, the proposed removal of parking creates **significant operational, safety, and equity problems** for school staff and the surrounding community.

Below are the key concerns that must be addressed before any design is advanced.

1. The school has *no dedicated parking lot for staff*

Naomi Brooks ES is one of the few schools in the city without a staff parking lot. Removing all on-street parking within immediate proximity leaves teachers and support staff with **no viable place to park within a 3-block radius**.

This is not a minor inconvenience. It is a **functional barrier to accessing the workplace**.

- Staff arrive early, often before sunrise in winter.
- Many carry materials, instruments, testing kits, or crisis-response equipment.
- Some have mobility limitations or medical needs.
- Specialists and itinerant staff must travel between schools during the day and cannot spend 20–30 minutes hunting for distant parking.

A Safe Routes to School project cannot create unsafe or unworkable conditions for the very adults responsible for student safety.

2. Removing parking will *increase unsafe behaviors, not reduce them*

When staff cannot park near the building, predictable consequences follow:

- Increased U-turns, circling, and congestion as staff search for parking
- More mid-block crossings by adults walking long distances
- Higher likelihood of staff parking in residential driveways, corners, or restricted zones
- Reduced sightlines from cars parking farther into side streets

These outcomes directly contradict the project's stated goals of improving sight distance, reducing speed, and calming traffic.

3. The crash data does not justify eliminating all parking

The project cites **7 crashes since 2017**, with **2 injuries**. Over a 9-year period, this is a **low incident rate** for a major collector road adjacent to a school.

Before removing all parking, the City should demonstrate:

- Whether crashes were speed-related
- Whether they occurred during school hours

Whether they involved pedestrians

- Whether they were influenced by parked cars or unrelated factors

Without this analysis, removing parking is a disproportionate response to the data.

4. Safe Routes to School must balance *all* users — including staff

The Safe Routes to School framework emphasizes:

- Safety
- Accessibility
- Equity
- Practicality

Eliminating all parking for the school’s workforce violates these principles. Teachers and staff are not optional road users. They are essential to the functioning of the school and the safety of the children.

A plan that forces staff to park several blocks away — in an area with limited availability and no guarantee of safety — is not a “complete street.” It is an incomplete plan.

5. There are alternative safety improvements that do not eliminate parking

The City has many proven tools for traffic calming that do not require removing all street parking:

- Raised crosswalks
- Curb extensions/bulb-outs
- Flashing beacons
- Narrowed travel lanes
- Speed cushions
- Daylighting at intersections
- Targeted no-parking zones near crosswalks only

These options improve safety **without displacing the entire school workforce.**

6. Removing parking will worsen staff recruitment and retention

Schools already face staffing shortages. A plan that makes it materially harder for teachers to access their workplace will:

- Discourage applicants
- Increase turnover
- Create inequitable burdens on staff who cannot walk, bike, or take transit
- Disproportionately impact paraprofessionals, cafeteria workers, and support staff who often commute from farther distances

This is an avoidable harm.

7. The City must provide a realistic parking alternative before removing existing parking

If the City intends to remove all on-street parking, it must first identify and secure:

- A dedicated staff lot
- A shared-use agreement with a nearby property
- A permit-only zone for school staff
- A structured parking solution within reasonable walking distance

Removing parking **without** providing an alternative is not a safety plan — it is a displacement plan.

Conclusion

I support genuine safety improvements for students and residents. However, removing all street parking adjacent to a school with no staff lot is **unworkable, inequitable, and counterproductive** to the project's stated goals.

I urge the City to revise the design options to include:

- Retention of staff parking on at least one side of Russell Road
- Targeted safety improvements that do not eliminate all parking
- A clear, feasible parking plan for school staff before any removal is considered

Safety and access are not mutually exclusive. A responsible design must protect both.

Best,

--

Nicole Kertyzak
Kindergarten Teacher
Naomi L. Brooks Elementary - Room 2
703-706-4440
our class [Amazon wishlist](#)

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From: [Timothy P Peterson](#)
To: [Silas Sullivan](#)
Cc: [Alyia Gaskins](#); [Sarah Bagley](#); [Abdel Elnoubi](#); [Canek Aguirre](#); [John Chapman](#); [Jacinta Greene](#); [Sandy Marks](#)
Subject: Re: [EXTERNAL]Fwd: Russell Road Safe Routes to School Improvements
Date: Tuesday, June 2, 2026 6:15:43 PM

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Mr. Sullivan,

Thank you for your response. I do appreciate your responding to me, and I appreciate the work you and all City personnel do for us.

Your message below does not alleviate my concerns though. I still do not see evidence that these proposals are needed. There's nothing in the plan stating that there is a problem that requires attention. Russell Road is heavily trafficked, yet with all those cars there is less than 1 accident per year — and no indication that any of those accidents have a nexus to kids coming to or from school when the speed limit is 15 mph. I strongly urge your department and City Council to reassess this plan for this reason and the others in my message below.

I do want to thank you for extending the comment period beyond 8 days from now. Neighbors have told me they were unaware of the proposal even though there were signs recently placed along our street. I did receive a mail notice about the proposal this past Saturday, as well. Thank you again,

Tim Peterson
tpete@mac.com

On Jun 2, 2026, at 3:44 PM, Silas Sullivan <silas.sullivan@alexandriava.gov> wrote:

Hi Tim,

Thank you for your email regarding the Russell Road Safe Routes to School project. Your feedback is important to us, and the comments you shared have been added to the community engagement log.

The Russell Road Safe Routes to School project is based on implementing aspects of the Safe Routes to School Walk Audit for Naomi Brooks Elementary School. This Walk Audit was conducted as part of a citywide assessment of infrastructure needs around schools to make it easier and safer for kids to walk to school.

Parking removal is proposed at select pedestrian crossings on Russell Road to enhance visibility and improve safety of children and parents crossing the street near the school. Removing parking near crosswalks allows people crossing to see and be seen and is a common treatment for improving pedestrian safety, especially at crosswalks that are

not stop- or signal-controlled. Any parking removal would be coupled with painted curb extensions and/or concrete median refuge islands to help narrow the crossing distance and improve visibility for our most vulnerable Alexandrians, including children. All other parking on Russell Road would remain as-is to serve the adjacent homes.

We understand that parking is an important issue for residents, and we recognize that balancing parking needs with safety improvements is often a work in progress. As part of this concept, we are only proposing to remove a small amount of parking immediately adjacent to the curb extensions in order to improve visibility between drivers and people crossing the street. The two concepts we have shared with the community propose removing 4 spaces (concept 1) and 19.5 spaces (Concept 2). If parking and curb extension are preferable to pedestrian islands, we welcome that feedback. The Concept with crossing islands does propose removing more parking spaces, but only 16% of the total spaces, well below the available space on the street.

To better understand potential impacts, we conducted a parking occupancy study on typical midweek school days (Tuesday through Thursday) during morning, evening, and nighttime periods when residents would be most likely to be at home. The analysis found that parking utilization was consistently low throughout the study period. The highest occupancy observed was 34% of the 122 available parking spaces, meaning approximately two-thirds of spaces remained available even during the busiest time surveyed. Most other observation periods showed occupancy levels between 15% and 28%, with several periods below 20%.

Under Concept 1, four parking spaces would be removed, representing approximately 3% of the total parking supply. Concept 2 removes more parking, 19.5 spaces or 16%. Based on the observed parking demand, the data indicates that the proposed change can be accommodated while maintaining ample parking availability (50% or more during the most parked times) for residents and visitors.

We appreciate your feedback and will continue to evaluate the balance between parking availability and pedestrian safety as the project moves forward.

Project notices were posted on Thursday, May 21 – with an expected duration of 3 weeks (June 10). However, the City is happy to extend the comment period to June 17 to allow for additional feedback on enhancing the pedestrian crossings near Naomi Brooks Elementary School.

Thank you again for your input.

Best,
Silas

Silas Sullivan, MURP

Complete Streets Coordinator

City of Alexandria, Virginia

Department of Transportation & Environmental Services

Office: 703.746.4061

Cell: 703.615.5540

Alexandriava.gov

From: Timothy P Peterson <tpete@mac.com>

Sent: Friday, May 29, 2026 7:33 PM

To: Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; sandyforthecity@gmail.com

Cc: Silas Sullivan <silas.sullivan@alexandriava.gov>

Subject: [EXTERNAL]Fwd: Russell Road Safe Routes to School Improvements

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

Please see the message below. And please do not remove more parking in Rosemont, making life harder for residents for a minimal gain in safety. I know that fewer cars and any increase in safety sounds appealing, but there has to be a balance.

I understand based on the signs that just went up we have 11 days to comment, so I wanted to be sure this went out promptly.

Tim Peterson

tpete@mac.com

Begin forwarded message:

From: Timothy P Peterson <tpete@mac.com>

Subject: Russell Road Safe Routes to School Improvements

Date: May 29, 2026 at 7:26:13 PM EDT

To: silas.sullivan@alexandriava.gov

I am a resident of Russell Road and I strongly oppose any changes to the existing street.

- This will just crowd cars elsewhere in the neighborhood, which itself will cause problems for residents as well as pedestrians and kids getting to school.
- At least one of my neighbors is elderly and does not have a driveway. This will make living here more difficult for everyone, both for those in the immediate zone, and those that will need to deal with overflow parking just outside the zone.
- Right now, there is a 15 MPH speed limit during school travel time. I am on this street every day, and there's no evidence people are violating this limit. In fact, it is well respected and cars crawl past the school when kids are out, as they should. If there's a concern that people aren't abiding by the existing limit, enforce it.
- The two suggested plans extend only a few blocks past the school. If the idea is to make the trip to school safer, this will only apply to the last few blocks of a trip to school. Making the few blocks beyond that more compact with cars and therefore (using the logic of this plan that parking equates to danger) making their trip to school less safe. It would only make sense, if it did make sense, for the few kids living within 2 blocks of the school.
- There's no evidence that kids are unsafe. And there's no evidence that removing parking — that is, making parking more compact a few blocks from the school — makes them more safe.
- 7 crashes in 9 years, according to the City proposal. But no mention of whether any of these crashes were around school time or posed a danger to any kids. Which raises the question of whether including 'school safety' as a rationale is merely a pretext. And given the hundreds (if not more) of cars that go down Russell every day, many thousands a week, less than one crash a year is not a crisis that requires disadvantaging your residents.
- You have to quit removing parking around town. We live in a dense population, and we know how to interact with each other

with cars around. This smacks of paternalistic interference.

Calling this a "Safe Routes to School" initiative makes it sound like the outcome is pre-ordained and my note will fall on deaf ears. Who would argue against "safe routes to school"? If this is safe, making Russell Road a pedestrian mall would be even safer. Removing cars from Alexandria would be safer yet. This is a solution in search of a problem. If this does become a formal recommendation from the City, I propose renaming the project to a more neutral but accurate "Russell Road Parking Removal Project."

Tim Peterson

tpete@mac.com

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From: [Kate P](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Brooks Parking Removal
Date: Tuesday, June 2, 2026 6:16:07 PM

[You don't often get email from kate.p.22301@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Good Evening,

I am writing regarding the proposed elimination of parking near Naomi Brooks school. I have a young child at Brooks and am very invested in safe walking routes around school. However, I am candidly extremely confused by the proposal. Could the city provide some explanation as to how they think this proposal will improve walking safety?

Regards,

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From: [Heather Ashburn](#)
To: [Sara Sullivan](#)
Cc: [cassmckin@roanoke.edu](#)
Subject: Re: [rosemont] Proposal to Remove Parking in Rosemont — Comment by June 17
Date: Tuesday, June 2, 2026 7:19:19 PM

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

Dear Mr. Sullivan,

You misspelled Myrtle.

In order to provide feedback, our neighborhood needs to be provided data from the city that removing parking is warranted. Where can we find this?

The Alexandria 2017 Pedestrian Safety recommendations for this school (which do not include removing parking) haven't been fully implemented. Please comment on why a new recommendation is being made and whether or not the 2017 recommendations will be implemented.

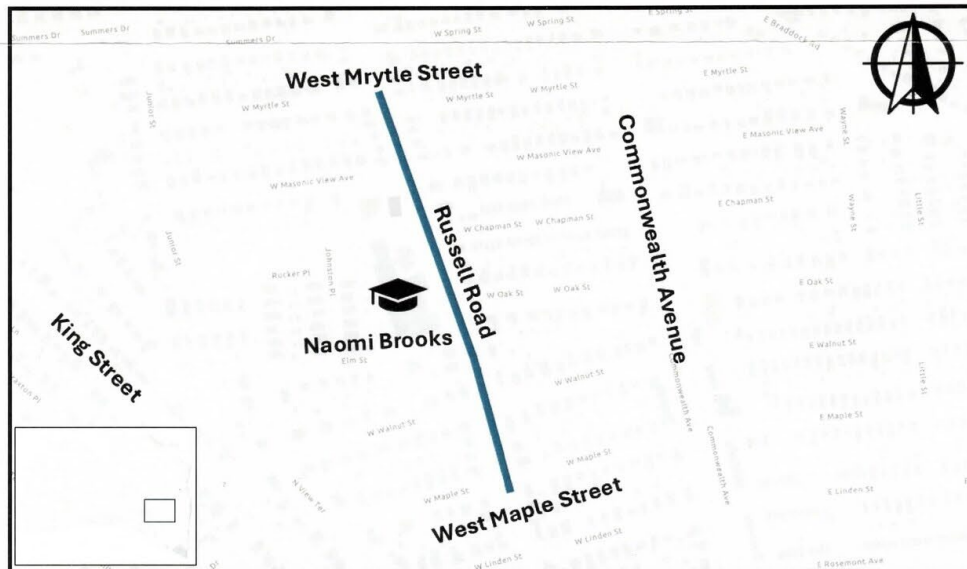
Thank you,
Heather Ashburn
W Myrtle St



RUSSELL ROAD SAFE ROUTES TO SCHOOLS PROJECT

The City of Alexandria seeks community feedback on potential Safe Routes to School improvements along Russell Road, near Naomi Brooks Elementary School. The purpose of this project is to enhance safety at neighborhood crossings for children and parents.

Project Map



WE WANT TO HEAR YOUR FEEDBACK!

Please provide comments by
June 10, 2026. To submit a
comment or learn more,
please visit:



alexandriava.gov/go/8332

Silas Sullivan
Complete Streets Coordinator
Department of Transportation
and Environmental Services
silas.sullivan@alexandriava.gov

From: [Tara Kilfoyle](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Proposal to Remove Parking in Rosemont
Date: Tuesday, June 2, 2026 10:13:51 PM

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

I am writing to express my concern about Concept 2, which I understand would remove as many as 20 parking spaces on Russell Road between Maple and Myrtle Streets. While I agree that it would be beneficial to remove 1 parking space on each side to make the intersections of Russell with Myrtle and West Masonic View clearer, having lived here for 12 years, I perceive nothing that would warrant the removal of 20 parking spaces total. What is the justification for removing this number of parkings spots? The information online does not provide it.

Tara Kilfoyle, 804 Commonwealth Avenue

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From: [Scott Corzine](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Road Improvements
Date: Wednesday, June 3, 2026 7:51:48 AM

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Silas, whether the newly proposed changes for Russell Road, or the recent Braddock Road work, it seems that all the proposals coming out of T&ES result in what I can only describe as an all-out assault on residential parking. No matter the motivation - Vision Zero, Safe Routes to School, et al. - the result is that the city now views parking spaces as always expendable to achieve these other purposes.

Alexandria is a severely space-constrained city that seems to be run by anti-car ideologues who are actively removing parking (under various guises) as a way to transition the city into their vision of a dense, urban city exclusively relying on public transportation.

But many Alexandrians drive cars - to school, to work, to soccer games, and to shop. They have the reasonable expectation that a home they buy here comes with adequate parking. But as rare spaces are increasingly taken by the city for other priorities, home ownership and home values here are at risk, if owners or prospective owners cannot park their cars nearby.

I'd suggest we slow this proposal down, and look for other ways to achieve school safety than reflexively deciding it's OK to eliminate the lifeline of residential parking.

My best to you,

Scott Corzine

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From: [Da"Mon Smith](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Saying NO to the new street redevelopment for Russell RD.
Date: Wednesday, June 3, 2026 9:00:45 AM
Attachments: [image.png](#)

Hello Ms. Sullivan.

Opposing removal of All Street Parking on Russell Road (Naomi Brooks ES)

I am submitting this comment in strong opposition to any design option that removes all street parking along Russell Road adjacent to Naomi Brooks Elementary School. While the project's stated goal is to improve safety, the proposed removal of parking creates **significant operational, safety, and equity problems** for school staff and the surrounding community.

Below are the key concerns that must be addressed before any design is advanced.

1. The school has *no dedicated parking lot for staff*

Naomi Brooks ES is one of the few schools in the city without a staff parking lot. Removing all on-street parking within immediate proximity leaves teachers and support staff with **no viable place to park within a 3-block radius**.

This is not a minor inconvenience. It is a **functional barrier to accessing the workplace**.

- Staff arrive early, often before sunrise in winter.
- Many carry materials, instruments, testing kits, or crisis-response equipment.
- Some have mobility limitations or medical needs.
- Specialists and itinerant staff must travel between schools during the day and cannot spend 20–30 minutes hunting for distant parking.

A Safe Routes to School project cannot create unsafe or unworkable conditions for the very adults responsible for student safety.

2. Removing parking will *increase unsafe behaviors, not reduce them*

When staff cannot park near the building, predictable consequences follow:

- Increased U-turns, circling, and congestion as staff search for parking
- More mid-block crossings by adults walking long distances
- Higher likelihood of staff parking in residential driveways, corners, or restricted zones
- Reduced sightlines from cars parking farther into side streets

These outcomes directly contradict the project's stated goals of improving sight distance, reducing speed, and calming traffic.

3. The crash data does not justify eliminating all parking

The project cites **7 crashes since 2017**, with **2 injuries**. Over a 9-year period, this is a **low incident rate** for a major collector road adjacent to a school.

Before removing all parking, the City should demonstrate:

- Whether crashes were speed-related
- Whether they occurred during school hours
- Whether they involved pedestrians
- Whether they were influenced by parked cars or unrelated factors

Without this analysis, removing parking is a disproportionate response to the data.

4. Safe Routes to School must balance *all* users — including staff

The Safe Routes to School framework emphasizes:

- Safety
- Accessibility
- Equity
- Practicality

Eliminating all parking for the school's workforce violates these principles. Teachers and staff are not optional road users. They are essential to the functioning of the school and the safety of the children.

A plan that forces staff to park several blocks away — in an area with limited availability and no guarantee of safety — is not a “complete street.” It is an incomplete plan.

5. There are alternative safety improvements that do not eliminate parking

The City has many proven tools for traffic calming that do not require removing all street parking:

- Raised crosswalks
- Curb extensions/bulb-outs
- Flashing beacons
- Narrowed travel lanes
- Speed cushions
- Daylighting at intersections
- Targeted no-parking zones near crosswalks only

These options improve safety **without displacing the entire school workforce.**

6. Removing parking will worsen staff recruitment and retention

Schools already face staffing shortages. A plan that makes it materially harder for teachers to access their workplace will:

- Discourage applicants
- Increase turnover
- Create inequitable burdens on staff who cannot walk, bike, or take transit

- Disproportionately impact paraprofessionals, cafeteria workers, and support staff who often commute from farther distances

This is an avoidable harm.

7. The City must provide a realistic parking alternative before removing existing parking

If the City intends to remove all on-street parking, it must first identify and secure:

- A dedicated staff lot
- A shared-use agreement with a nearby property
- A permit-only zone for school staff
- A structured parking solution within reasonable walking distance

Removing parking **without** providing an alternative is not a safety plan — it is a displacement plan.

Conclusion

I support genuine safety improvements for students and residents. However, removing all street parking adjacent to a school with no staff lot is **unworkable, inequitable, and counterproductive** to the project's stated goals.

I urge the City to revise the design options to include:

- Retention of staff parking on at least one side of Russell Road
- Targeted safety improvements that do not eliminate all parking
- A clear, feasible parking plan for school staff before any removal is considered

Safety and access are not mutually exclusive. A responsible design must protect both.

--

Mr. Da'Mon Smith
Naomi L. Brooks Elementary
Special Education



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Freedom of Information Act.

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source.

From: [Becky Hammer](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Road safety improvements
Date: Wednesday, June 3, 2026 10:15:15 AM

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

Hi Mr. Sullivan, thanks for the opportunity to share feedback on the proposed safe routes to school improvements! I live in the neighborhood and my daughter is in 3rd grade at Brooks, so we walk and bike through the project area daily to take her to school.

I'm definitely in favor of making improvements at the intersections by removing parking spaces to improve visibility. When cars are parked right up to the corner, it can be hard to see whether there's a car coming down Russell (and conversely, hard for drivers to see that you're approaching) until you're already out in the crosswalk. By then, it's hard for drivers to slow down fast enough, especially if they are speeding, looking at their phones or otherwise not paying close attention. We have had to jump back to avoid being hit by cars many times when trying to cross Russell.

I believe that kids' safety is more important than providing convenient on-street parking, so I'm fully in favor of removing those parking spaces. Additionally, I don't think I've ever seen the on-street parking on this stretch of Russell 100% full, so removing a few parking spaces does not seem like it would have a significant impact on people's ability to find a spot. To the extent there are concerns about teachers being able to park near the school, perhaps the city could establish a permit-only parking area on a couple of blocks, where only school employees are given permits? I don't know if that's an option, just a thought.

My one concern about the design options is the removal of the speed bumps on Russell. Speeding is already a significant problem in this corridor with multiple crashes in the last year (not all of them within the project area exactly, but close-- a few months ago a speeding driver crashed in front of my friends' house on Russell between Braddock and Glendale). I'm concerned that removing the speed bumps will allow cars to travel faster through the area and undo the safety gains that the parking removal and pedestrian islands might create. I'm not a traffic engineer so maybe you all have plans to deal with the problem that aren't evident to me from the concept designs, but I hope the city is thinking carefully about the issue.

Thanks for doing this! I appreciate all of the city's efforts to improve safety in our neighborhood for all road users, including pedestrians and cyclists.

Becky Hammer

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From: [Tara Kilfoyle](#)
To: [Silas Sullivan](#)
Subject: Re: [EXTERNAL]Proposal to Remove Parking in Rosemont
Date: Wednesday, June 3, 2026 10:57:25 AM

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

Thank you. I would like to reiterate that I believe Concept 1 is a preferable option. To add further context, the church at Commonwealth between Myrtle and West Masonic has a significant impact on parking availability on the side streets. The church has services every evening of the week, as well as all day Saturday and Sunday. I suggest examining those specific side streets on weekday evenings between 7-9pm, or on weekend days when services are in session, prior to deciding to remove significant parking on Russell near those cross streets.

On Wed, Jun 3, 2026 at 9:56 AM Silas Sullivan <silas.sullivan@alexandriava.gov> wrote:

Hi Tara,

Thank you for your email regarding the Russell Road Safe Routes to School project. Your feedback is important to us, and the comments you shared have been added to the community engagement log.

We understand that parking is an important issue for residents, teachers, and parents, and we recognize that balancing parking needs with safety improvements is often a work in progress. As part of this concept, we are only proposing to remove a small amount of parking immediately adjacent to the curb extensions in order to improve visibility between drivers and people crossing the street. The two concepts we have shared with the community propose removing 4 spaces (concept 1) and 19.5 spaces (Concept 2). If parking and curb extensions (Concept 1) are preferable to pedestrian islands, we welcome that feedback. The Concept with crossing islands does propose removing more parking spaces, but only 16% of the total spaces, well below the available space on the street.

To better understand potential impacts, we conducted a parking occupancy study on typical midweek school days (Tuesday through Thursday) during morning, evening, and nighttime periods when residents would be most likely to be at home. The analysis found that parking utilization was consistently low throughout the study period. The highest occupancy observed was 34% of the 122 available parking spaces, meaning approximately two-thirds of spaces remained available even during the busiest time surveyed. Most other observation periods showed occupancy levels between 15% and 28%, with several periods below 20%.

Under Concept 1, four parking spaces would be removed, representing approximately 3% of the total parking supply. Concept 2 removes more parking, 19.5 spaces or 16%. Based on the observed parking demand, the data indicates that the proposed change can be accommodated while maintaining ample parking availability (50% or more during the most parked times) for residents and visitors.

We appreciate your feedback and will continue to evaluate the balance between parking availability and pedestrian safety as the project moves

forward.

Thank you again for your input.

Best,

Silas

Silas Sullivan, MURP

Complete Streets Coordinator

City of Alexandria, Virginia

Department of Transportation & Environmental Services

Alexandriava.gov

From: Tara Kilfoyle <tarakilfoyle@gmail.com>

Sent: Tuesday, June 2, 2026 10:14 PM

To: Silas Sullivan <silas.sullivan@alexandriava.gov>

Subject: [EXTERNAL]Proposal to Remove Parking in Rosemont

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

I am writing to express my concern about Concept 2, which I understand would remove as many as 20 parking spaces on Russell Road between Maple and Myrtle Streets. While I agree that it would be beneficial to remove 1 parking space on each side to make the intersections of Russell with Myrtle and West Masonic View clearer, having lived here for 12 years, I perceive nothing that would warrant the removal of 20 parking spaces total. What is the justification for removing this number of parkings spots? The information online does not provide it.

Tara Kilfoyle, 804 Commonwealth Avenue

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From: [Trip and Virginia Hook](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russel Road improvements
Date: Wednesday, June 3, 2026 11:09:51 AM

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

Mr. Sullivan,

We are writing in support of the proposed safety improvements near Naomi Brooks elementary school.

As residents of the area, we know how risky that area can be. We live on Braddock Road and frequently take Myrtle to Russell and vice versa when traveling to Duke Street and points south of Rosemont. The parking goes right up to the corners which makes it very difficult to see oncoming traffic on Russell, which tends to often be speeding.

Further, we support any and all measures to make streets safer for kids, and to open the neighborhood for kids to bike and walk to school. This has to be a substantially higher priority than assuring and abundance of parking for drivers.

Thanks for your hard work and consideration,

Trip Hook and Virginia Bush
100A E Braddock Rd

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From: [Scott Corzine](#)
To: [Silas Sullivan](#)
Subject: Re: [EXTERNAL]Russell Road Improvements
Date: Wednesday, June 3, 2026 11:43:23 AM

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Silas, thanks for the generous explanation (and for great work on the bus stop)!

Scott

On Wed, Jun 3, 2026, 9:54 AM Silas Sullivan <silas.sullivan@alexandriava.gov> wrote:

Hi Scott,

Thank you for your email regarding the Russell Road Safe Routes to School project. I hope you are well! It was enjoyable being able to work with you directly to come to a better solution near North Fairfax Street and Queen Street a few months ago.

I appreciate you sharing your thoughts and concerns. In regard to this project, some limited parking removal at select intersections with crosswalk upgrades is necessary to implement the recommendations in the Safe Routes to School Walk Audit. I agree that the needs for all modes of travel must be balanced and in this specific example, I agree wholeheartedly. My sister and her family (including 4 children under 9) live in Rosemont, and travel down Russell Road every day. The road needs to be safe for them to drive on, needs to have ample parking so they can safely park and visit friends, and needs to have safe crossings on Russell Road so my nephews and nieces can access the playground at Naomi Brooks Elementary School.

We understand that parking is an important issue for residents, teachers, and parents, and we recognize that balancing parking needs with safety improvements is often a work in progress. As part of this concept, we are only proposing to remove a small amount of parking immediately adjacent to the curb extensions in order to improve visibility between drivers and people crossing the street. The two concepts we have shared with the community propose removing 4 spaces (concept 1) and 19.5 spaces (Concept 2). If parking and curb extensions are preferable to pedestrian islands, we welcome that feedback. The Concept with crossing islands does propose removing more parking spaces, but only 16% of the total spaces, well below the available space on the street.

To better understand potential impacts, we conducted a parking occupancy study on typical midweek school days (Tuesday through Thursday) during morning, evening, and nighttime periods when residents would be most likely to be at home. The analysis found that parking utilization was consistently low throughout the study period. The highest occupancy observed was 34% of the 122 available parking spaces, meaning approximately two-thirds of spaces remained available even during the busiest time surveyed. Most other observation periods showed occupancy levels between 15% and 28%, with several periods below 20%.

Under Concept 1, four parking spaces would be removed, representing

approximately 3% of the total parking supply. Concept 2 removes more parking, 19.5 spaces or 16%. Based on the observed parking demand, the data indicates that the proposed change can be accommodated while maintaining ample parking availability (50% or more during the most parked times) for residents and visitors.

We appreciate your feedback and will continue to evaluate the balance between parking availability and pedestrian safety as the project moves forward.

Thank you again for your input, Scott.

Best,

Silas

Silas Sullivan, MURP

Complete Streets Coordinator

City of Alexandria, Virginia

Department of Transportation & Environmental Services

Alexandriava.gov

From: Scott Corzine <scorzine54@gmail.com>

Sent: Wednesday, June 3, 2026 7:52 AM

To: Silas Sullivan <silas.sullivan@alexandriava.gov>

Subject: [EXTERNAL]Russell Road Improvements

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Silas, whether the newly proposed changes for Russell Road, or the recent Braddock Road work, it seems that all the proposals coming out of T&ES result in what I can only describe as an all-out assault on residential parking. No matter the motivation - Vision Zero, Safe Routes to School, et al. - the result is that the city now views parking spaces as always expendable to achieve these other purposes.

Alexandria is a severely space-constrained city that seems to be run by anti-car ideologues who are actively removing parking (under various guises) as a way to transition the city into their vision of a dense, urban city exclusively relying on public transportation.

But many Alexandrians drive cars - to school, to work, to soccer games, and to shop. They have the reasonable expectation that a home they buy here comes with adequate parking. But as rare spaces are increasingly taken by the city for other priorities, home ownership and home values here are at risk, if owners or prospective owners cannot park their cars nearby.

I'd suggest we slow this proposal down, and look for other ways to achieve school safety than reflexively deciding it's OK to eliminate the lifeline of residential parking.

My best to you,

Scott Corzine

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From: [Deanna Rohrer](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Naomi L. Brooks Staff Parking Concerns
Date: Wednesday, June 3, 2026 12:07:32 PM

Hi Mr. Sullivan,

My name is Deanna Rohrer, and I am a Kindergarten teacher at Naomi L. Brooks Elementary School that **commutes to NLB from the District of Columbia by car**. I am submitting this comment in strong opposition to any design option that removes all street parking along Russell Road adjacent to Naomi Brooks Elementary School. While the project's stated goal is to improve safety, the proposed removal of parking creates **significant operational, safety, and equity problems** for school staff and the surrounding community.

Below are the key concerns that must be addressed before any design is advanced.

1. The school has *no dedicated parking lot* for staff

Naomi Brooks ES is one of the few schools in the city without a staff parking lot. Removing all on-street parking within immediate proximity leaves teachers and support staff with **no viable place to park within a 3-block radius**.

This is not a minor inconvenience. It is a **functional barrier to accessing the workplace**.

- Staff arrive early, often before sunrise in winter.
- Many carry materials, instruments, testing kits, or crisis-response equipment.
- Some have mobility limitations or medical needs.
- Specialists and itinerant staff must travel between schools during the day and cannot spend 20–30 minutes hunting for distant parking.

A Safe Routes to School project cannot create unsafe or unworkable conditions for the very adults responsible for student safety.

2. Removing parking will *increase* unsafe behaviors, not reduce them

When staff cannot park near the building, predictable consequences follow:

- Increased U-turns, circling, and congestion as staff search for parking
- More mid-block crossings by adults walking long distances
- Higher likelihood of staff parking in residential driveways, corners, or restricted zones
- Reduced sightlines from cars parking farther into side streets

These outcomes directly contradict the project's stated goals of improving sight distance, reducing speed, and calming traffic.

3. The crash data does not justify eliminating all parking

The project cites **7 crashes since 2017**, with **2 injuries**. Over a 9-year period, this

is a **low incident rate** for a major collector road adjacent to a school.

Before removing all parking, the City should demonstrate:

- Whether crashes were speed-related
- Whether they occurred during school hours
- Whether they involved pedestrians
- Whether they were influenced by parked cars or unrelated factors

Without this analysis, removing parking is a disproportionate response to the data.

4. Safe Routes to School must balance *all* users — including staff

The Safe Routes to School framework emphasizes:

- Safety
- Accessibility
- Equity
- Practicality

Eliminating all parking for the school's workforce violates these principles. Teachers and staff are not optional road users. They are essential to the functioning of the school and the safety of the children.

A plan that forces staff to park several blocks away — in an area with limited availability and no guarantee of safety — is not a “complete street.” It is an incomplete plan.

5. There are alternative safety improvements that do not eliminate parking

The City has many proven tools for traffic calming that do not require removing all street parking:

- Raised crosswalks
- Curb extensions/bulb-outs
- Flashing beacons
- Narrowed travel lanes
- Speed cushions
- Daylighting at intersections
- Targeted no-parking zones near crosswalks only

These options improve safety **without displacing the entire school workforce.**

6. Removing parking will worsen staff recruitment and retention

Schools already face staffing shortages, and **I am a teacher that commutes from the District of Columbia to Naomi L. Brooks everyday**. A plan that makes it materially harder for teachers to access their workplace will:

- Discourage applicants
- Increase turnover
- Create inequitable burdens on staff who cannot walk, bike, or take transit
- Disproportionately impact paraprofessionals, cafeteria workers, and support staff who often commute from farther distances

This is an avoidable harm.

7. The City must provide a realistic parking alternative before removing existing parking

If the City intends to remove all on-street parking, it must first identify and secure:

- A dedicated staff lot
- A shared-use agreement with a nearby property
- A permit-only zone for school staff
- A structured parking solution within reasonable walking distance

Removing parking **without** providing an alternative is not a safety plan — it is a displacement plan.

Conclusion

I support genuine safety improvements for students and residents. However, removing all street parking adjacent to a school with no staff lot is **unworkable, inequitable, and counterproductive** to the project's stated goals.

I urge the City to revise the design options to include:

- Retention of staff parking on at least one side of Russell Road
- Targeted safety improvements that do not eliminate all parking
- A clear, feasible parking plan for school staff before any removal is considered

Safety and access are not mutually exclusive. A responsible design must protect both.

--

Deanna Rohrer, MEd
Kindergarten Teacher
Naomi L. Brooks Elementary School
(703) 706-4440
Our class [book wishlist](#) & [Amazon wishlist](#)

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From: nmwidmer@verizon.net
To: [Silas Sullivan](#); [Hillary Orr](#)
Subject: [EXTERNAL]Russell Road
Date: Wednesday, June 3, 2026 1:17:59 PM

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Dear Mr. Sullivan,

I am writing to express my dismay at the proposed removal of parking along Russell Road. What data supports the removal of 20 parking places along Russell Road? How does this maintain a quality of life for our taxpaying residents and support our community of educators who drive to Brooks Elementary School and already struggle with parking?

I understand removing four spaces to enhance visibility for drivers and pedestrians but not this ridiculous removal of parking en masse.

Additionally, there are notices posted along Russell Road about the proposed changes; these notices have QR codes to scan for additional information and to provide feedback. While at least two people I know who are highly educated could not clearly understand the proposed changes from the QR codes on the posters along Russell. This itself is problematic---if people can't access information or it is not clearly presented is the city really informing residents of proposed changes? Can people really comment on the options? I think not.

It is so very disappointing to see the lack of transparency and data driven decisions that seem to characterize the city government at this time. Taxpaying residents deserve better.

Nancy Widmer

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From: [Megan Langley](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Opposing Opinion: Removal of All Street Parking on Russell Road (Naomi Brooks ES)
Date: Wednesday, June 3, 2026 1:18:00 PM

Opposing Opinion: Removal of All Street Parking on Russell Road (Naomi Brooks ES)

I am submitting this comment in strong opposition to any design option that removes all street parking along Russell Road adjacent to Naomi Brooks Elementary School. While the project's stated goal is to improve safety, the proposed removal of parking creates **significant operational, safety, and equity problems** for school staff and the surrounding community. We appreciate the thought and consideration for the majority of community members, not a minority. We welcome you to come see what the parking around Brooks looks like between 7:30 a.m. and 3:00 p.m. Monday - Friday between now and June 12 (our last day of school).

Below are the key concerns that must be addressed before any design is advanced.

1. The school has *no dedicated parking lot for staff*

Naomi Brooks ES is one of the few schools in the city without a staff parking lot. Removing all on-street parking within immediate proximity leaves teachers and support staff with **no viable place to park within a 3-block radius**.

This is not a minor inconvenience. It is a **functional barrier to accessing the workplace**.

- Staff arrive early, often before sunrise in winter.
- Many carry materials, instruments, testing kits, or crisis-response equipment.
- Some have mobility limitations or medical needs.
- Specialists and itinerant staff must travel between schools during the day and cannot spend 20–30 minutes hunting for distant parking.

A Safe Routes to School project cannot create unsafe or unworkable conditions for the very adults responsible for student safety.

2. Removing parking will *increase unsafe behaviors, not reduce them*

When staff cannot park near the building, predictable consequences follow:

- Increased U-turns, circling, and congestion as staff search for parking and in turn could be late for work and to teach our students
- More mid-block crossings by adults walking long distances
- Reduced sightlines from cars parking farther into side streets

These outcomes directly contradict the project's stated goals of improving sight distance, reducing speed, and calming traffic.

3. The crash data does not justify eliminating all parking

The project cites **7 crashes since 2017**, with **2 injuries**. Over a 9-year period, this is a **low incident rate** for a major collector road adjacent to a school.

Before removing all parking, the City should demonstrate:

- Whether crashes were speed-related

- Whether they occurred during school hours
- Whether they involved pedestrians
- Whether they were influenced by parked cars or unrelated factors

Without this analysis, removing parking is a disproportionate response to the data.

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- Safety
- Accessibility
- Equity
- Practicality

Eliminating all parking for the school’s workforce violates these principles. Teachers and staff are not optional road users. They are essential to the functioning of the school and the safety of the children.

A plan that forces staff to park several blocks away — in an area with limited availability and no guarantee of safety — is not a “complete street.” It is an incomplete plan.

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The City has many proven tools for traffic calming that do not require removing all street parking:

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- Narrowed travel lanes
- Speed cushions
- Daylighting at intersections
- Targeted no-parking zones near crosswalks only

These options improve safety **without displacing the entire school workforce.**

6. Removing parking will worsen staff recruitment and retention

Public schools already face staffing shortages. A plan that makes it materially harder for teachers to access their workplace will:

- Discourage applicants
- Increase turnover
- Create inequitable burdens on staff who cannot walk, bike, or take transit
- Disproportionately impact paraprofessionals, cafeteria workers, and support staff who often commute from farther distances

This is an avoidable harm being put upon our staff, and in turn, our students.

Removing parking **without** providing an alternative is not a safety plan — it is a displacement plan.

Conclusion

I support genuine safety improvements for students and residents. However, removing all street parking adjacent to a school with no staff lot is **unworkable, inequitable, and counterproductive** to the project's stated goals.

I urge the City to revise the design options to include:

- Retention of staff parking on at least one side of Russell Road
- Targeted safety improvements that do not eliminate all parking
- A clear, feasible parking plan for school staff before any removal is considered

Safety and access are not mutually exclusive. A responsible design must protect both. We look forward to open dialogue about this major concern.

--

Kind Regards,
Megan Langley, M.Ed
First Grade
Naomi L. Brooks Elementary
703-706-4440
our class [Amazon wishlist](#)

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From: [Nicholas Garrett](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Road Safe Routes to Schools project
Date: Wednesday, June 3, 2026 1:43:33 PM

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

Hello,

As a homeowner in Rosemont, I wanted to just reach out to you to state that if the choice is only between Concept 1 and Concept 2, my preference would be for Concept 1 (removing 4 parking spaces and improving the visibility).

I think this offers a good balance of improving safety without an (in my opinion) overkill removal of additional parking that will have several knock-on effects.

Thank you very much for your consideration.

Regards,
Nicholas Garrett
6 E Spring St

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source.

From: [Rob Haralson](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Opposition to the planned removal of on-street parking on Russell Rd
Date: Wednesday, June 3, 2026 5:43:21 PM

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

Wednesday, June 3, 2026

Mayor Alyia Gaskins
Vice Mayor Sarah Bagley
Councilman Canek Aguirre
Councilman John Chapman
Councilman Abdel-Rahman Elnoubi
Councilwoman Jacinta E. Greene
Councilwoman Sandy Marks

CC: Silas Sullivan, Complete Streets Coordinator

Dear Alexandria City Council Members:

I am writing to ask that the City Council abandon Alexandria's plan to eliminate on-street parking, as part of the Russell Road Safe Routes to School Improvements project, in front my home that I have owned since 2007.

The City Council's website cites a 2017 audit, "MAURY ELEMENTARY WALKABOUT: Existing Conditions, Findings and Recommendations," as the foundational justification for redesigning a major residential corridor. One of the primary sources of data in this audit, pertaining to student travel behavior, was a parent survey. Surveys like these are in no way structured in sound methodology and are flawed due self-selection bias, social desirability effects, and low response rates. This is not the kind of rigorous, observed traffic and pedestrian count data that should drive permanent infrastructure changes.

More importantly, this and other information referenced in the audit was collected between 10 and 12 years ago. The simple fact that the city believes it is justified in moving forward with a project that relies on outdated information reflects a shocking lack of rigor on your part and raises serious questions about the integrity of this entire effort and your own due diligence. It's baffling to me that you would consider any change - let alone one as significant as this - without demanding more current and reliable data, a more thorough review, and considerable neighborhood input before imposing permanent physical changes on impacted residents.

Without question, in the past decade, Naomi Brooks Elementary's enrollment, student travel patterns, and neighborhood demographics have all substantially evolved. I know this because I live here. I even walked my own children every day to and from the school (then called Mathew Maury Elementary School) for years.

The audit also fails to adequately explain - in any way - how removing parking on the northern part of the 800 block of Russell Rd will improve safety. The distance between the edge of the parking space in front of my house to the corner of Russell and W Myrtle is nearly 35 feet. Pedestrians crossing Russell or W Myrtle at this intersection are in no way visually impaired by any parked vehicles.

The City Council has already voted to eliminate parking along Braddock Rd to install bike lanes. That decision alone will push parking pressure and traffic cut-through onto the residential side streets that connect to Russell Rd. Removing parking along Russell Rd, too, will only compound that damage, sending more vehicles onto already stressed neighborhood streets. Residents who have lived in this community for years will be left without adequate parking in front of their own homes, and the spillover onto adjoining blocks will be severe.

The cumulative effect of these decisions, made in apparent isolation from one another, is a neighborhood systematically stripped of the parking and traffic flow that allows it to function. The City Council owes residents an honest accounting of the combined impact of the Braddock Rd changes and the proposed Russell Rd changes, including a current traffic and parking study that reflects conditions today, not in 2017.

In addition, the city has done very little to notify residents of Russell Rd or the neighboring streets of this change. Only one small sign was posted on my block, on the other end, and on the other side of the street. That, a single page on the City's website, and an email comment window closing June 10 is grossly inadequate and in no way constitutes meaningful community engagement for a project of this magnitude.

And you know this.

Alexandrians deserve planning decisions grounded in sound data, honest community engagement, and respect for the neighborhoods that make this city worth living in. This project fails on all three counts.

You are disappointments. All of you. Do better.

Robert H. Haralson IV
807 Russell Rd

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From: [Jia Syed](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Road Safe Routes
Date: Thursday, June 4, 2026 8:44:57 AM

You don't often get email from jovi.s0109@yahoo.com. [Learn why this is important](#)

Dear Mr Sullivan,

I support Option 2 because it provides the strongest safety improvements for people walking and biking along Russell Road while supporting safer access to Naomi Brooks Elementary School.

As a nearby resident and frequent pedestrian, I often feel uncomfortable walking on Russell Road due to the speed of traffic and the close proximity of moving vehicles. Even when using the existing sidewalks, the corridor feels designed primarily for vehicle movement rather than for people walking to school, transit, or nearby destinations. There have been many times when I have felt exposed and unsafe while walking along Russell Road, especially during busier traffic periods.

Option 2 would create a safer and more comfortable environment for students, families, pedestrians, and cyclists by reducing conflicts between road users and encouraging slower vehicle speeds. While I understand that some parking changes may be necessary, I believe the safety benefits outweigh those impacts. Russell Road should be a street where residents and children feel comfortable walking, and Option 2 is the best opportunity to move toward that goal.

Thank you,
Jovairia Syed

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From: [Jacob Yoseph](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Road Improvements Comment
Date: Thursday, June 4, 2026 8:44:57 AM

You don't often get email from jacobbyoseph23@gmail.com. [Learn why this is important](#)

Hello Mr. Sullivan,

I heard about the Russell Road Safe Routes to Improvements you've been working on and wanted to give my thoughts. First off, thank you so much for working so hard to make our streets safer for all Alexandria residents. I'm very supportive of option 2 but was wondering if there was anyway to add some sort of bike lane instead of a sharrow? Either on Russell Road or a road parallel to it if there's no space. Thank you again for all you do.

Best,

Jacob

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From: [Jordan Eccles](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Road Complete Streets feedback
Date: Thursday, June 4, 2026 10:33:36 AM

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

Hello,

I'm writing to give feedback on the Russell Road Complete Streets concept designs. I am a resident of Rosement - I live on W Oak. I support Concept 2 - my daughters walk to Naomi Brooks and we cross this road all the time, not just when the crossing guards are posted. The parking on this road is underutilized (per your survey) and the increased visibility for the crossings is critical for safety. I am disappointed there aren't speed humps on the road, but I understand there may be limited budget for them.

Thank you,

Jordan

Jordan Eccles

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From: [William Buschur](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Road Safe Routes to School Feedback
Date: Thursday, June 4, 2026 10:40:21 AM

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

Hello,

I'm writing to give feedback about the Russell Road Safe Routes to School project.

Thanks a ton for undertaking this project! I frequently drive though the project area and believe that Concept 2 would be the best fit. I like the removal of parking in concept 2, and much prefer the intersection design.

I'm very excited that the city is taking these steps to improve safety here and look forward to a calmer experience on Russell in the future.

Best,

William Buschur

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From: [Stephanie Kirby](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Road - Safe Streets
Date: Thursday, June 4, 2026 11:27:13 AM

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

Good Morning,

I am writing today to express concern regarding the proposed parking charges along Russell Road/Naomi Brooks. I am against both proposed changes.

We live on W Linden Street just off the intersection with Russell Road. I have already contacted the City on several occasions regarding my concerns regarding both pedestrian and driver safety at our intersection and the intersection of W. Rosemont. With Russell Road consistently backed up, I frequently see and experience dangerous situations where drivers are inching out across the intersection in hopes of driving across Russell or making a left/right hand turn. This has resulted in many near misses and several accidents. The lack of gridlock on Russell backs the whole street up and encourages drivers to block intersections in an attempt to make the Callahan light. 4 out of 5 weekdays I am unable to turn left onto my street because the intersection is completely blocked. The issue happens primarily from 2:30-6pm.

My concern is that pushing parking onto the side streets and further down Russell Road will only create further safety concerns. We will add cars onto our streets where it is already difficult to pass during high traffic times and will add additional gridlock at an already difficult intersection.

Please let me know if you have any questions.
Stephanie Kirby
106 W Linden Street

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From: [Benjamin McGinnis](#)
To: [Silas Sullivan](#)
Subject: Re: [EXTERNAL]Russell Road Complete Streets Questions
Date: Thursday, June 4, 2026 12:09:02 PM

Thank you so much Mr Sullivan! I'm going to look through these today.

I have one more question though. You mentioned below that the raised cross walks are out of scope for the budget for the project. Could you please share the budget constraint the project must be designed for? I also assume that Alexandria's costs are some multiple of the VDOT traffic calming manuals estimates. Is there a typical treatment cost estimate that you apply when budgeting?

Thanks,
Ben McGinnis

On Wed, Jun 3, 2026 at 6:15 PM Silas Sullivan <silas.sullivan@alexandriava.gov> wrote:

Hi Ben,

Please see the attached files to this email for the traffic data that you requested from Russell Road. Again, thank you for your patience as I worked on your request.

Best,

Silas

Silas Sullivan, MURP

Complete Streets Coordinator

City of Alexandria, Virginia

Department of Transportation & Environmental Services

Alexandriava.gov

From: Benjamin McGinnis <mcginnisb@gmail.com>
Sent: Monday, June 1, 2026 5:44 PM
To: Silas Sullivan <silas.sullivan@alexandriava.gov>
Subject: Re: [EXTERNAL]Russell Road Complete Streets Questions

Thank you so much Mr Sullivan!

I *think* they usually use the media domain under alexandriava.gov for large files, e.g. [this one](#) from the traffic and parking board meeting a few months ago is 95 MB.

On Mon, Jun 1, 2026 at 5:18 PM Silas Sullivan <silas.sullivan@alexandriava.gov> wrote:

Hi Ben,

I will be happy to share the traffic data. I have asked my communications team for formal guidance as the files are too large for general staff to share via email and/or upload to the project webpage. Still, they will have a method by which I can share the data. Please give me until Wednesday COB to get an answer from the team and get the data to you.

Thank you for your patience.

Best,

Silas

Silas Sullivan, MURP

Complete Streets Coordinator

City of Alexandria, Virginia

Department of Transportation & Environmental Services

Alexandriava.gov

From: Benjamin McGinnis <mcginnisb@gmail.com>

Sent: Friday, May 29, 2026 3:00 PM

To: Silas Sullivan <silas.sullivan@alexandriava.gov>

Subject: Re: [EXTERNAL]Russell Road Complete Streets Questions

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

Hi Mr Sullivan,

Thank you for responding. Can you please post the traffic data on the website or send it to me? I don't feel like citizens should have to send a FOIA request as part of providing public comment on a pending project.

Thanks,

Ben McGinnis

On Fri, May 29, 2026 at 12:44 PM Silas Sullivan <silas.sullivan@alexandriava.gov> wrote:

Hi Ben,

Thank you for your email regarding the Russell Road Safe Routes to School project.

See answers to your questions in **green** below.

Thank you again for your input.

Best,

Silas

Silas Sullivan, MURP

Complete Streets Coordinator

City of Alexandria, Virginia

Department of Transportation & Environmental Services

Alexandriava.gov

From: Benjamin McGinnis <mcginnisb@gmail.com>

Sent: Saturday, May 23, 2026 9:54 AM

To: Silas Sullivan <silas.sullivan@alexandriava.gov>

Subject: [EXTERNAL]Russell Road Complete Streets Questions

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

Hi Mr Sullivan,

I hope this email finds you well. Thank you for starting work on the badly needed Russell road complete streets project.

I have a few questions about the concept designs for Russell road:

1. The concept designs appear to remove the speed tables that are current conditions, is that correct? If so, what geometric traffic calming designs are intended to replace their effect? **Yes. Curb extensions and concrete curb islands are proposed to shorten crossing distances and provide a visual and physical traffic calming effect. If post-implementation data collection shows that conditions have not improved, then the project team will explore reinstalling the speed tables.**
2. In either concept A or B, are the crosswalk raised as proposed for Masonic view in the SRTS audit? **Budgetary constraints prevent the installation of raised crosswalks at this time. The project team will explore grant opportunities for raised crossings.**
3. In concept B, are the refuge islands / medians painted or raised concrete curbs? **Raised concrete curbs.**
4. Will the city complete a traffic study to confirms speeds and volumes prior to moving forward? **Yes, the City has already collected this data.**
5. Does the project include a plan to measure outcomes — specifically vehicle speeds and student travel mode share — before and after construction, consistent with the evaluation recommendations in the 2017 audit? **Yes. For context, it is standard practice to collect post-implementation data on all major City transportation projects.**

Best,

Ben McGinnis

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Thanks,

Ben McGinnis

From: nmwidmer@verizon.net
To: [Silas Sullivan](#)
Cc: [Hillary Orr](#)
Subject: Re: [EXTERNAL]Russell Road
Date: Thursday, June 4, 2026 1:46:20 PM

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Silas,

Thank you for your response. A few more questions, if I may. If option 2 is off the table as you suggest is it being removed from the public survey? I am confused as to why all this parking removal was even being considered. Can you shed some light on that?

Also, where can the public access the parking utilization study you reference?

For the record, given how narrow Russell Road is I am confused about the perceived need for crossing islands, so my preference in regards to those is a no thank you.

Best,
Nancy Widmer

On Wednesday, June 3, 2026, 6:51 PM, Silas Sullivan <silas.sullivan@alexandriava.gov> wrote:

Hi Nancy,

Thank you for your email regarding the Russell Road Safe Routes to School project. Your feedback is important to us, and the comments you shared have been added to the community engagement log.

We understand that parking is an important issue for residents, teachers, and parents, and we recognize that balancing parking needs with safety improvements is often a work in progress. As part of this concept, we are only proposing to remove a small amount of parking immediately adjacent to the curb extensions in order to improve visibility between drivers and people crossing the street. The two concepts we have shared with the community propose removing 4 spaces (concept 1) and 19.5 spaces (Concept 2). If parking and curb extensions are preferable to pedestrian islands, we welcome that feedback. The Concept with crossing islands does propose removing more parking spaces, but only 16% of the total spaces, well below the available space on the street.

To better understand potential impacts, we conducted a parking occupancy study on typical midweek school days (Tuesday through Thursday) during morning, evening, and nighttime periods when residents would be most likely to

be at home. The analysis found that parking utilization was consistently low throughout the study period. The highest occupancy observed was 34% of the 122 available parking spaces, meaning approximately two-thirds of spaces remained available even during the busiest time surveyed. Most other observation periods showed occupancy levels between 15% and 28%, with several periods below 20%.

Under Concept 1, four parking spaces would be removed, representing approximately 3% of the total parking supply. Concept 2 removes more parking, 19.5 spaces or 16%. Based on the observed parking demand, the data indicates that the proposed change can be accommodated while maintaining ample parking availability (50% or more during the most parked times) for residents and visitors.

Regarding notice about the proposed changes, project notice signs were posted on May 21 at intersections along the project area. These signs include a link to the project webpage where more information can be found about the project, including access to Remix Streets, a mapping tool (*similar to Google Maps*) by which residents can interactively move along Russell Road to see where changes are proposed and leave a comment near the exact location they are concerned about. To date, the City has received over 50 comments on this project using this tool. Additionally, project notices were sent via mail to residents along the Russell Road corridor and an email notice was sent to relevant stakeholders, including the Brooks PTA, Naomi Brooks Elementary School staff, and Rosemont PELT. However, your concerns do not go unnoticed, and the project team will ensure that additional communication is shared on the project webpage to clarify the proposals under consideration for this project.

We appreciate your feedback and will continue to evaluate the balance between parking availability and pedestrian safety as the project moves forward.

Thank you again for your input.

Best,
Silas

Silas Sullivan, MURP

Complete Streets Coordinator

City of Alexandria, Virginia

Department of Transportation & Environmental Services

Alexandriava.gov

From: nmwidmer@verizon.net <nmwidmer@verizon.net>

Sent: Wednesday, June 3, 2026 1:16 PM
To: Silas Sullivan <silas.sullivan@alexandriava.gov>; Hillary Orr
<Hillary.Orr@alexandriava.gov>
Subject: [EXTERNAL]Russell Road

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Dear Mr. Sullivan,

I am writing to express my dismay at the proposed removal of parking along Russell Road. What data supports the removal of 20 parking places along Russell Road? How does this maintain a quality of life for our taxpaying residents and support our community of educators who drive to Brooks Elementary School and already struggle with parking?

I understand removing four spaces to enhance visibility for drivers and pedestrians but not this ridiculous removal of parking en masse.

Additionally, there are notices posted along Russell Road about the proposed changes; these notices have QR codes to scan for additional information and to provide feedback. While at least two people I know who are highly educated could not clearly understand the proposed changes from the QR codes on the posters along Russell. This itself is problematic---if people can't access information or it is not clearly presented is the city really informing residents of proposed changes? Can people really comment on the options? I think not.

It is so very disappointing to see the lack of transparency and data driven decisions that seem to characterize the city government at this time. Taxpaying residents deserve better.

Nancy Widmer

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From: [John Porter](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Road Plans
Date: Thursday, June 4, 2026 2:04:45 PM

You don't often get email from porterjohn02@gmail.com. [Learn why this is important](#)

Mr. Sullivan,

As a local resident for over 70 years, I write in opposition to draft plans to further limit parking and thus, vehicle access to the area around Brooks Elementary School on Russell Road. I do so with concerns about parking during the school year which will further impact parking and traffic on my street (West Oak) as well as the continued narrowing of passage on streets in Rosemont. I believe the changes just approved for Braddock Road will make my commute and that of others more lengthy and these further proposed adjustments for safety will have the opposite effect of what they propose to do.

While it appears the views of those living in neighborhoods in our city seem to be less important than those travelling through Alexandria's neighborhoods, there comes a time to stop when it becomes obvious these changes are detrimental to those most seriously impacted—usually longtime residents and taxpayers.

And while I've got your attention, I believe the same for many other parts of our community—for example, what's been done to Holland Lane is both aesthetically atrocious and, I believe, a big mistake as it will create more traffic issues than it resolves.

Sincerely,

John Porter

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From: [Tom Van Wagner](#)
To: [Silas Sullivan](#)
Cc: [Rosemarie Spano](#); rileydepiano@gmail.com; [Missy Santoro Estabrook](#); [Benjamin McGinnis](#); johnbhill1789@gmail.com; [Dana Lawhorne](#); [Karl Kalbacher](#)
Subject: [EXTERNAL]Some Citizen Feedback to "Russell Road Safe Routes to School Improvements"
Date: Thursday, June 4, 2026 2:21:16 PM

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Good morning, Mr. Sullivan- I appreciate the opportunity to provide input to this project to improve safety for residents and children accessing Naomi Brooks Elementary School.

The first thing that jumped out at me was how long ago the data underpinning the recommendations were collected. The presentation you've asked for community input on is 10-12 years old and bases its recommendations on various inputs from 2014-2016 (parent questionnaires, walkabout observations, student modes surveys, etc).

So my first question for staff was: has anything changed significantly in the last decade that would warrant updates or additions to staff recommendations (infrastructure or programmatic/education) to improve this project?

Assuming the number of students, staff, residents and traffic (quantity and speed) data are about the same or have increased since 2016, there is one glaring omission from the data that is now a significant transportation safety issue: the proliferation of electric scooters and electronic bikes the area of the study. The 2014 survey on "student modes of travel" doesn't mention scooters.

Electronic scooters were not a thing in 2016. Today they are all over the place and they are being used by grade-school age children as well as adults.

In 2021, the City established a dockless vehicle program that has grown to a point that there are thousands of dockless scooters and bikes being used regularly throughout the city, whether rented or privately owned. It is not referenced in the current proposal, but maybe it should be.

Some of the issues with this "new" mode of transit:

1. **Speed of the scooters.** Sooter users fly up and down main and side streets faster than we ever could do in years past using only leg-power.
Is there any way to use GPS to create slow zones in the area of this study as has been done in Old Town waterfront-adjacent areas?
2. **Where scooters ride:** Scooter users commonly go back and forth between sidewalks and roadways, and I've seen them weave in and out of traffic in the morning and

afternoon school commuting times. The city website says scooters may not be used on sidewalks but I've never seen any enforcement, even so much as a stern warning.

3. **Multiple users on scooters.** This appears to be a fairly common occurrence around school start and stop times by grade-school age users. Two or even three people on one scooter. Yikes!
4. **Lack of safety gear:** This is an individual decision of course, but too few scooter users wear helmets, even though electronic scooters (and bikes) travel at speeds where accidents could result in traumatic injury.

There are "scooter etiquette" guidelines on the City website, but that's pretty much it.

Could scooter-safety information campaigns be developed for use by Naomi Brooks, PTA, and others?

Could city staff consider working with Schools, APD, Parent Groups etc for some targeted enforcement at the start of each school year to set expectations?

Could the BPAC take on scooter safety hand help get the word out on this?

Finally, to the issue of vehicle speed. I think there is some consideration being given to removing speed tables in the area of the proposal. That is ironic, because back in 2009, city staff were adamant that the tables were necessary along Russell Road to calm traffic speeds in anticipation of increased cut-through traffic from Arlington to the PTO campus in Carlyle area. Please check the T&ES Traffic Calming Records from the Rich Baer era which will show the before-and-after speed data on Russell t before deciding to remove them. As annoying as they are for drivers, I am certain they slow traffic in the area of concern.

Thank you for allowing an opportunity to input. I hope some of these thoughts will be of use in improving the final recommendations.

Vr/Tom Van Wagner
202 East Braddock Road
703 328-8372

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From: myntmd@aol.com
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Road Pedestrian Improvements
Date: Thursday, June 4, 2026 3:43:35 PM

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Good afternoon Silas Sullivan –

Thank you for your work on improving Russell Road. I live on West Chapman St and my kids walk to Brooks so we are impacted by these improvements. I have reviewed the plans and overall I support the removal of some parking to improve pedestrian safety. However I did have a concern about removing the speed humps. I feel like the speed humps are effective today at controlling the speed on Russell Road. Even with the pedestrian islands, I feel like traffic would be faster as a result.

Thank you for your consideration and work.

Laura Krepel

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From: [Marta Schantz](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russel Safe Routes to School Feedback - Preference for Option 2
Date: Thursday, June 4, 2026 9:55:53 PM

You don't often get email from martalynne14@gmail.com. [Learn why this is important](#)

Hi Silas,

Thank you for your work to make Russel Road safer for students and neighbors!

I live on E Chapman St and my son is a student at Brooks. We are on this stretch of road many many many times a week. My kids either bike or walk to school daily (my younger son completes a loop on W Chapman to get to preschool at Abra).

My preferred option is #2 to maximize daylighting at the corners. I also love the added crosswalk at W Chapman to make all the (jay)walkers safer at that intersection. And I like the medians further north for additional traffic calming. So great.

As part of the project, may I humbly request you add the placement of additional bike racks at Brooks as well? On Fridays they are so full that kids are locking their bikes to trees instead!

Thank you,
Marta Schantz

- - - -

Marta Schantz
231-598-2332

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source.

From: [Haik Gugarats](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Writing in support of Russell Road Safe Routes to School Improvements
Date: Friday, June 5, 2026 2:29:08 PM

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Dear Mr. Sullivan,

I strongly support the Russell Road Safe Routes to School Improvements project. I live at 8 W Chapman St and my son attends Brooks Elementary. I don't have a strong preference between the two proposed concepts. I am hoping the city would add a pedestrian crossing across Russell Road where it meets W Chapman (there are a dozen kids on the block attending Brooks and soon to be more).

Thank you,
Haik

--

Haik Gugarats
1-202-285-5516

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From: [Jacquelyn Kittredge](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Road Improvements - Concept 2 Support
Date: Monday, June 8, 2026 8:06:33 AM

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

I have lived in Alexandria for 29 years and for much of that time I needed to cross Russell Road at the Walnut Street or Maple Street intersections to get home.

Parked cars near these intersections made visibility very difficult as a driver, pedestrian and cyclist.

I support daylighting these intersections and as such, I support Concept 2.

Thank you,
Jacquelyn Kittredge

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From: [Kevin O'Brien](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Road Safe Routes to School Improvements
Date: Monday, June 8, 2026 12:31:07 PM

You don't often get email from kevin.obrien@waba.org. [Learn why this is important](#)

Dear Mr. Sullivan,

On behalf of the Washington Area Bicyclist Association (WABA), I am writing to echo comments by the Alexandria Bicycle & Pedestrian Advisory Committee (BPAC) and express strong support for Option 2 of the City's proposed Russell Road SRTS Improvements.

Option 2 is the safest for people walking and biking because it features pedestrian refuge islands, allowing people on foot or bike to cross one travel lane at a time and providing a safe space to wait for a gap in traffic. Since Walnut Street is identified in the Pedestrian and Bicycle Master Plan for sharrows, it should have dashed green bike lanes across Russell Road and should have a R1-6e signs installed in-street to encourage drivers to stop for people walking and biking. Since Russell Road often has queuing traffic that can block the existing crosswalks, these features will help keep the bike route and crosswalks clear of stopped drivers.

Similarly, the West Masonic View Ave intersection should receive a similar treatment as it, too, is a helpful bike route for people coming from the Del Ray neighborhood.

We appreciate the City taking seriously its duty to provide safe access and commend projects like this one. Keep up the good work.

--

Kevin O'Brien | Virginia Organizer
Washington Area Bicyclist Association
2599 Ontario Rd NW, Washington, DC 20009
202-964-5419
kevin.obrien@waba.org

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From: [Garrett Erdle](#)
To: rosemontpelt@googlegroups.com
Cc: [Silas Sullivan](#)
Subject: RE: [EXTERNAL]Agenda for tomorrow's PELT Meeting
Date: Monday, June 8, 2026 2:39:23 PM

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Thanks Silas.

I noted in the slide deck that we are considering enhancements from Myrtle to Maple.

It was in 2010 the City installed traffic calming at Cedar and Russell. The median prevented, but not eliminated, the bad behavior of drivers traveling south on Russell in the northbound lane, beginning at Rosemont. See attached photos from 2009.

One photo, post installation, depicts an unsafe movement traveling south in northbound lane.

Best,

Garrett Erdle
703-625-3674

From: 'Silas Sullivan' via Rosemont PELT <rosemontpelt@googlegroups.com>
Sent: Monday, June 8, 2026 2:03 PM
To: John Hill <johnbhill1789@gmail.com>
Cc: Tom Van Wagner <uncletvw@yahoo.com>; Rosemont PELT <rosemontpelt@googlegroups.com>
Subject: Rosemont PELT RE: [EXTERNAL]Agenda for tomorrow's PELT Meeting

Hi John,

Please see the attachment to this email for the slides I will share during the discussion this afternoon.

Chat soon,
Silas

Silas Sullivan, MURP
Complete Streets Coordinator
City of Alexandria, Virginia
Department of Transportation & Environmental Services
Office: 703.746.4061
Cell: 703.615.5540
Alexandriava.gov

From: John Hill <johnbhill1789@gmail.com>

Sent: Sunday, June 7, 2026 1:42 PM

To: Rosemont PELT <rosemontpelt@googlegroups.com>

Cc: Tom Van Wagner <uncletvw@yahoo.com>; Silas Sullivan <silas.sullivan@alexandriava.gov>

Subject: [EXTERNAL]Agenda for tomorrow's PELT Meeting

Hi PELTers

Attached is the agenda for tomorrow

Silas Sullivan of T&ES will present on the "Safe Routes to School " project.

Please let me know whether you will be attending

See you tomorrow

John

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<https://groups.google.com/d/msgid/rosemontpelt/DM2PR09MB12274BAF7398FDDCE47F91F76E01C2%40DM2PR09MB12274.namprd09.prod.outlook.com>.

From: [Garrett Erdle](#)
To: [Silas Sullivan](#)
Subject: FW: [EXTERNAL]Agenda for tomorrow's PELT Meeting
Date: Monday, June 8, 2026 3:26:14 PM

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Silas,

Resending as it appears the message bounced back....

See you shortly.

Garrett Erdle
703-625-3674

From: Garrett Erdle
Sent: Monday, June 8, 2026 2:34 PM
To: rosemontpelt@googlegroups.com
Cc: silas.sullivan@alexandriava.gov
Subject: RE: [EXTERNAL]Agenda for tomorrow's PELT Meeting

Thanks Silas.

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It was in 2010 the City installed traffic calming at Cedar and Russell. The median prevented, but not eliminated, the bad behavior of drivers traveling south on Russell in the northbound lane, beginning at Rosemont. See attached photos from 2009.

One photo, post installation, depicts an unsafe movement traveling south in northbound lane.

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703-625-3674

From: 'Silas Sullivan' via Rosemont PELT <rosemontpelt@googlegroups.com>
Sent: Monday, June 8, 2026 2:03 PM
To: John Hill <johnbhill1789@gmail.com>
Cc: Tom Van Wagner <uncletvw@yahoo.com>; Rosemont PELT <rosemontpelt@googlegroups.com>
Subject: Rosemont PELT RE: [EXTERNAL]Agenda for tomorrow's PELT Meeting

Hi John,

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Chat soon,
Silas

Silas Sullivan, MURP

Complete Streets Coordinator

City of Alexandria, Virginia

Department of Transportation & Environmental Services

Office: 703.746.4061

Cell: 703.615.5540

Alexandriava.gov

From: John Hill <johnbhill1789@gmail.com>

Sent: Sunday, June 7, 2026 1:42 PM

To: Rosemont PELT <rosemontpelt@googlegroups.com>

Cc: Tom Van Wagner <uncletvw@yahoo.com>; Silas Sullivan <silas.sullivan@alexandriava.gov>

Subject: [EXTERNAL]Agenda for tomorrow's PELT Meeting

Hi PELTers

Attached is the agenda for tomorrow

Silas Sullivan of T&ES will present on the "Safe Routes to School " project.

Please let me know whether you will be attending

See you tomorrow

John

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From: [Dianne Harris](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Road Safe Routes to School Improvements
Date: Monday, June 8, 2026 5:45:51 PM

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

Thank you so much for these proposed changes. I am a resident of this neighborhood and I support any removal of street parking. It is only a bonus that it is for safety reasons. And a double bonus for the safety of children.

Keep up the good work!
-Dianne Harris

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From: [Zack DesJardins](#)
To: [Silas Sullivan](#)
Cc: [Ken Notis](#); [Alexandria Bicycle and Pedestrian Advisory Committee](#)
Subject: [EXTERNAL]Support for Russell Rd
Date: Monday, June 8, 2026 9:40:09 PM
Attachments: [Russell Rd Letter 26-6-8.docx.pdf](#)

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

Hi Silas,

Please see attached for our letter of support for your Russell Rd project. We appreciate your work on this, thank you!

Zack DesJardins
Vice chair for bicycling

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From: [John Hill](#)
To: [Silas Sullivan](#)
Cc: [Rosemont PELT](#)
Subject: [EXTERNAL]Ideas from yesterday's meeting
Date: Tuesday, June 9, 2026 8:40:16 AM

Hi Silas & Alex

Thanks for meeting with the PELT committee

Two ideas that you may consider:

1. Give teachers "resident" stickers so they can park all day in the areas with limited 3-hour parking
2. As discussed, parking in the two open lots on East Linden St where the culvert passes underneath.

John

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From: kfkalbacher@gmail.com
To: [Silas Sullivan](#)
Cc: johnbhill1789@gmail.com
Subject: [EXTERNAL]Russell Road Parking Plan
Date: Tuesday, June 9, 2026 10:12:16 AM

Silas,

It was good to meet you yesterday. There was a question raised about the no parking on the east side of Russell at the school. I think the reason this section has no parking is because there is an American Water intake. American Water regularly takes water samples from the intake.

Here is another thought – I understand the city budget does not have funds for other than what is being proposed – perhaps only option 1. I think it is important to convey the limitations of the street enhancement project with respect to existing safety conditions at Brooks Elementary. In other words, the suggested improvements will marginally make conditions safer but will not change the high traffic volume where an elementary school is located. One option that was not considered because of cost would be to construct on school grounds a semi-circular driveway from around the West Chapman Street area to before the main entrance. This would enable buses to drop off and pick-up students on school grounds and not from the sidewalk. Parents and visitors could also do the same. It would also address the line-of-sight obstruction from buses idling on Russell Road. Perhaps the school budget could pay for the semi-circle driveway.

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



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From: myntmd@aol.com
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Feedback on Russell Road Safe Routes to School Improvements
Date: Tuesday, June 9, 2026 11:43:06 AM

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Good morning Silas Sullivan,

Thank you for your work on the Russell Road Safe Routes to School Improvements I am looking forward to the improvements.

For reference I live on W Chapman St and my children walk to Naomi L Brooks elementary. We are avid walkers and bike occasionally as well.'

A few things I am keen on:

- My preference would be to keep the speed tables as they are quite effective in controlling speed on Russell. I understand that they may not be needed once planned improvements are implemented but I'd still err on the side of keeping them
- I understand that a raised crosswalk is not in the budget / plan today. However raised sidewalks may be a good alternative to the speed tables.
- I have a strong, personal interest in the added crosswalk at W Chapman st & Russell Road.
- I support the pedestrian crossing improvements including curb extensions at the cost of some on street parking

In my experience of crossing Russell road, it is a fairly narrow road. I do not think it needs the pedestrian refuge/ medians at W Masonic View, W Walnut St., and W Maple St. Removing those would also balance/reduce the removal of parking. I also feel that there is ample parking on Russell Road today and removing some spots will not create a hardship.

Laura Krepel
myntmd@aim.com
703-517-0375
16 W Chapman St
Alexandria, VA 22301

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From: [AOL Mail](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Road
Date: Tuesday, June 9, 2026 11:55:13 AM

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Yes Russell Road need fixing. The traffic has become so bad. Dump trucks, tractor trailers delivery trucks and cars cutting thru. They do not stop for people in cross walks and with so many schools on Russell yes that is not good. But the only way to fix this is to slow them down and get cut thur traffic out of residential streets. They speed and cross double lane to go around speed bumps. The diesel smell from all the dump trucks and noise is so bad you can not open windows or work in yard. These trucks are not working or delivering on Russell so should not cut thru. Between King and Braddock is the worst section. The parked cars and cross walks are not the problem the drivers are the problem. Yes drivers should be stopped from parking too close to stop signs and corners with cross walks. Stop the speeding and traffic for safer streets. Photos from Braddock toward King. Thank You

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From: [AOL Mail](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Road
Date: Tuesday, June 9, 2026 11:55:13 AM

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From: mark.colley@comcast.net
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Road Safe Routes to School Improvements
Date: Tuesday, June 9, 2026 1:54:32 PM

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I appreciate the need for additional safety measures at Masonic View and Walnut, but the changes further North and South at Myrtle and Maple seem excessive.

Mark Colley
9 Cedar St.

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From: [Susan Haralson](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Road Safe Routes to School Improvements
Date: Tuesday, June 9, 2026 4:14:09 PM

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

Hi Mr. Sullivan,

I'm a 19 year resident of 807 Russell Road, at the corner of W. Myrtle Street and I'm writing to express my displeasure with the proposed removal of parking spots Russell Road for a number of reasons.

First and my biggest issue with this is the effect that the new ridiculous Braddock Road bike lanes will already have on neighborhood streets in Rosemont. Removing the parking spots on Braddock to make way for a bike lane is going to substantially decrease the amount of parking spaces on neighboring streets. People who live on Braddock who are living a spot will now have to find a spot on a neighboring street, thus making residents who usually park on those streets to look for other spaces and so on. I'm not sure if anyone involved in this process actually lives in the neighborhood, but if they do, I'm sure they will tell you that residents most side streets have regular parking spots. For instance, the 3 houses at the end of our block each have 2 cars and driveways that only fit one. We all park our second cars in the same spots and the Braddock project will add more cars and impact everyone on the side streets.

Next, have you ever seen the traffic on Russell Road from about 2:45 - 6:30 on a weeknight? It takes me 18 minutes to get to the Russell/King/Callahan intersection. I honestly cannot believe that this issue isn't being examined as people sit in traffic looking at their phones, blocking crosswalks and emitting exhaust fumes, which is indeed not making a safe route to school.

Won't drivers looking for alternate parking spaces on side streets increase traffic and cause safety issues?

Have you asked people in the neighborhood what their biggest streets concern is?

How many pedestrians from the actual neighborhood actually attend Naomi Brooks and walk or bike vs those outside of the neighborhood to ride a bus or are driven to school?

Where are teachers going to park? They often take up the spots closest to the school along Braddock.

Have you considered a parking zone so that our side streets aren't filled with traffic and non-local parkers? I will gladly pay whatever cost for a permit to ensure all neighbors have a place to park.

I contacted City Council about Braddock and mentioned that I believed that project was the start of an effort to limit the number of cars in Alexandria. This Russell Road project reinforces that idea and if that's the case, shame on the City. Many of us pay for housing in the City, pay high taxes for convenience and need more than one car to get to work or to drive our kids to private schools because the City public schools have failed us.

Please reconsider this ridiculous proposal and instead, explore alternatives to removing parking places.

Thank you,
Susan Haralson

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From: [Lauren Kleissas](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell road safe routes - preference for concept 1
Date: Tuesday, June 9, 2026 9:51:01 PM

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Hello! I'm submitting my comment for Russell Road Safe Routes as I have a child who goes to Naomi Brooks Elementary School and I live on Russell Road. I am in favor of Concept 1; I believe the painted curb extensions are necessary and will be gladly received within the entire community.

There used to be a crosswalk sign in the middle of the road at the intersection of W. Masonic View and Russell Road. Occasionally, it would get hit by a vehicle and most recently was removed by a snow plow inadvertently. This intersection is a major crosswalk for students on the north end of the school walking home.

I think Concept 2 takes is too far with the median refuge islands; the road isn't that big and once traffic sees a pedestrian in the crosswalk, it's easy to stop traffic from both directions.

Thank you for taking the time to address this issue. We look forward to staying involved in this process and seeing the results.

Sincerely,

Lauren Kleissas
Lauren.Kleissas@gmail.com
814-777-5386

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From: [Dean Kleissas](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Road Safe Routes comment
Date: Tuesday, June 9, 2026 10:45:30 PM

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Hello,

I am writing to provide feedback on the proposed changes for the Russell Road Safe Routes to Schools Project. As a resident on Russell Rd near the school, I am very familiar with this area and the existing safety issues, and I am always happy to see efforts made toward local improvements.

Regarding the current proposals, I believe that Option 1 is likely the best balance, but Option 2 may be acceptable if clarified. Using painted curb extensions to increase visibility at the crosswalks is a good idea, as kids do have trouble seeing around parked cars when too close to the intersection. Removing or shifting the parking spots back from the crosswalks will help. However, I want to comment that the "no parking" signs in Concept 2 are unclear; it currently seems like there will be zero parking on Russell in that area, rather than just the single spots removed near crosswalks at intersections as indicated. Many neighbors in this area do not have any or enough off street parking, and we use the spot in front of our house frequently, so removing such a large number of spots could be a significant burden on the community.

Additionally, I wanted to call out a lightweight alternative to full "median refuge islands" that I'm curious if it was considered. We previously had a pedestrian crossing sign mounted in the middle of the road in front of the crosswalk at W Masonic View. This did seem effective at increasing awareness and slowing traffic by making the roadway feel "tighter" at that spot, though they were unfortunately destroyed by a snowplow this year.

Thank you for considering my feedback and for your work on making our streets safer,

Dean Kleissas
803 Russell Rd

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From: kfkalbacher@gmail.com
To: [Silas Sullivan](#)
Cc: johnbhill1789@gmail.com; "Rosemarie Spano"
Subject: RE: [EXTERNAL]Russell Road Parking Plan
Date: Wednesday, June 10, 2026 2:44:25 PM
Attachments: [Russell Road On-Street Parking Removal.docx](#)

Silas,

Attached are my comments on the project. I have cc's two of Rosemont's finest transportation people as well.

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: Silas Sullivan <silas.sullivan@alexandriava.gov>

Sent: Tuesday, June 9, 2026 11:20 AM

To: kfkalbacher@gmail.com

Cc: johnbhill1789@gmail.com

Subject: RE: [EXTERNAL]Russell Road Parking Plan

Hi Karl,

Likewise – it was a pleasure to meet you yesterday.

The additional context for the east side of Russell is helpful. I also appreciate the ideas and suggestions to further improve safety by utilizing school grounds. We will take these ideas into consideration as conversations continue.

Best,
Silas

Silas Sullivan, MURP

Complete Streets Coordinator

City of Alexandria, Virginia

Department of Transportation & Environmental Services

Office: 703.746.4061

Cell: 703.615.5540

Alexandriava.gov

From: kfkalbacher@gmail.com <kfkalbacher@gmail.com>

Sent: Tuesday, June 9, 2026 10:12 AM

To: Silas Sullivan <silas.sullivan@alexandriava.gov>

Cc: johnbhill1789@gmail.com

Subject: [EXTERNAL]Russell Road Parking Plan

Silas,

It was good to meet you yesterday. There was a question raised about the no parking on the east side of Russell at the school. I think the reason this section has no parking is because there is an American Water intake. American Water regularly takes water samples from the intake.

Here is another thought – I understand the city budget does not have funds for other than what is being proposed – perhaps only option 1. I think it is important to convey the limitations of the street enhancement project with respect to existing safety conditions at Brooks Elementary. In other words, the suggested improvements will marginally make conditions safer but will not change the high traffic volume where an elementary school is located. One option that was not considered because of cost would be to construct on school grounds a semi-circular driveway from around the West Chapman Street area to before the main entrance. This would enable buses to drop off and pick-up students on school grounds and not from the sidewalk. Parents and visitors could also do the same. It would also address the line-of-sight obstruction from buses idling on Russell Road. Perhaps the school budget could pay for the semi-circle driveway.

Thanks,

Karl

Karl Kalbacher, PG

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KFKalbacher@kalbacherassociates.com



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From: [Adam Bibler](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Road Safe Routes to School Improvements
Date: Thursday, June 11, 2026 11:07:43 AM

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Hello Silas,

I am writing to support Concept 2 for Russell Road.

Thank you and best regards,
Adam Bibler

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From: [Elena Hutchison](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Road Safe Routes to School
Date: Thursday, June 11, 2026 11:30:48 AM

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Writing to express support for option 2. I drive regularly through this area, including right at school pickup hours, and the parked vehicles close to corners make it difficult to notice pedestrians attempting to cross, even when you are actively looking. Given that parking is underutilized along Russell, even during the school day, removing the corner spots to improve daylighting for students seems like an obvious safety improvement.

Elena Hutchison

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From: [David Marsh](#)
To: [Silas Sullivan](#)
Cc: [Alvia Gaskins](#); [Sarah Bagley](#); [John Chapman](#); [Canek Aguirre](#); [Abdel Elnoubi](#); [Jacinta Greene](#); [Sandy Marks](#)
Subject: [EXTERNAL]Russell Road Safe Routes to School Improvements – Comments and Concerns
Date: Thursday, June 11, 2026 5:22:57 PM

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Dear Mr. Sullivan,

I am writing regarding the Russell Road Safe Routes to School Improvements project.

Let me begin by saying that I support the goal of making it safer for children and families to walk to Naomi Brooks Elementary School. As someone who has lived in this neighborhood for nearly three decades, raised my children here, and walked them to Maury/Brooks Elementary for years, I understand the importance of safe pedestrian routes and responsible traffic-calming measures.

However, I am deeply concerned about the proposal to remove on-street parking along Russell Road.

The blocks surrounding Brooks Elementary already experience significant parking demand, particularly on streets such as West Spring, West Myrtle, West Masonic View, and other nearby residential streets between Russell Road and Commonwealth Avenue. Parking is not an abstract planning issue for those of us who live here; it is a daily quality-of-life issue that affects homeowners, visitors, caregivers, contractors, and families throughout the neighborhood.

What concerns me most is that the City has not demonstrated why the removal of these particular parking spaces is necessary when numerous other proven safety measures remain available.

The City's own 2017 Maury Elementary Walkabout identified a variety of recommended improvements, including raised crosswalks, high-visibility crosswalks, extended pedestrian crossing times, improved school-zone signage, curb extensions, and other safety enhancements. Before removing scarce residential parking, I believe the City should explain why these other recommended safety measures alone cannot achieve the desired safety outcomes.

Many of those measures have well-documented safety benefits and can improve pedestrian visibility and driver awareness without eliminating residential parking. Even something as simple as lifting tree canopies can meaningfully improve sight lines for both pedestrians and motorists.

I also believe it is reasonable to ask whether data collected a decade ago still

accurately reflects conditions today. Before permanently removing parking spaces that serve residents every day, the City should provide current traffic counts, parking utilization data, and sight-distance analyses demonstrating why each proposed parking removal is necessary and what measurable safety benefit it is expected to achieve.

Over the course of 28 years in this neighborhood, I have walked Russell Road thousands of times, including daily trips to and from Maury/Brooks Elementary with my own children. I continue to walk the area daily. While I fully support efforts to improve safety, I have not personally observed recurring crossing problems at the locations where parking removal is being proposed. If engineering analysis exists demonstrating a specific safety issue at those locations, I believe residents deserve the opportunity to review that information.

I respectfully ask the City to exhaust all reasonable safety alternatives before removing additional residential parking and to carefully consider the cumulative impact these changes will have on surrounding neighborhood streets that are already experiencing significant parking constraints.

We can improve safety for students while also preserving the parking resources that residents, homeowners, and taxpayers depend upon every day. These goals are not mutually exclusive.

Thank you for your consideration.

Sincerely,

David Marsh
31 W. Myrtle St.
Alexandria, VA, 22301

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From: [Jarred Schantz](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Road Safe Routes Project Feedback
Date: Friday, June 12, 2026 12:06:06 AM

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Hi Silas,

I wanted to send a quick note of support for the ideas in Concept 2 of the Russell Road Safe Routes to School Improvements project. As a parent of two young children that walk or ride their bikes to Brooks daily, these improvements are a welcome sight.

We live on E Chapman St, and while we make as much use of the crossing guards as possible, there are many occasions where a crosswalk with daylighting at W Chapman and Russell would be a vast safety and efficiency improvement for all.

Additionally, we support the other traffic calming and daylighting proposals. I will add from my observation over the years that there is ample available parking in the neighborhood to accommodate the relatively small number of parking spots that would be removed.

Thank you for you and your team's hard work improving our neighborhoods,
Jarred Schantz
6 E Chapman St, Alexandria, VA 22301

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From: [Jenine Kotob](#)
To: [Silas Sullivan](#)
Cc: [Christopher Ziemann](#); [Alexandria Carroll](#)
Subject: Re: Speed humps on Russell?
Date: Friday, June 12, 2026 12:01:10 PM

Hi Silas,

Thanks for the thoughtful response and I appreciate you engaging with my question. I shared with Chris that this only came to mind after I saw the active chat on the Rosemont Citizen Association's google group page. Based on the plans, folks assumed that the speed humps were all being removed because they were not in the drawings. It's helpful to hear that is not the intention, necessarily, and you're still reviewing speed reduction solutions. I don't engage in the chat, but I'm sure people will figure this out eventually.

If it helps, my anecdotal experience is that folks do speed down the road and the speed humps help, but with the breaks in the concrete, cars can maneuver to avoid the vertical rise. I've heard so many accidents from cars getting side swiped along that street where they're parking. It's actually disturbing to hear crushing metal so frequently from your home.

I'd hope speed reduction continues to be a part of the design, with whatever technical solutions you propose.

Please let me know if I can ever provide assistance or can be of value as you're evaluating concepts.

I appreciate the project and support the initiative 100%!

Warm regards,

Jenine Kotob, AIA
Assistant Director of Capital Projects
City of Alexandria, Virginia
Department of General Services
Mobile: 703.346.2611
alexandriava.gov

On Jun 12, 2026, at 11:19 AM, Silas Sullivan <silas.sullivan@alexandriava.gov> wrote:

Hey Chris,

Thanks for sharing Jenine's question. Both concepts under consideration for Russell Road would provide traffic calming effects by providing a physical and visual treatment

(painted curb extensions and/or median refuge islands) that is proven to slow drivers down, while also improving visibility and safety for parents and children crossing Russell Road. It is possible that these could replace at least some of the speed cushions on Russell Road. However, that is not required, and these treatments do not need to be exchanged for one another. After the comment period closes, we will explore retaining the speed humps in combination with new painted curb extensions and/or median refuge islands.

Thanks,
Silas

Silas Sullivan, MURP

Complete Streets Coordinator

City of Alexandria, Virginia

Department of Transportation & Environmental Services

Office: 703.746.4061

Cell: 703.615.5540

Alexandriava.gov

From: Christopher Ziemann <christopher.ziemann@alexandriava.gov>

Sent: Friday, June 12, 2026 11:05 AM

To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Silas Sullivan <silas.sullivan@alexandriava.gov>

Cc: Jenine Kotob <jenine.kotob@alexandriava.gov>

Subject: Speed humps on Russell?

Hi Alex and Silas,

I was talking to Jenine from DGS about your fantastic Russell Road project (she lives nearby). One question that I didn't know how to answer, what are y'all thinking about the speed humps? Put them back? Add more? Take them out?

Thanks, Chrsi

Christopher Ziemann, AICP (*he/him/his*)

Division Chief, Transportation Planning

Department of Transportation & Environmental Services

City of Alexandria

Office: 703.746.4083

Mobile: 703.819.7082

christopher.ziemann@alexandriava.gov

From: [Nate Macek](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Road Safe Routes to School Improvements
Date: Saturday, June 13, 2026 11:31:01 AM

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I am writing in **support of Concept 2** of the Russell Road Safe Routes to School Improvements.

The additional daylighting of intersections along this stretch of Russell Road will help facilitate pedestrian crossings at multiple intersections north and south of Naomi L. Brooks Elementary School. The anticipated parking loss as a result of these changes is negligible, and as the parking studies for this project indicate, existing on-street parking in this area has light utilization. We are in the fortunate position of being able to redeploy street space for pedestrian use with virtually zero impact on parking availability.

I would also like to note that while this study focused on safe routes to school for Brooks Elementary students, the proposed intersections are also used by students to reach other public schools. The area is within the walkshed for George Washington Middle School. Improvements to the intersections at Walnut, Maple, and Masonic View will benefit those students, who typically would not cross Russell at the signalized intersection at Oak Street to walk east to the middle school. In addition, some high school students walk west across Russell Road to reach DASH bus stops on King Street for transport to the Alexandria City High School campuses.

These improvements will benefit all residents of the neighborhood seeking to cross Russell Road, whether they are trying to reach a school or other destinations in and around the neighborhood.

Finally, I would like to comment that the interactive online map the City is using to summarize proposed changes is insufficient. It requires a lot of zooming in and out of the maps and changing concepts to fully understand what is being proposed. There is no single visual summary of each concept, which is leading to separate individual impressions by residents. In the future, fixed block-by-block summaries of proposed changes should be provided in PDF format so that there is a single graphical representation (or series of maps/diagrams) of all proposed changes.

Thank you,

Nathan Macek

Nathan M. Macek
15 East Walnut Street
Alexandria, VA 22301 USA
Phone: +1 (202) 365-2927
Email: natemacek@hotmail.com

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From: [Kelly Schuler](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Rosemont Parking -
Date: Saturday, June 13, 2026 1:27:45 PM

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Mr Sullivan,

Couple concerns with the the new plan to implement safety in Rosemont by removing parking.

For visibility at the corners: I think parking is already restricted approaching the intersections in this corridor — cars aren't permitted to park right up to the corners on my block now. So, to the extent corner sight-lines are the concern, that's largely addressed under existing rules, and where it isn't, the fix is enforcing or tightening the corner setback ("daylighting"), not removing parking mid-block in front of homes. That's essentially what the City's own 2017 study recommended.

There is a taxpayer-funded crossing guard at Russell and Oak, directly in front of the school. If "safe routes to school" is the goal, the most effective step is to direct children and parents to cross there, at the guarded crossing in front of the school — which costs nothing new and works today.

Finally, on the proposed flex-posts at the corners: I hope the City is prepared to maintain them. The "zebra slug" barriers on Commonwealth Avenue have many that are now missing, and several are lying piled up in the street. Infrastructure that isn't maintained doesn't make anyone safer. They are now as much hazard as safety.

Removing 20 spaces from Russell pushes that pressure onto the side streets, so any plan needs to account for where displaced parking actually goes, including staff parking. What is the plan here? To be clear, I support the goal of safety. I would like to see the long-pending 2017 recommendations and use the guarded crossing we already have — not remove parking on Russell Road. Why hasn't that plan been followed through?

Thank you,
Kelly Schuler
504 Russell Road
Alexandria VA

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From: [William Holley](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Naomi Brooks/Russell Rd improvement plan
Date: Sunday, June 14, 2026 9:18:10 PM

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Mr. Sullivan

I am William Holley. I live at 500 Russell Rd at the corner of Russell and Walnut. Here are a few comments on the proposed safety improvements.

Concept 1

I prefer this option

Should you include a -1 parking option at Russell/Walnut, Oak, Chapman, and Masonic View the same as the Russell/Maple intersection? If not, why Russell/Maple?

What do the dots and rectangle represent at the intersections? Will there be barriers or posts installed?

There are bicycle lanes on King Street and Commonwealth Ave. I am not sure why you are putting bicycle markings on this section of Russell Rd.

You should move the south facing 15 mph flashing marker to a clearer location further south. It is currently behind a tree, close to the school, and hard to see from any distance down Russell Rd. Review the size and location of the north flasher.

Concept 2

I don't like this concept. I don't see what it would accomplish and I think it makes some intersections less safe.

Russell Rd is too narrow for the proposed Median Refuge Islands shown at the Walnut and Maple intersections. The islands would force traffic closer to the people on the sidewalk at the intersections, making intersections less safe.

The design as shown will affect more than two parking spaces in front of my house. Use of my driveway and sidewalk to the curb may be adversely affected. Getting into and out of my driveway will be more difficult. Turning into my driveway from westbound Walnut St will be much harder in my truck depending on the way the island is constructed.

The loss of two (or more) parking spaces in front of my house will mean teachers will park closer to my driveway making it more difficult/dangerous to use on an already busy Russell Rd.

Commercial traffic will hit more of the tree canopy in front of my house damaging the trucks and the trees.

Rush hour traffic backups will restrict use of the island intersections on the west side of the street.

The islands are an uncommon street marking on Russell Rd (or anywhere else) and could confuse drivers.

If they are effective, why are the islands only proposed at Walnut and Maple but not the three intersections across from the school.

General

You state there have been 7 traffic crashes on corridor since 2017. What caused these crashes is not clear but I believe some/most involved speeding and DUIs. I am not sure this project will be able to solve those issues. The

nexus between the accidents and the proposed solution is not clear.

Pedestrian safety around the school could be best improved with better signage and clearer street marking.

Removing parking spaces will mostly restrict parking for teachers.

Most of the parking obstruction occurs in the afternoon when parents park to pick up their children. How will you keep them out of parking restricted areas?

What does the project propose to do with the existing speed humps?

Thank you for this opportunity to comment. Please let me know if I can clarify anything.

Sincerely
William Holley

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From: [Nate McKenzie](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Road Safe Routes to School Improvements - Prefer Option 2
Date: Monday, June 15, 2026 9:02:45 AM

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Good morning Silas,

I support both Option 1 and 2, with a strong preference for Option 2. I do not support 'no changes.' I really like the median islands! I also would like to see the speed humps retained (or raised crosswalks used). The Oak St/Russell intersection might be a good place for a 'raised intersection' that functions similar to raised crosswalks but without the potential for damage to the chassis of the long firetrucks.

While anecdotal, my observations of parking usage during the school day match the Parking Study information (parking in that area is low usage).

Sincerely,
Nate McKenzie

309 W Masonic View Ave (behind the school)

703-216-9870

njmckenzie@protonmail.com

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From: [Arboleda-Plechaty Family](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Comments on Russell Road Safe Routes to School Improvements
Date: Monday, June 15, 2026 2:29:04 PM

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Dear Silas,

We would like to submit a comment in support of the proposed changes to Russell Road. As parents of a young child who will attend Naomi Brooks in a few years time, we have been worried about the speed of traffic on Russell and lack of good places to cross. Even as people who rely on street parking on W Chapman, where we live, we are supportive of changes to increase safety in this corridor as this is worth the tradeoff in parking spaces lost. While both of the concepts would be an improvement over the status quo, our preference would be for the second concept.

Best,
Dan Plechaty and Kristine Arboleda
19 W Chapman St.
Alexandria, VA 22301

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From: [Suzanne Hess](#)
To: [Silas Sullivan](#)
Subject: Re: Slides from todays meeting
Date: Monday, June 15, 2026 5:09:00 PM

Dear Silas,

Thank you again for your time and for allowing staff to provide input. I hope you have a wonderful evening.

Sincerely,

Suzanne M. Hess
Principal
Naomi L. Brooks Elementary School
600 Russell Road
Alexandria, VA 22301
703-706-4440
<https://nlb.acps.k12.va.us/>



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On Jun 15, 2026, at 4:38 PM, Silas Sullivan <silas.sullivan@alexandriava.gov> wrote:

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Hi Suzanne,

Thank you for the opportunity to share information about the Russell Road Safe Routes

to School project with Naomi Brooks staff this afternoon. I appreciated being able to speak and hear directly from the teachers. Attached to this email are the slides I shared during the meeting.

Best,
Silas

Silas Sullivan, MURP

Complete Streets Coordinator

City of Alexandria, Virginia

Department of Transportation & Environmental Services

Office: 703.746.4061

Cell: 703.615.5540

Alexandriava.gov

<Russell Road SRTS Presentation (Naomi Brooks Elementary) 6.15.26.pdf>

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From: [Justin Cohen](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Road project
Date: Wednesday, June 17, 2026 10:43:20 PM

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Dear Silas,

Thanks for accepting input on the Russell road project. As a resident of W Linden with two children in ACPS schools (including Brooks Elementary) I am greatly invested in maximizing the safety of Russell Rd.

I feel strongly that the speed tables should be preserved (and improved where necessary) as they are a prime factor helping to minimize car speeds through that sector. With regards to the parking proposals, my preference would be to limit the amount of lost parking as much as possible as I know many of the Brooks teachers park on the street.

Thanks for your consideration.

Best,
Justin

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From: [Armita Cohen](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Comment on Russell Road Safe Routes to Schools Project
Date: Wednesday, June 17, 2026 11:18:21 PM

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Dear Mr. Sullivan,

Thank you for the opportunity to comment on this project. I live just off Russell Road at Linden Street. I feel strongly that Concept 1 (which deletes 4 parking spots) is the better option, and that Concept 2 should **not** be adopted because it would make Russell Road even less safe. I also oppose the idea of removing the speed tables and think retaining / expanding speed tables is critical to any improvement project.

Russell Road is a very busy road during rush hour. Cars accelerate between the speed tables and accelerate up and down the side streets connecting Commonwealth and Russell as they try to get out of Rosemont and to 495/95 or Route 1 as quickly as possible. Many of the cars on the road actually have Maryland plates and are commuters, so they will continue to use these roads no matter what changes are made.

My children attend ACPS schools and walk to Naomi Brooks and GW daily. I walk to King Street to catch the train to work. The only way my kids and I are able to cross Russell (or Commonwealth frankly) is if we cross at a crosswalk that has a speed table leading up to it. The speed tables are effective at getting cars to slow down and let us pass. The fact that cars are parked along Russell also has a traffic calming effect. In the more narrow sections of Russell, it is hard for cars to try and go around cars in front of them waiting to turn right or left, or stopping to allow pedestrians to cross. The narrow roadway also forces cars to slow down and take care when turning, giving them more time to look for pedestrians crossing side streets.

I am not sure why any spots need to be deleted in Concept 1, but if the concern is for visibility by turning cars, I would be comfortable with this design if the speed tables are retained. I would oppose the design if the speed tables are removed, particularly when there is no speed camera issuing tickets and no flashing crosswalk to calm traffic. I understand that this year alone, there were three instances where vehicles hit the school bus stopped in front of Brooks on Russell Road while trying to speed around the bus. We need to take every measure to slow down the cars traveling along Russell Road. Removing speed tables will only allow cars to drive faster, so the city should hold off on any safe routes to school renovations until there is enough funding to ensure the plan will include speed tables, and ideally speed cameras and flashing cross walks too.

I am opposed to Concept 2 because in addition to removing speed tables, it removes way too many parked cars. This creates two problems for the school zone.

First, it will allow cars to drive more quickly down Russell, and allow them to turn more quickly on and off the side streets. The side streets are very busy with out of state drivers cutting through them to get to the highway. I have personally nearly been hit by cars trying to make a speedy turn off of Russell onto a cross street while walking home. I have also seen cars try to make unsafe u-turns during rush hour, or try to turn around on the side streets because of traffic. Removing parked cars along Russell would create more room for cars to try

to accelerate when turning from or onto side streets, or create space for more unsafe u-turns.

Second, removing parking would make Naomi Brooks an undesirable place to work. The teachers and staff of Naomi Brooks park in the untimed spots, as do visitors, because Brooks does not have a parking lot for staff and much of the parking around the school is zoned residential. Staff need the 20 or so parking spaces Concept 2 proposes to delete to be able to get to school on time (before 7:30am, often in the dark), and with their supplies. While a few teachers are able to take public transit, many of the wonderful teachers who work at Brooks do not live close to public transit, are older, or live outside Alexandria and must drive to work. Brooks is a wonderful school because of the amazing teachers and staff who work in the building. ACPS teachers and staff are facing a lot of setbacks this coming year with staffing shortages, increased health care costs, and potentially little to no adjustments for the increased cost of living. We cannot take their parking away too.

Thank you for your consideration. Please feel free to reach out with any questions.

Sincerely,

Armita Cohen

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ATTACHMENT 5: COMMUNITY LETTERS

From: [Kevin O'Brien](#)
To: [Silas Sullivan](#)
Subject: [EXTERNAL]Russell Road Safe Routes to School Improvements
Date: Monday, June 8, 2026 12:31:07 PM

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Dear Mr. Sullivan,

On behalf of the Washington Area Bicyclist Association (WABA), I am writing to echo comments by the Alexandria Bicycle & Pedestrian Advisory Committee (BPAC) and express strong support for Option 2 of the City's proposed Russell Road SRTS Improvements.

Option 2 is the safest for people walking and biking because it features pedestrian refuge islands, allowing people on foot or bike to cross one travel lane at a time and providing a safe space to wait for a gap in traffic. Since Walnut Street is identified in the Pedestrian and Bicycle Master Plan for sharrows, it should have dashed green bike lanes across Russell Road and should have a R1-6e signs installed in-street to encourage drivers to stop for people walking and biking. Since Russell Road often has queuing traffic that can block the existing crosswalks, these features will help keep the bike route and crosswalks clear of stopped drivers.

Similarly, the West Masonic View Ave intersection should receive a similar treatment as it, too, is a helpful bike route for people coming from the Del Ray neighborhood.

We appreciate the City taking seriously its duty to provide safe access and commend projects like this one. Keep up the good work.

--

Kevin O'Brien | Virginia Organizer
Washington Area Bicyclist Association
2599 Ontario Rd NW, Washington, DC 20009
202-964-5419
kevin.obrien@waba.org

WABA's advocacy work is possible thanks to the financial support of our members. [Join](#) or [donate](#) today!

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June 8, 2026



Dear Mr. Sullivan,

The Bicycle and Pedestrian Advisory Committee (BPAC), a nonprofit which promotes walking and bicycling in Alexandria, strongly supports Option 2 for Russell Rd, as approved by our members at our June 8, 2026 meeting.

For Russell Rd, Option 2 is the safest for people walking and biking because it features pedestrian refuge islands. They allow people walking and biking to cross one travel lane at a time, providing a safe space to wait for a gap in traffic and encourages drivers to stop. Since Walnut St is identified in the Pedestrian and Bicycle Master Plan as a sharrow route, it should have dashed green bike lanes across Russell Rd and should have stop for people walking and biking signs (R1-6e) installed in-street to encourage drivers to stop for people walking and biking. Since Russell Rd often has queuing traffic that can block the existing crosswalks, these features will help keep the bike route and crosswalks clear of stopped drivers.

Similarly, the West Masonic View Ave intersection should receive a similar treatment as it too is a helpful bike route for people coming from Del Ray, providing a more gradual hill than Walnut St.

Sincerely,

Ken Notis
Chair, Bicycle and Pedestrian Advisory Committee

City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 27, 2026

DOCKET ITEM: 10

ISSUE: Administrative Approval for Stop Signs at T-Intersections

REQUESTED BY: T&ES

LOCATION: Citywide

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES approves proposed administrative process and delegate authority to the Director of Transportation and Environmental Services to install stop signs at T-intersections when engineering analysis determines such control is appropriate.

BACKGROUND: The City contains several T-intersections that were intentionally not controlled by stop signs or other traffic control devices. In these locations, under old standard practices, the traffic control was omitted because the intersections were designed to operate under standard right-of-way rules established by state traffic laws, where vehicles on the terminating roadway are required to yield to traffic on the through roadway. We believe the intent was to promote efficient traffic flow while minimizing delays on the side streets.

However, in recent years, community members have expressed concerns regarding safety at t-intersections that are not controlled by stop signs or other traffic control devices. These concerns are often based on driver expectations, perceived uncertainty regarding right-of-way, and the potential for conflicts between vehicles entering or crossing the street. In some instances, residents have requested the installation of stop signs as a means of improving safety and reducing the likelihood of crashes.

The current process requires preparation of individual docket items and Board consideration for each request, resulting in additional administrative effort and extended implementation timelines for routine traffic control measures.

DISCUSSION: Federal Highway Administration's Manual of Traffic Control Devices, MUTCD, recommends that stop signs be installed where they assign right-of-way at locations with demonstrated operational or safety needs, such as restricted sight distance, documented crash patterns, traffic volume relationships, or other roadway conditions that warrant positive traffic control (Attachment 1). When appropriately justified, a stop sign can improve safety by clearly defining right-of-way, reducing the potential for angle and turning conflicts, increasing

driver awareness of the intersection, and encouraging lower approach speeds. Beyond its operational and safety benefits, the installation of a stop sign may also support broader community placemaking objectives by creating a more comfortable and predictable environment for pedestrians, bicyclists, and motorists. In residential neighborhoods and other community-oriented settings, clearly defined intersection controls can contribute to a greater sense of safety, reinforce neighborhood character, and encourage walking and other active modes of transportation, provided that the traffic control device is supported by sound engineering judgment and applicable national standards.

Although the MUTCD does not require traffic control devices at an intersection, through engineering judgement and applicable current national standards (Attachment 1), the City's Transportation Engineering Division does not anticipate a scenario in which a t-intersection should not have a stop sign on the minor street. Therefore, an administrative approval of a stop sign added to a minor street within a t-intersection seems appropriate.

The proposed administrative process would allow staff to implement stop signs at t-intersections without requiring individual Traffic and Parking Board action when the following conditions are met:

- The request involves the installation, modification, or removal of stop control on the minor street at a t-intersection;
- The proposed traffic control device is supported by engineering evaluation and consistent with applicable traffic engineering guidance and standards;
- The action does not involve an all-way stop intersection, traffic calming measure, or other traffic control device that would otherwise require Board consideration under existing City policies; and

This process would streamline implementation of routine traffic engineering decisions while maintaining staff accountability and adherence to nationally recognized standards.

More complex requests, including all-way stop installations, traffic calming measures, roadway reconfigurations, or requests involving significant community concerns, would continue to be brought before the Traffic and Parking Board for consideration.

OUTREACH: The installation will be on a request basis. Currently, staff have reached out to the community members that have made the request. No significant challenges have been identified

ATTACHMENT 1: MUTCD EXCERPTS

Page 76

MUTCD 11th Edition

- 11 A portable or part-time (folding) STOP sign that is manually placed into view and manually removed from view shall not be used during a power outage to control a signalized approach unless the maintaining agency establishes that the signal indication that will first be displayed to that approach upon restoration of power is a flashing red signal indication and that the portable STOP sign will be manually removed from view prior to resuming stop-and-go operation of the traffic control signal.

Option:

- 12 A portable or part-time (folding) STOP sign that is electrically or mechanically operated such that it only displays the stop message during a power outage and ceases to display the stop message upon restoration of power may be used during a power outage to control a signalized approach.

Support:

- 13 The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.

- 14 Section 9B.01 contains provisions regarding the assignment of priority where a shared-use path crosses a roadway.

Section 2B.07 Determining the Minor Road for Unsignalized Intersections

Guidance:

- 01 The selection of the minor road to be controlled by YIELD or STOP signs should be based on one or more of the following criteria:

- A. A roadway intersecting a designated through or numbered highway;
- B. A roadway with the lower functional classification;
- C. A roadway with the lower traffic volume;
- D. A roadway with the lower speed limit; and/or
- E. A roadway that intersects with a roadway that has a higher priority for one or more modes of travel.

- 02 When two roadways that have relatively equal volumes, speeds, and/or other characteristics intersect, the following factors should be considered in selecting the minor road for installation of YIELD or STOP signs:

- A. Controlling the direction that conflicts the most with established pedestrian crossing activity or school walking routes;
- B. Controlling the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds; and
- C. Controlling the direction that has the best sight distance from a controlled position to observe conflicting traffic.

Section 2B.08 Right-of-Way Intersection Control Considerations

Guidance:

- 01 Before converting to a more restrictive form of right-of-way control at an unsignalized intersection, the following alternative treatments to address safety, operational, or other concerns should be among those to be considered:
- A. Where yield or stop controlled, installing Yield Ahead or Stop Ahead signs on the appropriate approaches to the intersection;
 - B. Removing parking on one or more approaches;
 - C. Removing sight distance obstructions;
 - D. Installing signs along the major street to warn road users approaching the intersection;
 - E. Relocating the stop line(s) and making other changes to improve the sight distance at the intersection;
 - F. Installing measures designed to reduce speeds on the approaches;
 - G. Installing an Intersection Control Beacon (see Section 4S.02) or Stop Beacon (see Section 4S.05) at the intersection to supplement STOP sign control;
 - H. Installing a Warning Beacon (see Section 4S.03) on warning signs in advance of a stop-controlled intersection on major-street and/or minor-street approaches;
 - I. Adding one or more lanes on a minor-street approach to reduce the number of vehicles per lane on the approach;
 - J. Revising the geometrics at the intersection to channelize vehicular movements and reduce the time required for a vehicle to complete a movement, which could also assist pedestrians;
 - K. Revising the geometrics at the intersection to add pedestrian median refuge islands and/or curb extensions;
 - L. Installing roadway lighting if a disproportionate number of crashes occur at night;
 - M. Restricting one or more turning movements on a full-time or part-time basis if alternate routes are available;

Sect. 2B.06 to 2B.08

December 2023

Guidance:

- 04 The YIELD signs should be installed on opposing minor-street approaches (for a four-leg intersection) or on the minor-street approach (for a three-leg intersection). When two intersecting roadways have relatively equal volumes, speeds, and other characteristics, yield control should be installed on the approach that conflicts the most with established pedestrian crossing activity, school walking routes, or bicycle crossing activity.

Standard:

- 05 A YIELD sign shall be used to require road users to yield the right-of-way to other traffic at the entrance to a roundabout. YIELD signs at roundabouts shall be used to control the approach roadways and shall not be used to control the circulatory roadway.
- 06 YIELD signs shall not be placed on all of the approaches to an intersection, except at roundabouts.

Section 2B.11 Minor Road Stop Control*Guidance:*

- 01 Stop control on the minor-road approach or approaches to an intersection should be considered when engineering judgment indicates that one or more of the following conditions exist:
- A. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway.
 - B. Crash records indicate that:
 - 1. For a four-leg intersection, there are three or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period. The crashes should be susceptible to correction by installation of minor-road stop control.
 - 2. For a three-leg intersection, there are three or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period. The crashes should be susceptible to correction by installation of minor-road stop control.
 - C. The intersection is of a lower functional classification road with a higher functional classification road.
 - D. Conditions that previously supported the installation of all-way stop control no longer exist.
- 02 On low-volume rural roads, a STOP sign should be considered at an intersection where engineering judgment indicates that Item C in Paragraph 1 of this Section is applicable or where the intersection has inadequate sight distance for the operating vehicle speeds.

Section 2B.12 All-Way Stop Control*Support:*

- 01 The provisions in the following sections describe warrants for the recommended engineering study to determine all-way stop control. Warrants are not a substitute for engineering judgment. The fact that a warrant for a particular traffic control device is met is not conclusive justification to install or not install all-way stop control. Because each intersection will have unique characteristics that affect its operational performance or safety, it is the engineering study for a given intersection that is ultimately the basis for a decision to install or not install all-way stop control.
- 02 All-way stop controls at intersections with substantially differing approach volumes can reduce the effectiveness of these devices for all roadway users.

Guidance:

- 03 The decision to establish all-way stop control at an unsignalized intersection should be based on an engineering study. The engineering study for all-way stop control should include an analysis of factors related to the existing operation and safety at the intersection, the potential to improve these conditions, and the applicable factors contained in the following all-way stop control warrants:
- A. All-Way Stop Control Warrant A: Crash Experience (see Section 2B.13)
 - B. All-Way Stop Control Warrant B: Sight Distance (see Section 2B.14)
 - C. All-Way Stop Control Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection (see Section 2B.15)
 - D. All-Way Stop Control Warrant D: 8-Hour Volume (Vehicles, Pedestrians, Bicycles) (see Section 2B.16)
 - E. All-Way Stop Control Warrant E: Other Factors (see Section 2B.17)

Option:

- 04 The decision to install all-way stop control on site roadways open to public travel may be based on engineering judgment.

Standard:

- 05 The satisfaction of an all-way stop control warrant or warrants shall not in itself require the installation of all-way stop control at an unsignalized intersection.

ATTACHMENT 2: UNCONTROLLED T-INTERSECTION EXAMPLES WITHIN THE CITY

Location 1: N Pegram Street and Juliana Place



Location 2: Lindsay Place and Newcomb Place



Location 3: Hilltop Terrace and Carlisle Drive



Location 4: Tyler Place and Taylor Avenue



