

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY, SEPTEMBER 28, 2026 7:00 P.M.  
IN-PERSON AND VIRTUAL**

The September 28, 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\\_cZILEhMpRIakrdBrhz7UEw](https://alexandriava.zoom.us/webinar/register/WN_cZILEhMpRIakrdBrhz7UEw)

Or an H.323/SIP room system:

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

Meeting ID: 916 6219 9501

Passcode: 915805

SIP: 91662199501@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](mailto: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](mailto:trafficandparkingboard@alexandriava.gov), Virginia Relay 711.

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TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY, SEPTEMBER 28, 2026 7:00 P.M.  
IN-PERSON AND VIRTUAL**

**D O C K E T**

1. Announcement of deferrals and withdrawals.
2. Approval of the July 27, 2026, Traffic and Parking Board meeting minutes.
3. **PUBLIC DISCUSSION PERIOD**  
[This period is restricted to items not listed on the docket]
4. **WRITTEN STAFF UPDATES & PUBLIC HEARING FOLLOW-UP**
  - A. West End Transportation Open House
  - B. West End High-Crash Intersection Audits Update
  - C. Seminary West Safety Improvements
  - D. Left Turn at Jameison Avenue and Mill Road Update
  - E. ACPS Walk Zones Update
  - F. ACPS Parking Update
  - G. H1 2026 Daylighting Request Summary
  - H. Use of Administrative Procedure to Remove Parking at Crosswalk Update

**CONSENT ITEMS**

5. Parking Restrictions Modification – 200 Block of Wilkes Street
6. Loading Zone Removals – Montgomery Center
7. City Code Amendment – Disability Parking on Residential Blocks

**PUBLIC HEARING ITEMS**

8. Curb Cut Appeal – 622 South Henry Street
9. Curb Cut Appeal – 3 West Mason Avenue
10. Curb Cut Appeal – 411A Clifford Avenue
11. Parking Removal and Addition - Dawes Avenue Safety Improvements Project
12. Parking Removal and Loading Zone Addition - Old Dominion Boulevard Safety Improvements Project
13. Parking and Loading Zone Additions - Russell Road Safe Routes to School Project

**INFORMATION ITEMS**

14. **STAFF UPDATES**
  - Legislative Priorities
  - Budget Priorities

15. **COMMISSIONER UPDATES**

**Next Meeting: Monday, October 26, 2026**

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

**MINUTES**

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

**BOARD MEMBERS ABSENT:** None

**STAFF MEMBERS PRESENT:** T&ES – Katie North, Division Chief; Ryan Knight, Division Chief; Sheila McGraw, Principal Planner; Andre Williams, Civil Engineer; Max Devilliers, Urban Planner III; and Silas Sullivan, Urban Planner II.

1. Election of the Board Chair: Ms. Mihalik made a motion, seconded by Mr. Lauritzen, to elect Ms. Ebbers as the Chair of the Traffic and Parking Board. The motion carried unanimously.
2. Election of the Board Vice Chair: Ms. Phelps made a motion, seconded by Ms. Ebbers, to elect Ms. Mihalik as the Vice Chair of the Traffic and Parking Board. The motion carried unanimously.
3. Introduction to the new Director of T&ES: Leah Riley, the new Director of T&ES, introduced herself to the Board and answered the Board's questions.
4. Introduction to the new member of the Board: Marcos Bernier, the newest member of the Traffic and Parking Board, introduced himself to the Board and the public.
5. Announcement of deferrals and withdrawals: None.
6. Approval of the June 22, 2026, Traffic and Parking Board meeting minutes:

**BOARD ACTION:** Ms. Spano requested that staff amend the minutes to more correctly align with the Board's final recommendation for converting certain loading zones in Old Town into metered parking spaces. Ms. Phelps made a motion, seconded by Mr. Stout, to approve the minutes of the June 22, 2026, Traffic and Parking Board meeting as amended by Ms. Spano. The motion carried unanimously.

7. **WRITTEN STAFF UPDATES:** The Board received written staff updates on:
  - Holland Lane Update
    - Mr. Stout asked for an update on the requested crosswalk at Jamieson Avenue and South West Street, to which Ms. McGraw responded that staff investigated and found that a crosswalk at that location would not be feasible due to right-of-way and private property-related constraints.

- Ms. Phelps asked if staff have a solution for the poorly placed push-activated bike signal at Holland Lane and Duke Street, to which Mr. Knight responded that staff is looking into resolving.
- Mr. Lauritzen asked when staff plan on addressing the Board's concerns about the protected left-turn phases at Jamieson Avenue and Mill Road, to which Mr. Devilliers responded that staff is working internally to address.
- Eisenhower Avenue Parking Implemented Daylighting Follow-Up
- Ms. Phelps reiterated her request that staff include a monthly crash summary as part of the Written Updates section in future docket reports.

8. **PUBLIC DISCUSSION PERIOD:** Matthew Vean raised concerns about ACPS' removal of bus service to certain blocks of South Payne Street for children living within one mile of their local school due to their walkzone policy, to which Ms. McGraw responded that staff would discuss this issue with ACPS and provide a written update to the Board at a future meeting.

## CONSENT ITEMS

9. **ISSUE:** Parking Changes – 1800 Block of Diagonal Road

**DISCUSSION:** None.

**PUBLIC TESTIMONY:** None.

**BOARD ACTION:** Ms. Phelps made a motion, seconded by Mr. Stout, to 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.
- The motion carried unanimously.

## PUBLIC HEARING ITEMS

10. **ISSUE:** Curb Cut Appeal – 315A East Raymond Avenue

**DISCUSSION:** Mr. Knight presented the item to the Board. Ms. Spano asked for the minimum dimensional requirement for driveways, to which Mr. Knight responded that the typical parking space is 8 feet wide by 20 feet long. Mr. Lauritzen asked how far the sidewalk is from the property line, to which Mr. Knight responded that the sidewalk immediately abuts the property line.

**PUBLIC TESTIMONY:** William Orellana testified requesting that the Board overturn staff's denial of the curb cut application. Ms. Phelps asked if the City Code includes

conditions to consider regarding curb cuts but no dimensional criteria, which Mr. Knight confirmed is indeed the case. Ms. Phelps asked who else was notified about this curb cut application, to which Mr. Williams responded that the two immediately abutting neighbors were notified as stipulated by Code. Ms. Phelps asked why similarly sized driveways nearby were approved in the past, to which Mr. Knight responded that he was not aware of the reasons for their approval.

**BOARD ACTION:** Ms. Spano made a motion to overturn the denial of the curb cut application, but the motion died for lack of a second.

Mr. Lauritzen made a motion, seconded by Ms. Mihalik, to uphold the denial of the curb cut application. The motion carried four to three, with Ms. Spano, Ms. Phelps, and Mr. Bernier opposed.

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

**DISCUSSION:** Mr. Knight presented the item to the Board. Ms. Phelps asked if staff considered installing speed cushions instead of a mid-block crosswalk, to which Mr. Knight responded that speed cushions would require significantly more parking removal and would be too close to the intersections.

**PUBLIC TESTIMONY:** Mary Petrino testified in support.

Tom Carter testified in support.

Stephen Szrom testified in support.

**BOARD ACTION:** Mr. Lauritzen made a motion, seconded by Ms. Spano, to recommend the Director of T&ES:

- Remove four (4) parking spaces
  - Relocate two (2) existing ADA parking spaces
- The motion carried unanimously.

**12. ISSUE:** Russell Road Safe Routes to School Project

**DISCUSSION:** Mr. Sullivan presented the item to the Board. For the full discussion of this item, please skip to 00:56:16 of the meeting recording found here: [https://alexandria.granicus.com/mediaPlayer.php?view\\_id=29&clip\\_id=6925](https://alexandria.granicus.com/mediaPlayer.php?view_id=29&clip_id=6925).

**PUBLIC TESTIMONY:** Becky Hammer testified in support of Concept 2 and asked that the City provide ACPS teachers with parking exemptions for parking in a RPPD and asked that staff not add parking to the 600 block of Russell Road.

Mike Doyle testified in support of Concept 2.

Zack DesJardins testified in support of Concept 2.

Brian Egan testified in support of Concept 2.

John Hatton testified in support of staff's recommendation.

Karl Kalbacher testified in support of Concept 2 and asked that staff not add parking to the 600 block of Russell Road.

Megan Fox testified in support of Concept 2.

Paula Moran testified in support of staff's recommendation and requests that staff use flexposts instead of armadillos.

Josph Fray testified in support of Concept 2.

Nicole Radshaw testified in support of Concept 2.

Ken Notis testified in support of Concept 2.

William Buschur testified in support of Concept 2.

Marta Schantz testified in support of Concept 2.

Jacquelyn Kittredge testified in support of Concept 2.

**BOARD ACTION:** Mr. Lauritzen made a motion, seconded by Ms. Ebbbers, to recommend the Director of T&ES:

- Remove three on-street parking spaces on the 800 block of Russell Road,
- Remove one on-street parking space on the 700 block of Russell Road,
- Remove six on-street parking spaces on the 500 block of Russell Road,
- Remove six on-street parking spaces on the 400 block of Russell Road, and
- Remove four on-street parking spaces on the 300 block of Russell Road.

Ms. Phelps made a friendly amendment requesting that staff return to the Board with proposals to provide additional on-street parking for ACPS teachers. The amended motion carried five to two, with Mr. Stout and Ms. Spano opposed.

**13. ISSUE:** Administrative Approval for Stop Signs at T-Intersections

**DISCUSSION:** Mr. Knight presented the item to the Board. Ms. Spano asked how many T-intersections exist in the city, to which Mr. Knight responded that his team has not counted them but there are numerous. Mr. Stout stated that too many stop signs can result in less respect overall for each stop sign.

**PUBLIC TESTIMONY:** None.

**BOARD ACTION:** Ms. Phelps made a motion, seconded by Mr. Stout, to 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. The motion carried unanimously.

## **INFORMATION ITEMS**

- 14. STAFF UPDATES:** Mr. Devilliers provided the Board with a presentation regarding staff's intentions to update the existing carshare policy as well as the City Code-stipulated disability parking on residential streets procedure.

Ms. McGraw announced that it is time for the Board to review and update the Annual Report and the Attendance Report. The members of the Board will email Ms. McGraw with their requests and updates by July 31, 2026.

**15. COMMISSIONER UPDATES:**

- Ms. Phelps announced that the Transportation Commission will not meet until September, therefore Ms. Phelps had no updates from the Commission for the Board.

## **ADJOURNMENT**

Mr. Stout moved to adjourn the meeting, seconded by Mr. Lauritzen. The motion carried unanimously. The meeting adjourned at 10:11 p.m.

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** September 28, 2026

**DOCKET ITEM:** 4

**ISSUE:** Written Staff Updates & Public Hearing Follow-up

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### **A. West End Transportation Open House**

The Transportation Branch is finalizing details to host an open house in late October for transportation projects located on the City's West End. The Open House will bring representatives from various city transportation projects across the planning, design and construction phases in a convenient location to create a forum to share information and engage directly with the community. Stay tuned for additional details including the time, date, location and projects as the Open House details are finalized.

### **B. West End High-Crash Intersection Audits Update**

The purpose of this project is to evaluate safety needs and develop conceptual design options for seven high-crash intersections in Alexandria:

- King Street and Dawes Avenue
- King Street and 28th Street
- King Street and Park Center Drive
- Seminary Road and Mark Center Avenue
- Seminary Road and Kenmore Avenue/Library Lane
- South Van Dorn Street and South Pickett Street
- South Van Dorn Street and Edsall Road

In Spring 2025, the City gathered initial community input on existing conditions at these locations. Since then, the City has developed conceptual design options for improvements based on existing conditions data and community input. Beginning in early October, the City will seek additional community feedback on these design options. More information can be found on the project webpage at <https://www.alexandriava.gov/transportation-planning/project/west-end-high-crash-intersection-safety-audits>.

### **C. Seminary West Safety Improvements**

Seminary Road is among the City's high-injury corridors. In 2025, the City completed an initial planning study of safety improvements on Seminary Road between North Beauregard Street and George Mason Drive, which was supported by a Metropolitan Washington Council of Governments Regional Roadway Safety grant.

Following the initial study, the City has advanced planning, conceptual design, and analysis of multiple design concepts for the corridor and will be seeking additional community feedback in October.

More information can be found on the project webpage at [www.AlexandriaVA.gov/go/6552](http://www.AlexandriaVA.gov/go/6552).

#### **D. Left Turn at Jameison Avenue and Mill Road Update**

The Board expressed concerns about the operations and configuration of the intersection of Jamieson Avenue and Mill Road, given the improvements installed last year. Transportation Engineering implemented the requested modifications below as of September 1:

1. Remove the eastbound left-turn 5-section head
2. Retain the westbound left-turn 5-section head and verify proper detection (should not be on recall) and adjust the left-turn protected phase duration to be shorter
3. Implement a leading pedestrian interval (LPI)

#### **E. ACPS Walk Zones Update**

At its July meeting, the Traffic & Parking Board requested additional information on new ACPS walk zones.

As part of the ACPS school redistricting process, ACPS worked with the City to update the walk zone boundaries for each school. The updated walk zone boundaries were developed based on ACPS's [Policy EEA-R/EEAB-R](#)

(<https://go.boarddocs.com/va/acps/Board.nsf/goto?open&id=D7GQ9Y684A07>):

*“ACPS provides transportation to students in grades K-8 living beyond a one-mile walking distance from the school they attend, or where there is not a walk path free from unusual hazards within a one-mile walking distance from the school.*

*ACPS provides transportation to students in grades 9-12 living beyond a one-and-one-half mile walking distance from the school they attend, or where there is not a walk path free from unusual hazards within a one-and-one-half mile walking distance.”*

The policy defines “unusual hazard” as:

*“a designated area that does not provide a safe walk path to/from the school during normal weather conditions. The walk path may include traversing a park on designated sidewalks, or alongside streets using either the established sidewalk or the grassy area that is protected by a curb (to distance vehicles from pedestrians). Traffic controls such as stop signs, traffic lights and pedestrian crosswalks are generally considered to be safe to use to cross a street for all grade levels. However, hazardous areas vary, and a street crossing or walk path may be determined to be unsafe. In addition, some hazardous areas may be mitigated by the addition of a crossing guard.”*

ACPS and City staff reviewed walking conditions near schools citywide and considered a variety of criteria in the identification of unusual hazards, including, but not limited to:

- Availability of sidewalks

- Presence of crosswalks and associated safety treatments, such as signals, signs, and high-visibility pavement markings. Note that the type of associated safety treatments that are considered acceptable vary based on roadway context.
- Number of vehicle lanes on the roadway
- Volume of traffic on the roadway
- Functional classification of streets (e.g. local street, minor collector, major arterial, etc.)
- Presence of features such as intersection slip lanes, bridges, and bodies of water
- History of crashes
- Existing hazard areas identified as part of previous walk zone boundaries

In some cases, unusual hazards were identified along walking routes, but alternative walking routes under the 1.0 mile or 1.5 mile threshold that avoid these identified hazards remained available. Recognizing that each child's needs vary, families are encouraged to determine the most appropriate means, route, and level of supervision for the journey to and from school based on their unique circumstances.

ACPS provided an appeal process for families who wish to request reconsideration of their walk zone status. Requests were due at the end of August, and ACPS expects to release final decisions by September 30, 2026. In the meantime, the City is working on spot improvements at select locations where families have expressed safety concerns.

More information is available on the *New School Boundaries for SY 2026-2027* webpage: <https://www.acps.k12.va.us/families/school-boundaries>.

## **F. ACPS Parking Update**

At the July meeting, Board members asked that staff coordinate further with ACPS on parking policies for schools. T&ES raised this issue with ACPS staff on a recent coordination call. ACPS identified coordinating on policies as a priority and will work with T&ES on this issue this winter.

## **G. 2026 Daylighting Requests Summary**

Per the Board-approved administrative procedure for daylighting intersections for safety, staff reviewed the two requests received in the first half of 2026. The following resident requests were approved:

1. South Payne Street at Commerce Street: Removed 20 feet of parking on the east side of South Payne Street immediately south of Commerce Street and removed 20 feet of parking on the west side of South Payne Street immediately north of Commerce Street
2. 1219 West Braddock Road: Removed 20 feet of parking on the north side of West Braddock Road immediately east of Page Terrace

## **H. Use of Administrative Procedure to Remove Parking at Crosswalks Update**

Transportation staff received a request from a resident to make pedestrians in the crosswalk on the 900 block of Powhatan Street more visible on August 13 via Alex311. Per the Board-approved administrative procedure for removing parking at legal crosswalks, staff confirmed that

this crosswalk is within 0.25 miles of a DASH stop at the intersection of Montgomery Street and North Columbus Street. The proposal to remove parking was posted at the location requested on August 20 and staff did not receive negative feedback regarding the proposal. Due to the lack of complaints received about this proposal, staff employed the administrative approval procedure granted by the Board to remove 20 feet of parking on the east side of the 900 block of Powhatan Street immediately south of the crosswalk for safety purposes. The new sign was installed by T&ES on September 17.

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** September 28, 2026

**DOCKET ITEM:** 5

**ISSUE:** Parking Restrictions Modification – 200 Block of Wilkes Street

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**REQUESTED BY:** Residents of the 200 Block of Wilkes Street

**LOCATION:** 200 Block of Wilkes Street

**STAFF RECOMMENDATION:** That the Board recommend the Director of T&ES modify the parking restrictions on the 200 block of Wilkes Street to 2-hour parking from 8 a.m. to 11 p.m., Monday through Saturday, District 1 permitholders exempt.

**BACKGROUND:** The 200 block of Wilkes Street is entirely residential made up primarily of historic rowhomes with little to no off-street parking. The on-street parking on the block is metered as part of the Residential Pay-by-Phone program with 3-hour restrictions, 8 a.m.-5 p.m., Monday through Friday (Attachment 1). This block is located between South Lee and South Fairfax Streets, four blocks from King Street and one block from the waterfront. Parking is allowed on both sides of the block, and there are approximately 22 legal parking spaces on the block.

**DISCUSSION:** The Board approved the residents’ request to implement Residential Pay-by-Phone parking restrictions on the block at their October 2025 meeting. Doing so, however, does not enable residents to also change the hourly restrictions as they are viewed as two separate processes aiming to achieve similar yet distinct goals per curb management best practices.

Now that almost a year has gone by since the implementation of the Residential Pay-by-Phone restrictions, residents of the 200 block of Wilkes Street find that parking availability for residents on the block is still a challenge. As such, residents of the block have petitioned to modify the parking restrictions on the block to include Saturday enforcement as well as enforcement until 11 p.m. rather than 5 p.m. (Attachment 2) to mimic the hours of restrictions on the 100, 200, 300, and 400 blocks of South Lee Street as well as the 300 block of South Fairfax Street. Given the demand for parking in this area due to its proximity to major destinations and several businesses, staff is supportive of this modification request.

**OUTREACH:** City staff notified the Old Town Civic Association via email about this request on September 11. The associations did not indicate any concerns with the request as of the posting of this docket.

## ATTACHMENT 1: LOCATION OF 200 BLOCK OF WILKES STREET



Posted RPBP Restrictions

ATTACHMENT 2: SUBMITTED PARKING MODIFICATION REQUEST FORM

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

Block Contact: G. J. Harkins

Address: 216 Wilkes St

Telephone: 703-460-6618 Email: gsharkins@aol.com

District: 1

Proposed Change (Select one)

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

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

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

Proposed Restrictions (Select an option on each line):

☒ Two Hours    ☐ Three Hours

☐ 8AM-5PM    ☒ 8AM-11PM    ☐ 8AM-2AM (next day)\*

☐ Monday-Friday    ☒ Monday-Saturday

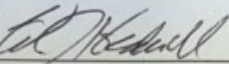
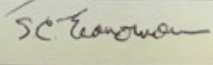
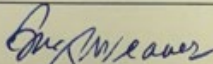
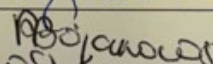
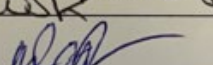
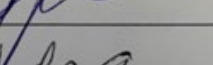
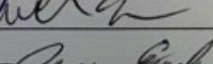
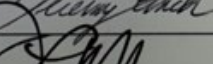
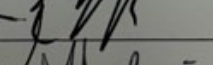
☐ No Sunday Restrictions    ☐ Sunday 11AM-11PM    ☐ Sunday 11AM-2AM (next day)\*

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

**Submit Completed Petition to:**  
Mail: Department of Transportation and Environmental Services  
Mobility Services Division – Parking Planner  
421 King Street, Suite 235  
Alexandria, VA 22314

Email: [max.devilliers@alexandriava.gov](mailto:max.devilliers@alexandriava.gov)  
Phone: (703) 746-4245

We the undersigned residents hereby request that the City change the existing signage on the following blocks within residential permit parking district number 200 Block Wilkes St. (e.g. the 100 block of Main Street, the 200 block of Main Street, and east the 500 block of Side Street). We propose restrictions for the days and times indicated above. We understand that the restrictions will apply to all non-residents of the district, residents will be required to pay an annual fee for resident parking stickers for each vehicle, and we will also need to obtain guest passes to allow guests/contractors to park on the street beyond the posted restrictions.

| Resident Name (Printed) | Resident Signature                                                                  | Address            | Email (Optional)      | Date       |
|-------------------------|-------------------------------------------------------------------------------------|--------------------|-----------------------|------------|
| W.J. Hudnall            |    | 210 Wilkes         | wjhudnall@icloud.com  | 6-15-26    |
| S.C. Economou           |    | 214 Wilkes         | scEconomou@icloud.com | 6/15/26    |
| Bridget Weaver          |    | 210 Wilkes St.     | bweaver30@gmail.com   | 6/17/26    |
| PIA BOJARDOS            |    | 211 WILKES         | picab1@comcast.net    | 6/18/26    |
| Dan Jordan              |    | 207 wilkes         | dancjordan@gmail      | 6/20/2026  |
| Rachel Jordan           |    | 207 Wilkes         | " "                   | 6/20/2026  |
| Whitney Emch            |   | 209 WILKES         | whitneyemch@gmail.com | 06/23/2026 |
| JEREMY EMCH             |  | 209 WILKES         | —                     | 06.23.26   |
| John Miller             |  | 213 Wilkes         | —                     | 7/3/26     |
| Laura Machanic          |  | 430 S. Fairfax St. | LMachanic@gmail.com   | 7-27       |
|                         |                                                                                     |                    |                       |            |
|                         |                                                                                     |                    |                       |            |
|                         |                                                                                     |                    |                       |            |

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

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** September 28, 2026

**DOCKET ITEM:** 6

**ISSUE:** Loading Zone Removals – 300 block of Madison Street, 800 block of North Fairfax Street, 300 block of Montgomery Street, and 800 block of North Royal Street

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**REQUESTED BY:** Joyce Bachman

**LOCATION:** 300 block of Madison Street, 800 block of North Fairfax Street, 300 block of Montgomery Street, and 800 block of North Royal Street

**STAFF RECOMMENDATION:** That the Board recommend the Director of T&ES replace the following zones with the prevailing restrictions—or lack thereof— on the remainder of each respective block:

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

**BACKGROUND:** The Montgomery Center is a formerly commercial and light industrial multiunit one-story building occupying an entire city block bounded by Madison Street, North Fairfax Street, Montgomery Street, and North Royal Street (Attachment 1). The building is slated for redevelopment and the property owner terminated the leases for every unit in the building on December 31, 2025. However, redevelopment of the building has stalled.

Due to the high density of businesses and the lack of inner streets, alleys, and loading docks, there are seven on-street loading zones total abutting the building. There is also a short mid-block ‘No Parking’ zone on North Royal Street and a disability parking space on Montgomery Street. All of these curbside restrictions are no longer relevant due to the building’s vacancy, and the halted redevelopment of the building has left much of the curb space around the Montgomery Center unusable and unused for long periods of each day.

**DISCUSSION:** Staff received an official request for the removal of the loading zones on the 300 block of Madison Street from a resident of the 400 block of Madison Street (Attachment 2).

Given the stalled redevelopment of the Montgomery Center and the growing density in Old Town North, staff took this opportunity to reassess the need for the loading zones around this entire block. As a result, staff recommend replacing all the loading zones, mid-block 'No Parking' zone, and disability parking space surrounding the Montgomery Center with additional on-street parking under the same restrictions that exist on the remainder of each block (2-hour parking 8 a.m. to 5 p.m. Monday to Friday, on the 800 block of North Fairfax Street and the 300 block of Montgomery Street)—or lack thereof (the 300 block of Madison Street and the 800 block of North Royal Street)—for consistency and ease of enforcement.

**OUTREACH:** Staff notified the Old Town North Community Partnership and North Old Town Independent Citizens of this request via email on September 11. As of the posting of this docket, staff had not heard back.

## ATTACHMENT 1: LOCATION



### Zones Proposed for Removal

- Loading Zone
- Disability Parking
- No Parking

## ATTACHMENT 2: REQUEST

*Please fill out the first page of this application and return to [max.devilliers@alexandriava.gov](mailto:max.devilliers@alexandriava.gov) or mail to Max Devilliers, Mobility Services, 421 King Street, Suite 235, Alexandria, VA 22314. Staff will contact the Project Champion to further refine proposed solution to address the issue that the applicant is trying to address.*

*Reason for the Request (What are you trying to solve/address?): Removal of signs limiting/prohibiting parking on the 300 block of Madison Street, a block that has been empty of all commerce essentially since New Year's Eve 2025!!!*

*Type of On-Street Parking Modification Requested:*

*XXX Loading Zone Removal*

*☐ Loading Zone Addition*

*☐ Parking Removal*

*XXX No Parking Sign Removal*

*Parking Restriction Change (Non-RPP)*

*Proposed restrictions \_\_\_\_\_*

*Location: 300 block of Madison Street*

*Approximate number of spaces affected (assume 20 feet per space): \_\_\_\_\_*

*Project Champion (Point of Contact) Information:*

*Name: JoyceC.Bachman*

*Address: 400 Madison Street #1808*

*Email: [rlbjcb@aol.com](mailto:rlbjcb@aol.com)*

*Phone Number: \_(703) 836-1601 --landline, no texting possible*

*Best Way to Contact: ☐ Email XXXX Phone*

*Best Time of Day to Contact: ☐ Morning XXXX Afternoon*

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** September 28, 2026

**DOCKET ITEM:** 7

**ISSUE:** City Code Amendment – Disability Parking on Residential Blocks

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**REQUESTED BY:** T&ES

**LOCATION:** Citywide

**STAFF RECOMMENDATION:** That the Board recommend the City Council approve the amendment to the City Code related to disability parking on residential blocks.

**BACKGROUND:** The Mobility Services Division of T&ES is responsible for reviewing applications for new on-street disability parking spaces on residential blocks as well as the annual recertification of existing ones. Last updated in 2001, City Code Section 5-8-117 stipulates exactly how residents must apply for and recertify disability parking spaces as well as includes the full procedure for City staff's review of applications and recertifications.

Staff has received several complaints about the cumbersome procedure for applying for and recertifying disability parking spaces on residential blocks which requires an applicant to provide more information than is necessary to make a determination. The outdated procedure stipulated by City Code requires residents with limited mobility to furnish documents that could be obtained electronically. Given technological advancements over the last 25 years and the prevalence of computer ownership and internet access, the procedure laid out in the City Code is now partially obsolete. The complex paper- and mail-based procedure also expends an excessive amount of City staff's time and resources. Many steps of the application and recertification procedures place undue burden on applicants as well as staff, and waivers to the application approval requirements require a formal memo be reviewed and signed by the City Manager. Requiring the City Manager to approve waivers for this program prolongs the waiver process for residents and expends the City Manager's valuable and limited time.

**DISCUSSION:** Staff have coordinated internally to propose changes to the existing section of City Code to address the issues mentioned above. The draft City Code amendment can be found under Attachment 1. In summary, staff propose:

- Expanding the eligibility to applicants living in any dwelling type, not just single family, duplex, or townhouses, where off-street parking does not exist or is not feasible for use by the applicant. This eliminates the need for applicants living in a multifamily building

to bring their request before the Traffic and Parking Board for consideration, which can delay action on their request and take more staff time for review.

- Providing staff with more flexibility regarding the siting of these spaces to meet ADA and Public Right-of-Way Accessibility Guidelines (PROWAG) requirements as needed.
- Removing the requirement for applicants to supply separate medical certification/information with their application. This information is already part of the review process with the DMV when obtaining a Virginia DMV disabled parking license plate or placard, which the applicant is required to provide with the City's application. This would also remove the need for a separate cumbersome staff procedure to keep this personal information confidential and safe.
- Removing the requirement to obtain a waiver for the block face limit, and adding a cap to the number of disability parking spaces permitted on a given block that is relative to the block's parking supply. The current waiver process requires staff to write a memo for review by the City Manager, which can delay action on their request and take more staff time for review.
- Delegating the waiver authority from the City Manager down to the director of Transportation & Environmental Services or their designee. This will streamline the approval process for these requests, which are typically approved by the City Manager if recommended by staff.
- Requiring applicants to recertify the existing disability parking spaces every two years instead of annually.
- Decreasing the minimum time required before removing a non-recertified disability parking space from 75 days down to 45 days. This returns general parking back to the block quicker when the space is no longer needed.
- Clarifying the verbiage to further protect applicants from the removal of a disability parking space in the event of reported misuse of the space if the misuse can be reliably attributed to someone other than the applicant and their visitors.
- Updating all outdated and redundant information and language.

Staff recommends approval of these changes to the City Code. This will create a more efficient process for residents and staff, which ensures residents who need the designated parking spaces can be accommodated more quickly. Following the Board's review, City Council will consider this amendment in November or December 2026.

**OUTREACH:** Staff have coordinated with the City Attorney's Office, the Office of Human Rights, and the Commission on Persons with Disabilities on these proposed changes to the Code. All three organizations are supportive of the proposed changes, and their feedback and suggestions have been addressed accordingly as appropriate.

## ATTACHMENT 1: PROPOSED AMENDMENTS TO THE CITY CODE

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

(a) *Preemption of other law.* Notwithstanding any contrary provision in this code, reserved parking spaces in the public right-of-way adjacent to any dwelling in single-family, two-family and townhouse residential areas for use by persons with a disability shall be established and removed as provided in this section.

(b) *Application requirements.* An application for a reserved parking space for persons with disabilities in the public right-of-way in residential areas must comply with the following criteria in order to be considered:

(1) There must be no off-street parking at the applicant's residence, or the applicant must supply additional evidence to demonstrate, as provided in paragraph (6), that existing off-street parking is not feasible for use by the applicant.

(2) The applicant must have a valid Virginia DMV disabled parking license plate or placard.

(3) The applicant must reside at the address in front of which the space is requested.

(4) The applicant must demonstrate that a vehicle is registered in Alexandria to a person who resides at the address requested.

(5) Legal parking must be available in front of the applicant's address, however, staff may adjust the location of the disability parking space depending on conditions of the block to make the space more accessible.

~~(6) Each applicant must supply a copy of the medical certification submitted to the department of motor vehicles, or a new such certification, which demonstrates eligibility for a DMV disabled parking license plate or placard, and, where existing off-street parking exists, must supply additional medical evidence to demonstrate that such parking is not feasible for use by the applicant.~~

(c) *Approval requirements.* If an application fails to meet any of the criteria listed in subsection (b), it will not be approved, unless a waiver is sought and approved under subsection (e). If the application is denied, the applicant shall be notified ~~in writing~~ as to the specific reasons for the denial, and shall also be notified of any right to appeal provided under this section.

~~(d) *Block limits.* No more than one reserved parking space for persons with disabilities will be authorized for one side of any street, between intersecting streets (block face). The number of reserved parking spaces for persons with disabilities on a block shall not exceed two spaces or ten percent of the total number of legal parking spaces, whichever is greater after rounding to the next highest whole number.~~

(e) *Waivers.*

(1) The city manager-director of transportation and environmental services or designee is authorized to waive:

~~(1) The block limits standard under the following conditions:~~

~~(a) (i) The applicant demonstrates to the satisfaction of the city manager that the applicant has a severe mobility impairment, and that (1) the applicant or a resident of the applicant's household owns a motor vehicle especially equipped to permit operation by, or transport of, the applicant, or (2) the applicant has a life threatening condition, or~~

~~(ii) The applicant demonstrates to the satisfaction of the city manager that the block on which the applicant resides is of unusual or exceptional length, and that permitting an additional space would be the functional equivalent of the application of the usual block limit standard; and~~

~~(b) The applicant demonstrates to the satisfaction of the city manager that the applicant otherwise meets the criteria in subsection (b) of this section; and~~

~~(c) If granted, a waiver shall be valid for a period of one year only, but the applicant may re-apply for additional one year periods.~~

~~(2) The requirement that legal parking must be available in front of the applicant's address, under the following conditions:~~

~~(a) (i) There is a fire hydrant, city no-parking regulation, or other similar impediment to parking in front of the applicant's address, or the applicant's property is of insufficient width to accommodate the reserved space, and the applicant demonstrates to the satisfaction of the city manager-director of transportation and environmental services or designee that installation of the reserved space at another location will not unduly burden any other person; or (ii) the owner of the property in front of which the reserved space is proposed to be located has consented, in writing, to such location, in which case the waiver shall be granted as a matter of course, and~~

~~(b) The applicant demonstrates to the satisfaction of the city manager that the applicant otherwise meets the criteria in subsection (b) of this section; and~~

(23) The city manager-director of transportation and environmental services or designee may impose such conditions on any waiver as the managerdirector deems reasonable.

*(f) Use of reserved spaces.* A parking space for persons with disabilities will be available for use by any eligible person with a DMV disabled license plate or placard on a first come, first served basis, and is not reserved for the exclusive use of the applicant. Only those vehicles used by, or to transport, a person with a disability may park in the reserved space, and the applicant's vehicle is expected to use the reserved space when parked in the neighborhood. Reserved spaces are not intended for use by companions except when transporting persons with disabilities, and displaying a DMV plate or placard. Use of the parking space by other persons when not transporting the person with a disability is a parking violation that carries a \$100 to \$500 fine, as provided in [section 10-4-19](#) of this code and section 46.2-12429 of the Virginia Code.

(g) *Administrative procedures.* The director of transportation and environmental services shall be responsible for administering this section.

(1) All applications must be submitted to the director for consideration and review. ~~The director will (a) evaluate satisfaction of eligibility criteria; (b) verify the validity of the disabled parking license plate or placard; (c) verify vehicle registration; (d) confirm residency; (e) determine availability of off-street and on-street parking; and (f) ensure conformance to the terms of this section in making a decision.~~

(2) Applications for a determination that an existing off-street parking space is not feasible for use by the applicant, and ~~for a block limit or~~ availability of parking waiver shall be submitted to the director, for review and recommendation, and shall be decided by the ~~city manager~~ director or designee.

(3) Any person aggrieved may appeal the director's decision to the city manager, by filing an appeal, in writing, with the director, within 15 days of the director's decision. ~~The appeal shall be limited to the record upon which the director based his decision, and such additional written submissions as the parties may provide.~~ The manager's decision on appeal, or on an application for a waiver, shall state the findings of fact and reasons for the decision, and shall be final and not appealable to city council.

(4) ~~The director shall implement procedures to ensure the confidentiality of any medical information submitted by an applicant, including DMV medical certifications, which shall at minimum provide for the maintenance of such information in a sealed file, with access permitted only to department employees or the city manager on a need-to-know basis, during the pendency of an application. Once a decision has been made on an application, access shall be permitted only on the written authorization of the director or acting director. This information shall be is held strictly confidential, and shall not be released to any individual or entity, other than the applicant, outside of the department of T&ES, the city manager or the manager's designee appointed hereunder. All employees who have potential access to said information shall be trained on this policy and the strict confidentiality requirements adhered to. Medical information submitted by an applicant is exempt from mandatory disclosure under FOIA, and shall not be subject to discretionary release.~~

(h) *Annual recertification.* ~~Each year~~ Every two years, the director will ~~mail a recertification form to~~ notify each resident who received approval for the installation of a reserved parking space ~~that they must recertify the need for the space, including those parking spaces that were approved prior to [effective date of this ordinance].~~ In order to retain the reserved space, the resident must complete and execute the recertification form affirming continued satisfaction of all of the eligibility criteria in subsection (b) of this section, except such criteria as may have been waived by the ~~city manager~~ director of transportation and environmental services or designee pursuant to subsection (e) of this section. ~~The requirement of paragraph (b)(5) that the space be located in front of the applicant's residence, and the block limit requirement of subsection (d) shall not apply to the recertification of spaces approved prior to May 12, 2001. If the director determines that the eligibility criteria are no longer satisfied, the resident will be notified in writing and must provide~~

a response to the director with proper evidence of compliance within 45 days of notification. Failure to provide the information in accordance with the requested deadline will result in a second letter notification and ~~failure to respond to the second letter notification within 30 days shall result in~~ the removal of the reserved space.

(i) *Revocation.* A reserved space is subject to revocation as follows:

(1) In the event that a complaint is made to the director that the applicant no longer satisfies the eligibility criteria of subsection (b) of this section, or that the space is being repeatedly used in a manner contrary to subsection (f), by persons residing in or visiting the applicant's household, the director will conduct a preliminary inquiry to determine if the complaint is supported by substantial and credible evidence that fully attributes repeated misuse of the space to the persons residing in or visiting the applicant's household. If the director determines that the complaint is so supported, the applicant will be notified ~~in writing~~ of the nature and specifics of the complaint, and must provide a response within 45 days to the director. The applicant and complainant(s) shall have the right to appear before the director, upon 15 days written notice of the time and place of the hearing, and be heard in person or by counsel, but such hearing shall be conducted in an informal manner. The director shall revoke a reserved parking space designation only if (i) the director finds by a preponderance of the evidence that the applicant did not, or does not continue to, meet the criteria in subsection (b), or if (ii) the director finds by clear and convincing evidence that the space is being repeatedly used in a manner contrary to subsection (f), by persons residing in or visiting the applicant's household. The director shall notify all parties of the decision ~~in writing~~, within 15 days of the close of the hearing. The decision shall state the findings of fact and the reasons for the decision. The notice shall inform the parties of their right to appeal the decision to the city manager, and of the procedure for making such an appeal.

(2) Any person aggrieved may appeal the director's decision to the city manager, by filing an appeal, in writing, with the director, within 15 days of issuance of the decision. The city manager shall schedule a hearing on the matter within 30 days of the filing of the appeal, and shall give the parties 15 days notice of the time and place of the hearing. The manager shall notify all parties of the manager's decision in writing, within 15 days\_ of the close of the hearing. The manager's decision shall state the findings of fact and the reasons for the decision, and the decision shall be final and not appealable to city council.

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** September 28, 2026

**DOCKET ITEM:** 8

**ISSUE:** Curb Cut Appeal – 622 South Henry Street

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**REQUESTED BY:** Resident of 622 South Henry Street

**LOCATION:** 622 South Henry Street

**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 can appeal the decision to the Traffic and Parking Board. The Board's role in these cases is to evaluate the appeal based on the standards of the City Code and the impact on traffic operations, pedestrian safety, and adjacent on-street parking.

**DISCUSSION:** The property owner of 622 South Henry Street (Attachment 1) submitted an application for a new curb cut (Attachments 2 and 3). The application was denied based on the criteria outlined in Section 5-2-14(c), specifically those related to the demand and necessity for on-street parking (Attachment 4). The property owner has appealed the decision. Pursuant to Section 5-2-14(e), the appeal is being presented to the Board for consideration.

The property is located in the Southwest Quadrant neighborhood. The applicant has requested a curb cut onto South Henry Street at the front of the property. The proposed curb cut would provide access from the street to a driveway and parking area on private property. The proposed driveway and parking area would measure approximately 12 feet by 25 feet (Attachment 5).

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

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

The proposed curb cut would be located at the front of the residence on the east side of South Henry Street. There are no existing curb cuts on the block. Alleys are located at the rear of the properties on both sides of the street. Currently, the alley serving the west side of the block provides off-street parking. Staff is not aware of any site or zoning limitations that would prevent access from the alley serving the east side of the block if off street parking is desired.

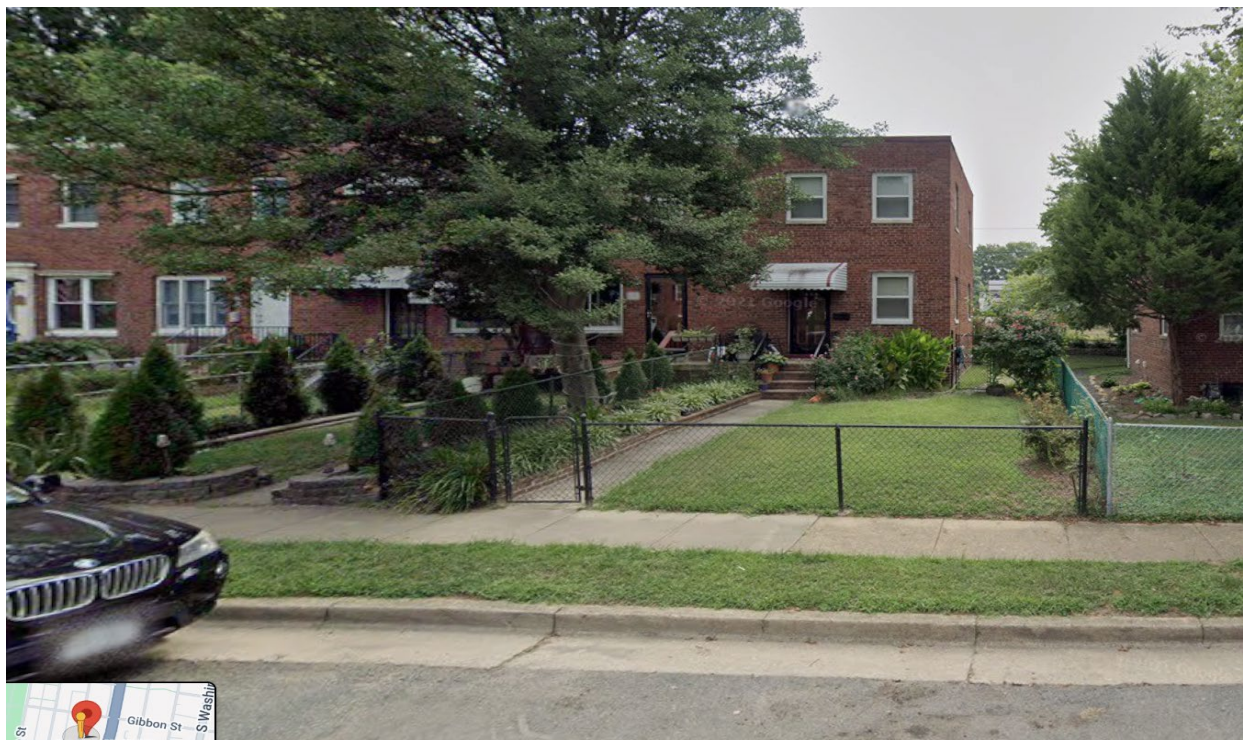
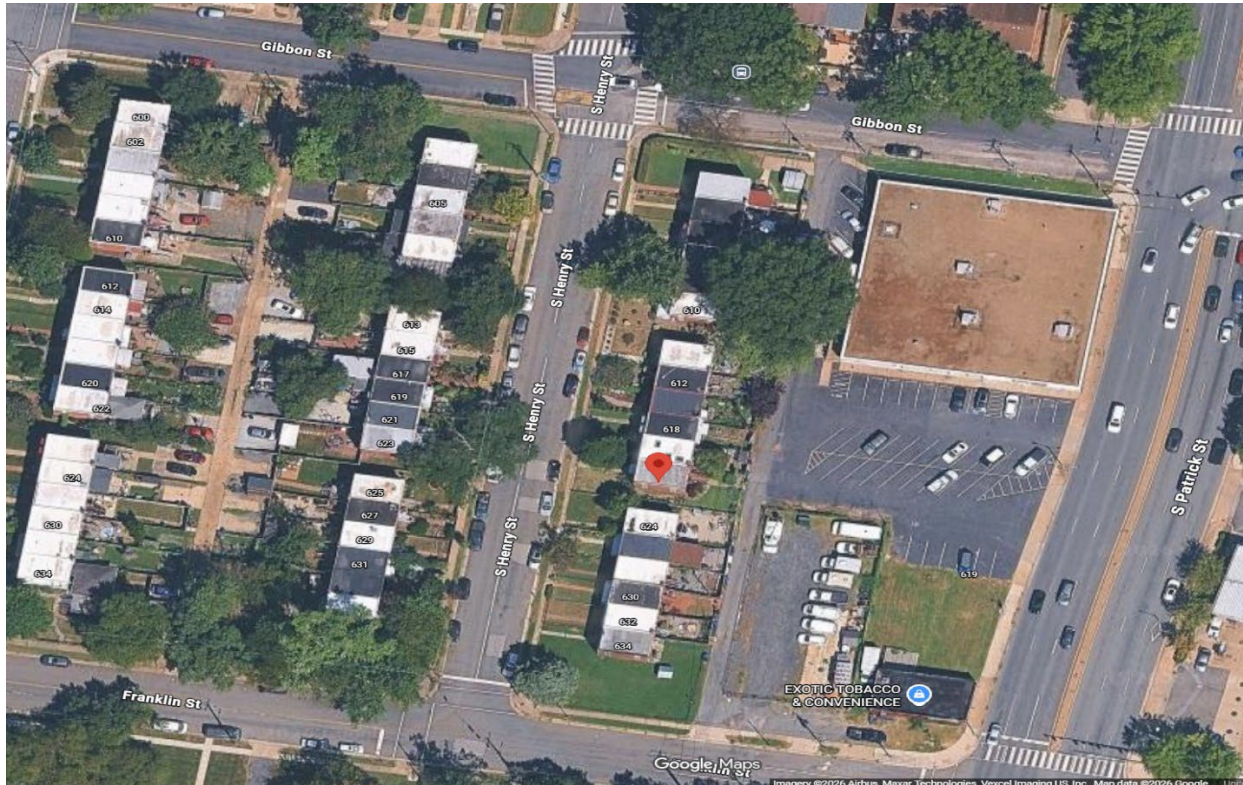
Installation of the proposed curb cut would require the removal of on-street parking on a block where parking spaces are limited. While the proposed driveway would provide off-street parking for a single vehicle, the 12-foot curb cut width, together with the required curb radii, and area needed to safely enter and exit the driveway could affect up to two on-street parking spaces.

The applicant submitted an appeal of the decision for the Board's review (Attachment 6). Based on the demand for on-street parking and the potential loss of up to two parking spaces, staff recommends that the Board uphold the denial of the curb cut application.

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

## ATTACHMENT 1: LOCATION

*622 S Henry Street*



## 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: karlymriggs@gmail.com

Property Address: 622 South Henry St. Alexandria, VA 22314

Curb Cut Street Name: South Henry St.

Request for a New Curb Cut? Yes ☒ No ☐ What is the Requested Width? 12 ft

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

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

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

Property Owner Name: Chandler Ramirez

Street Name and No.: 622 South Henry St. Alexandria, VA 22314

City: Alexandria State: VA Zip Code: 22314

Home Phone: Work Phone: Cell Phone: 408-355-3316

Mailing Address (if different from above):

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

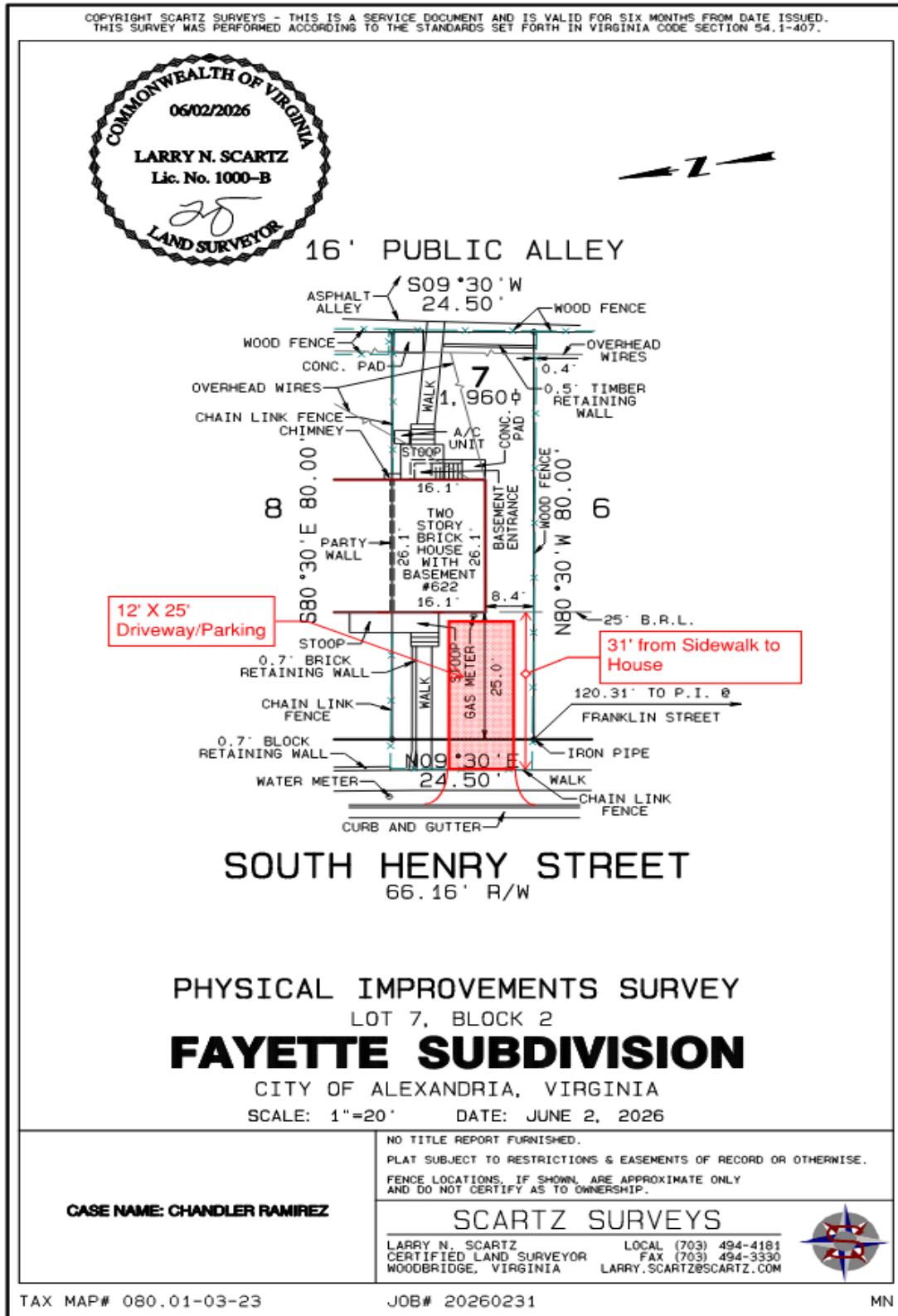
Property Owner Signature:

*Chandler Ramirez*

Date:

5/1/2025

## 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**

July 28, 2026

Chandler Ramirez  
622 South Henry Street  
Alexandria, VA 22314

Re: 622 South Henry Street – New Curb Cut Denial Letter

Property Owner:

Your application (CRB2026-00016) for the installation of a new curb cut along East Windsor Avenue has been reviewed.

After careful evaluation, we are unable to support the proposed curb cut. Based on our review, installation of a curb cut at this location will result in the removal of an on-street parking space where spaces are limited.

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.

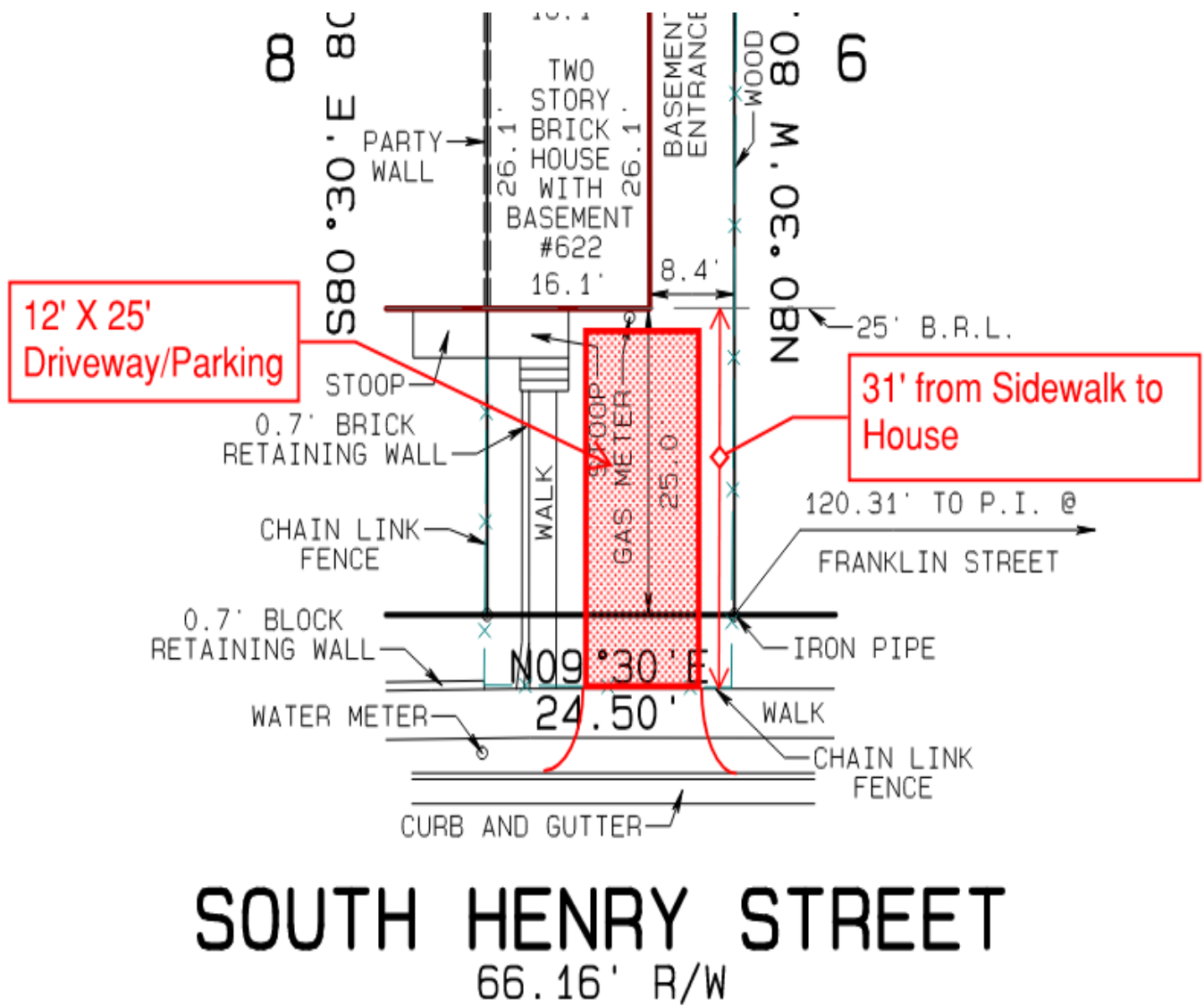
Sincerely,

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

Andre S. Williams  
Permits Manager

cc: Alex Boulden, Interim Deputy Director, EROW  
Ryan Knight, Division Chief, Transportation

# ATTACHMENT 5: LAYOUT



## ATTACHMENT 6: APPEAL

**August 3, 2026**

Traffic and Parking Board  
City of Alexandria

**Re: Appeal of Curb Cut Denial – CRB2026-00016**  
**622 South Henry Street**

Dear Members of the Traffic and Parking Board,

I respectfully submit this appeal of the denial of my curb cut application (CRB2026-00016) for my property located at 622 South Henry Street.

The denial letter states that the application was denied because installation of the proposed curb cut would result in the removal of one on-street parking space in an area where parking is limited. While I appreciate the City's concern regarding neighborhood parking, I respectfully believe that the decision places undue weight on the physical removal of one curbside parking space without fully considering the other factors required under Section 5-2-14(c) of the Alexandria City Code, including the overall effect on parking demand, traffic operations, ingress and egress, and public safety.

Although the proposed curb cut would eliminate one on-street parking space, it would simultaneously create a permanent off-street parking space on my private property. As the homeowner, I intend to use that space for my own vehicle, which is currently parked on the street. Accordingly, while one curbside space would be removed, one vehicle would also be permanently relocated from the public roadway to private property. The practical effect is that neighborhood parking demand remains substantially unchanged because my vehicle would no longer occupy a public parking space.

For this reason, I respectfully believe the denial does not fully consider whether the proposal would "interfere unreasonably" with parking demand, as required by Section 5-2-14(c)(1). Rather than increasing demand for public parking, the proposed curb cut would reduce my reliance on it by moving my vehicle onto my own property.

The proposal would also improve public safety. South Henry Street is a narrow, one-way residential street with parking permitted on both sides. Because parking is frequently unavailable near my home, I am often required to park several houses away and walk home after dark, including during inclement weather. In addition, entering and exiting a parked vehicle from the travel lane and loading or unloading belongings from the street creates unnecessary exposure to moving traffic.

A properly constructed driveway would allow my vehicle to be parked entirely off the roadway, reducing interactions between parked vehicles, pedestrians, cyclists, and passing traffic. It would also provide safer ingress and egress to my property while reducing the need to repeatedly search for limited on-street parking.

The proposal would not increase traffic, intensify the use of my property, or create additional vehicles in the neighborhood. My property will continue to function as a single-family residence, and the requested curb cut simply provides a safe means of accessing an off-street parking space.

Additionally, many homes located directly across South Henry Street already enjoy the benefit of private off-street parking through alley access and rear driveways. My property does not have the same opportunity. This request would simply provide my home with a similar ability to park on private property while remaining fully compliant with all City design and construction standards. I am committed to installing a paved driveway that meets all applicable City specifications and maintaining it in accordance with City requirements.

I respectfully submit that the denial appears to rely primarily on the physical removal of one curbside parking space without fully balancing the broader considerations required by Section 5-2-14(c), particularly the practical effect on parking demand and the significant public safety benefits of allowing off-street parking. I therefore respectfully request that the Board determine that the denial constitutes a clear error in the application of the factors set forth in Section 5-2-14(c) and overturn the decision approving the requested curb cut.

Thank you for your time and thoughtful consideration of this appeal. I appreciate the opportunity to present my position to the Board and would be happy to answer any questions during the hearing.

Respectfully,

Chandler Ramirez  
622 South Henry Street  
Alexandria, VA 22314

# City of Alexandria, Virginia

## Traffic and Parking Board

**DATE:** September 28, 2026

**DOCKET ITEM:** 9

**ISSUE:** Curb Cut Appeal – 3 West Mason Avenue

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**REQUESTED BY:** Resident of 5 West Mason Avenue

**LOCATION:** 3 West Mason Avenue

**STAFF RECOMMENDATION:** The Board uphold approval 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 can appeal the decision to the Traffic and Parking Board. The Board's role in these cases is to evaluate the appeal based on the standards of the City Code and the impact on traffic operations, pedestrian safety, and adjacent on-street parking.

**DISCUSSION:** The property owner at 3 West Mason Avenue (Attachment 1) applied for a new curb cut (Attachment 2 & 3). The application was approved under the criteria outlined in Section 5-2-14(c) (Attachment 4) but an adjacent property owner has submitted an objection to that approval under Section 5-2-14(e) (Attachment 6). 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 West Mason Avenue at the front of the property. The curb cut will provide access from the street to a proposed driveway/parking area on private property. The measured depth of the front yard is 27'. The proposed dimension of the driveway is 8' X 25' (Attachment 5).

Section 5-2-14(c) outlines the criteria for evaluating a curb cut application. The application was submitted with a shorter driveway (8' X 15') that raised concerns about a parked vehicle

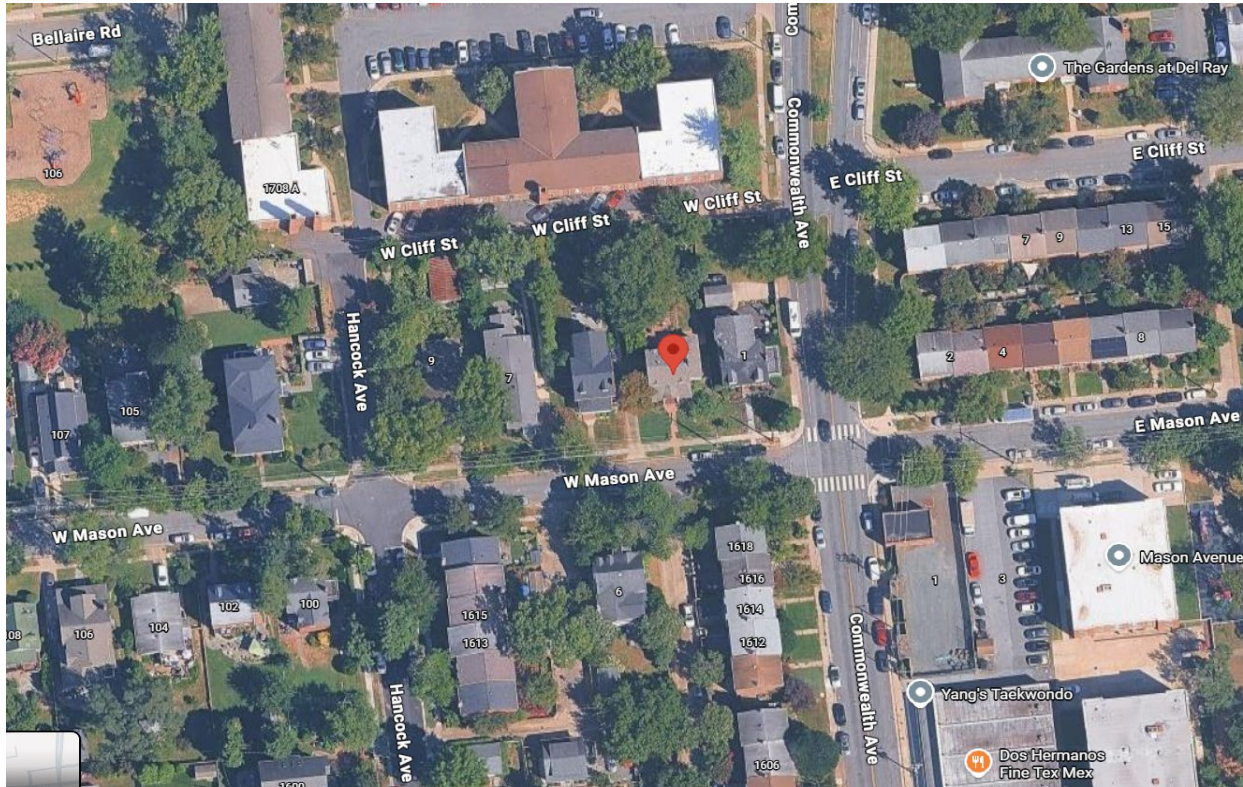
encroaching onto the adjacent sidewalk. A revised plan was submitted showing a longer driveway thereby addressing the concerns. The revision was subsequently approved by all reviewers.

The adjacent property owner at 5 West Mason Avenue submitted an appeal to the approval (Attachment 6) noting concerns related to pedestrian safety, parking, and neighborhood character. Staff recommends the Board uphold approval of the curb cut based on staff review.

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

## ATTACHMENT 1: LOCATION

*3 W Mason Avenue*



## ATTACHMENT 2: APPLICATION



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

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

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

Applicant Email Address: allenk9y9@gmail.com

Property Address: 3 W Mason Ave

Curb Cut Street Name: W Mason Ave

Request for a New Curb Cut? Yes ☒ No ☐ What is the Requested Width? 10'

Request for a Second Curb Cut? Yes ☐ No ☐ What is the Requested Width? \_\_\_\_\_

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

Will the Existing Curb Cut be Widened? Yes ☐ No ☐ What is the Requested Width? \_\_\_\_\_

Property Owner Name: Katherine Allen / David Weingart

Street Name and No.: 3 W Mason Ave

City: Alexandria State: VA Zip Code: 22301

Home Phone: \_\_\_\_\_ Work Phone: \_\_\_\_\_ Cell Phone: 571-274-2464

Mailing Address (if different from above): \_\_\_\_\_

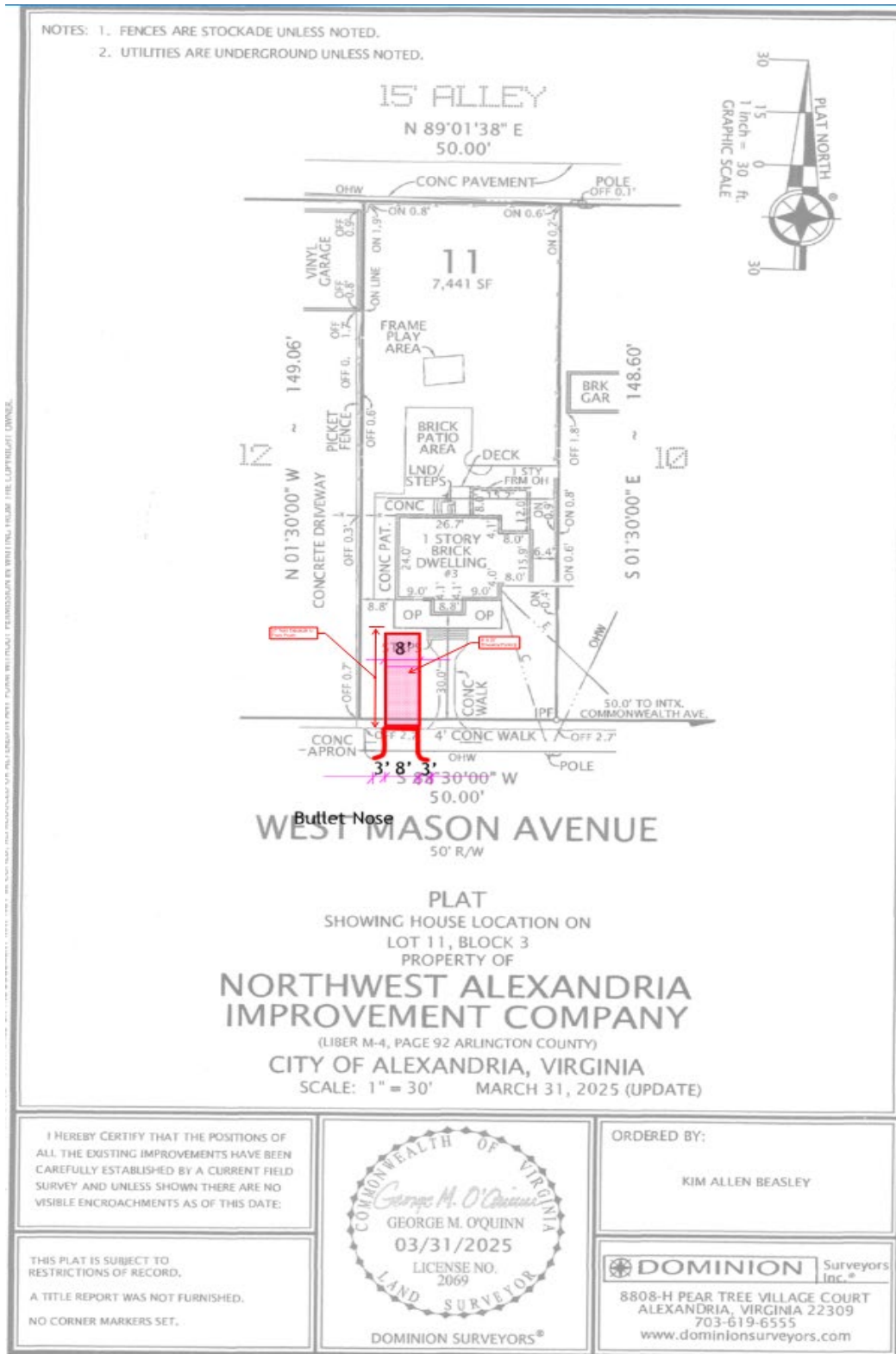
\_\_\_\_\_

\_\_\_\_\_

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

Property Owner Signature: Katherine Allen Date: 3-23-2026

## ATTACHMENT 3: PLAN



## ATTACHMENT 4: APPROVAL LETTER



**DEPARTMENT OF TRANSPORTATION  
AND ENVIRONMENTAL SERVICES**  
P.O. Box 178 - City Hall  
Alexandria, Virginia 22313

**alexandriava.gov**

**703.746.4035**

August 14, 2026

Katherine Allen  
3 W. Mason Avenue  
Alexandria, VA 22301

Re: 3 West Mason Avenue – New Curb Cut Approval with Objection

Property Owner:

Our office previously approved an application for a new curb cut to serve the property at **3 West Mason Avenue**, under permit **CRB2026-00011**. That approval was subsequently rescinded because the application had not been reviewed by our Transportation Division and an objection from an adjacent property owner had been inadvertently omitted from the review process.

The application has now undergone the required review by the Transportation Division, which determined that the proposed curb cut is adequate. In addition, our review of the objection found no valid basis for denial. Accordingly, this letter serves as approval of the proposed curb cut.

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

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

- If **no appeal** is filed within the 15-day appeal period, a follow-up letter will be issued confirming the curb cut approval.
- If an **appeal is filed**, the case will be scheduled for the next regular meeting of the Traffic and Parking Board (September 28<sup>th</sup>). The Board will consider the appeal and may affirm, modify, or overturn the approval.

Please note that no installation of the curb cut can proceed until the 15-day appeal period has expired or, if an appeal is filed, until the Traffic and Parking Board has issued its final decision.

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

Sincerely,

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

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

[illegible]

## ATTACHMENT 6: NEIGHBOR OBJECTION LETTER

**Paul Zook**

**Susan Stoner**

5 W. Mason Avenue  
Alexandria, VA 22301

August 23, 2026

**Via Email**

Andre S. Williams  
Permits Manager  
Department of Transportation & Environmental Services  
City of Alexandria  
P.O. Box 178  
Alexandria, VA 22313

**Re: Appeal of Approval of Curb Cut at 3 West Mason Avenue (Permit No. CRB2026-00011)**

Dear Mr. Williams:

We are the owners of the adjacent property located at 5 West Mason Avenue and are writing in response to your August 14, 2026, letter regarding the approval of the proposed curb cut at 3 West Mason Avenue, Permit No. CRB2026-00011.

Pursuant to Section 5-2-14(e) of the Code of the City of Alexandria and the appeal procedures outlined in your correspondence, we hereby formally appeal the approval of the proposed curb cut and request that the matter be scheduled for consideration by the Traffic and Parking Board.

We continue to have concerns regarding the impacts of the proposed curb cut on the surrounding neighborhood, including effects on adjacent properties, loss of on-street parking, pedestrian safety, and neighborhood character. We intend to provide additional information and supporting documentation for the Board's consideration as part of the appeal process.

Please consider this letter as our official notice of appeal and confirm receipt of this appeal and placement of the matter on the agenda for the next Traffic and Parking Board meeting.

Thank you for your attention to this matter.

Respectfully,

**Zook, Paul**  
Digitally signed by Zook, Paul  
DN: cn=Zook, Paul,  
ou=Internal, ou=users,  
ou=staffnet, dc=corp, dc=alex  
Date: 2026.08.23  
10:16:51 -0400

Paul Zook & Susan Stoner

5 West Mason Avenue  
Alexandria, VA 22301

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** September 28, 2026

**DOCKET ITEM:** 10

**ISSUE:** Curb Cut Appeal – 411A Clifford Avenue

---

**REQUESTED BY:** Residents of 409 and 413 Clifford Avenue

**LOCATION:** 411A Clifford Avenue

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

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

**DISCUSSION:** The property at 411 Clifford Avenue (Attachment 1) currently has a 2-story single family dwelling on a lot that has been subdivided into a new separate lot. The new lot is currently being developed under a grading plan (GRD2026-00022) for the construction of a new 2-story semi-detached dwelling (Attachment 2 & 3). The application was approved under the criteria outlined in Section 5-2-14(c) but adjacent property owners submitted objections to that approval under Section 5-2-14(e). The appeal 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 Clifford Avenue at the front of the new property. The curb cut will provide access from the street to a proposed driveway/parking area on private property mirroring the existing dwelling. The dimension of the driveway will be 8' X 17' (Attachment 5).

The adjacent property owners submitted an appeal (Attachment 6) for review by the Board, noting this would reduce on-street parking available to all the residents on this block. Staff recommends the Board uphold approval of the curb cut based on staff review.

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

## ATTACHMENT 1: LOCATION

*411 Clifford Avenue*



## ATTACHMENT 2: APPLICATION



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

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

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

Applicant Email Address: \_\_\_\_\_

Property Address: 411 Clifford Ave

Curb Cut Street Name: Clifford Avenue

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

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

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

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

Property Owner Name: Teresa Elaine Lustig

Street Name and No.: 411 Clifford Avenue

City: Alexandria

State: Virginia

Zip Code: 22305

Home Phone: \_\_\_\_\_

Work Phone: \_\_\_\_\_

Cell Phone: \_\_\_\_\_

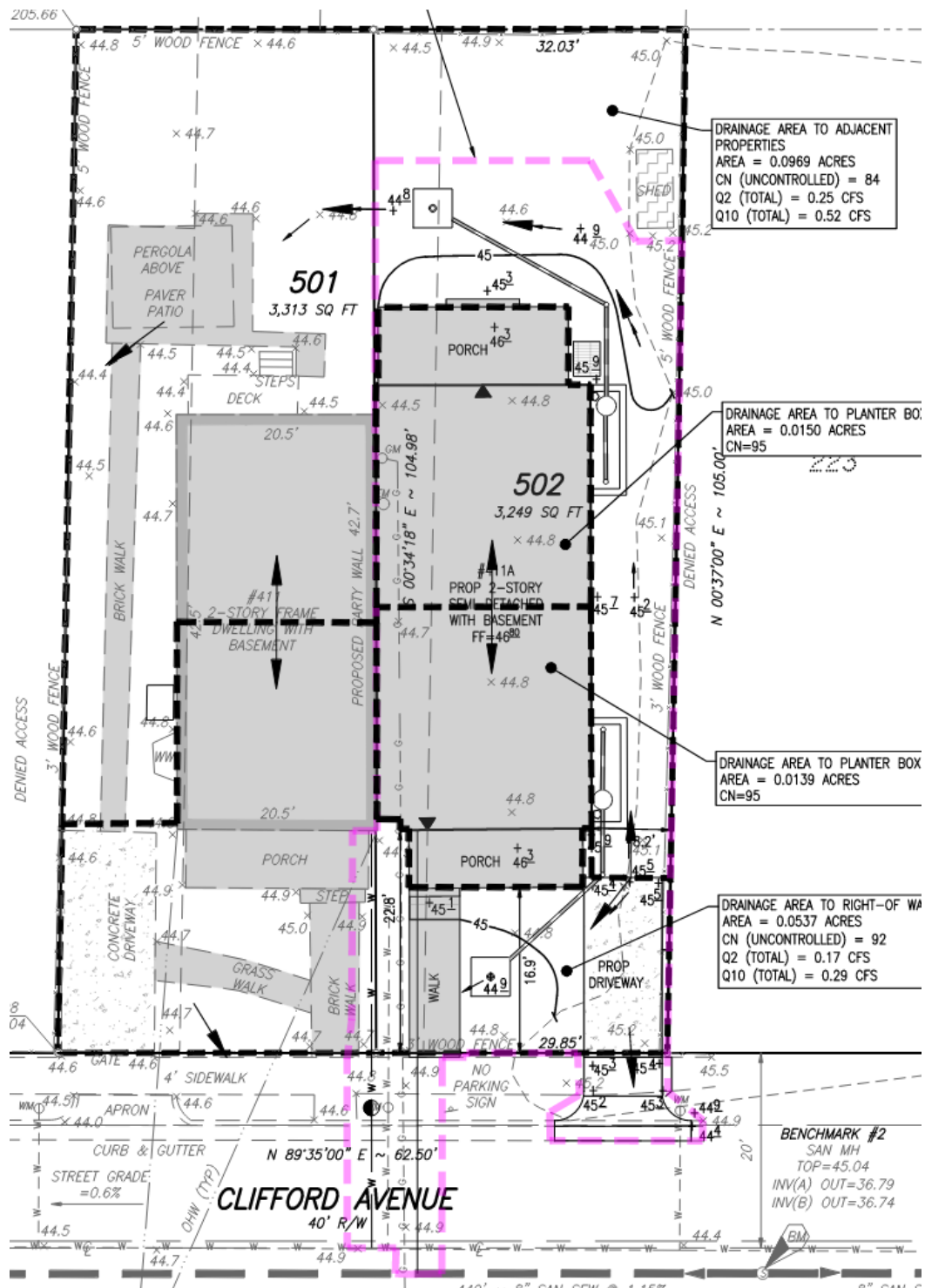
Mailing Address (if different from above): \_\_\_\_\_

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

Property Owner Signature: Teresa E. Lustig

Date: 06/18/26

## ATTACHMENT 3: PLAN



## ATTACHMENT 4: DENIAL LETTER



### DEPARTMENT OF TRANSPORTATION AND ENVIRONMENTAL SERVICES

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

**alexandriava.gov**

**703.746.4035**

August 5, 2026

Teresa Lustig  
411 Clifford Avenue  
Alexandria, VA 22305

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

Property Owner:

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

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

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

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

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

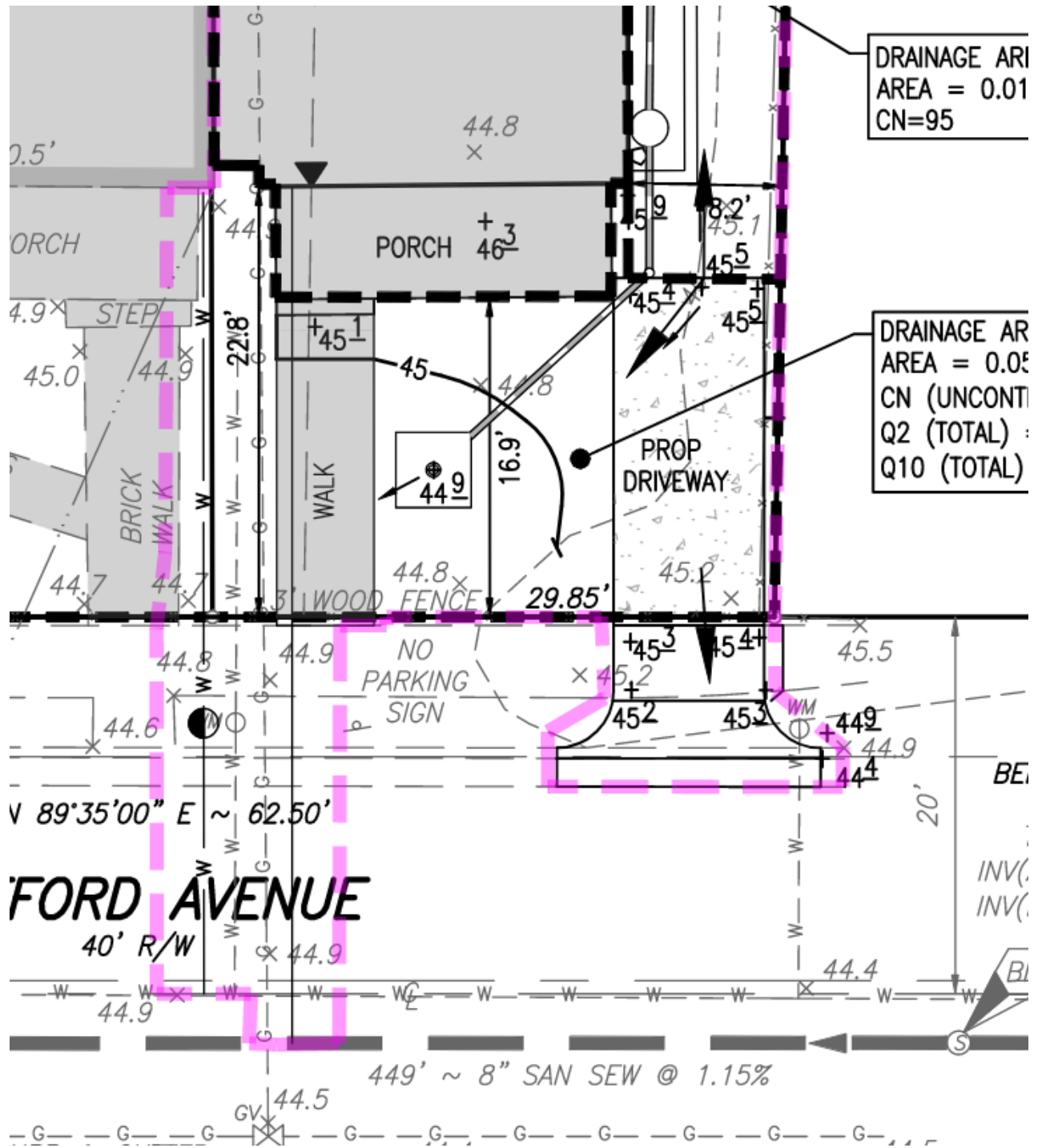
If you have any questions, please contact our office at **703-746-4035**.

Sincerely,

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

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

# ATTACHMENT 5: LAYOUT



## **ATTACHMENT 6: NEIGHBOR OBJECTION LETTER**

*409 Clifford Avenue*

To whom it may concern,

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

Reason for objection:

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

Thank you,

Kyle Williams (409 Clifford Ave)

*413 Clifford Avenue*

August 20, 2026

Mr. Din,

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

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

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

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

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

Thank you for considering this appeal.

Sincerely,  
Sarah Friedman  
Max Wolson  
413 Clifford

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** September 28, 2026

**DOCKET ITEM:** 11

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

---

**REQUESTED BY:** Northern Virginia Community College

**LOCATION:** Dawes Avenue, between Seminary Road and King Street

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

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

**BACKGROUND:** The City, in partnership with Northern Virginia Community College (NVCC), is evaluating safety improvements along Dawes Avenue between Seminary Road and King Street (Attachments 1 and 2). The project responds to concerns raised by NVCC, community members, and recent crash history on the corridor.

This project is part of the Neighborhood Transportation Improvements Program (NTIP), a community-driven program that provides street improvements that make it easier and safer for people to get around in Alexandria. The community may petition the City to address neighborhood transportation issues such as limited crossing opportunities, unsafe vehicle speeds, challenging intersections, and more. Improvements can also advance the City's adopted Alexandria Mobility Plan and Vision Zero goals.

This project has been shaped by community input over several years. In January 2020, staff held a community open house at NVCC to discuss potential parking removal on Dawes Avenue, between Netherton Drive and King Street. In September 2020, the Traffic and Parking Board considered an earlier proposal and asked staff to look beyond addressing parking concerns alone and to return with a concept that would more comprehensively improve safety and support multimodal travel. In response, City staff continued collaborating with NVCC and the

community to develop options that address traffic and parking concerns while delivering meaningful safety improvements for everyone who uses the corridor.

There have been 16 traffic crashes since 2017 on this corridor (Attachment 3). Of those, 6 resulted in people being injured. Speeding is also common on this corridor, presenting a high risk of injury to people walking, biking, and taking transit.

**DISCUSSION:** In December 2024, staff received an NTIP application from NVCC for safety improvements along Dawes Avenue (Attachment 4). NVCC is working to implement enhancements to the pedestrian network across its campus, to support the goals of the AlexWest Small Area Plan.

Proposed improvements for the corridor include:

- Westbound bike lane from King Street to Seminary Road,
- Eastbound bike lane from Seminary Road to 5190 Dawes Avenue, and
- New crosswalk at Dawes Avenue and NVCC Bus Loop.

Parking modifications are needed in the project area to support proposed improvements including visibility improvements, enhanced pedestrian crossings, and facilities for people biking (Attachment 5). The proposed parking modifications are listed below:

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

Major destinations along Dawes Avenue include NVCC, Seminary Professional Village, and Coca-Cola Enterprises. Every major destination along this corridor has off-street parking. On the west end of the corridor near Seminary Professional Village and Coca-Cola Enterprises, the proposed parking modifications would increase the supply of on-street parking. On the middle and east end of the corridor, proposed parking modifications could be supported by the substantial available capacity within the NVCC campus garage.

**OUTREACH:** During the initial comment period from July 14 to August 24, staff received 104 comments via email or feedback form (Attachment 6) regarding the conceptual design shared with the community. Four of five respondents indicated that the proposed concept offers the following benefits:

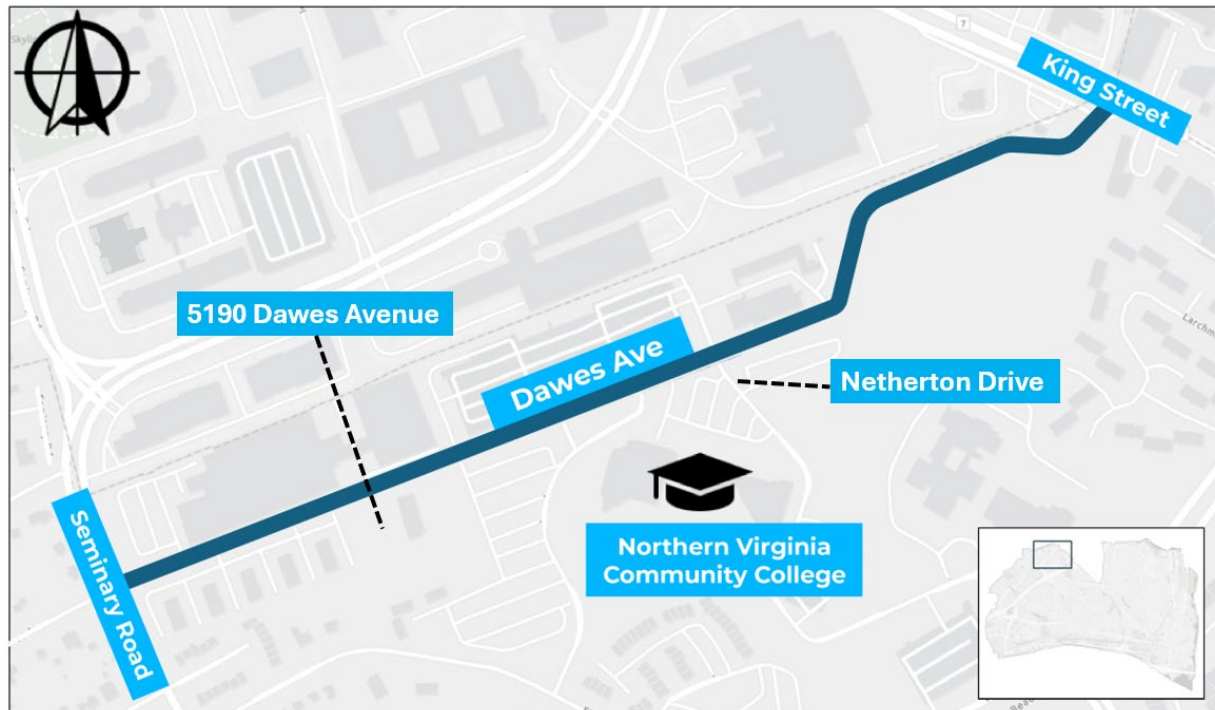
- provides additional crossing opportunities for people walking,
- improves safety for people driving by reducing conflicts associated with on-street parking,
- improves safety for people biking,
- maintains convenient access to destinations along Dawes Avenue for people driving, and
- makes it more comfortable to walk along Dawes Avenue.

Among respondents that weighed in on proposed parking modifications, there was overwhelming support between Netherton Drive and King Street, with limited concerns about maintaining on-street parking west of the NVCC campus.

During the planning phase of the project, City staff held six virtual meetings and two in-person meetings with NVCC, along with in-person outreach and phone calls with contacts at the major destinations along the project corridor.

NVCC submitted a letter of support for the project. Community letters can be seen in Attachment 7.

## ATTACHMENT 1: PROJECT LOCATION



## ATTACHMENT 2: EXISTING CONDITIONS IMAGES

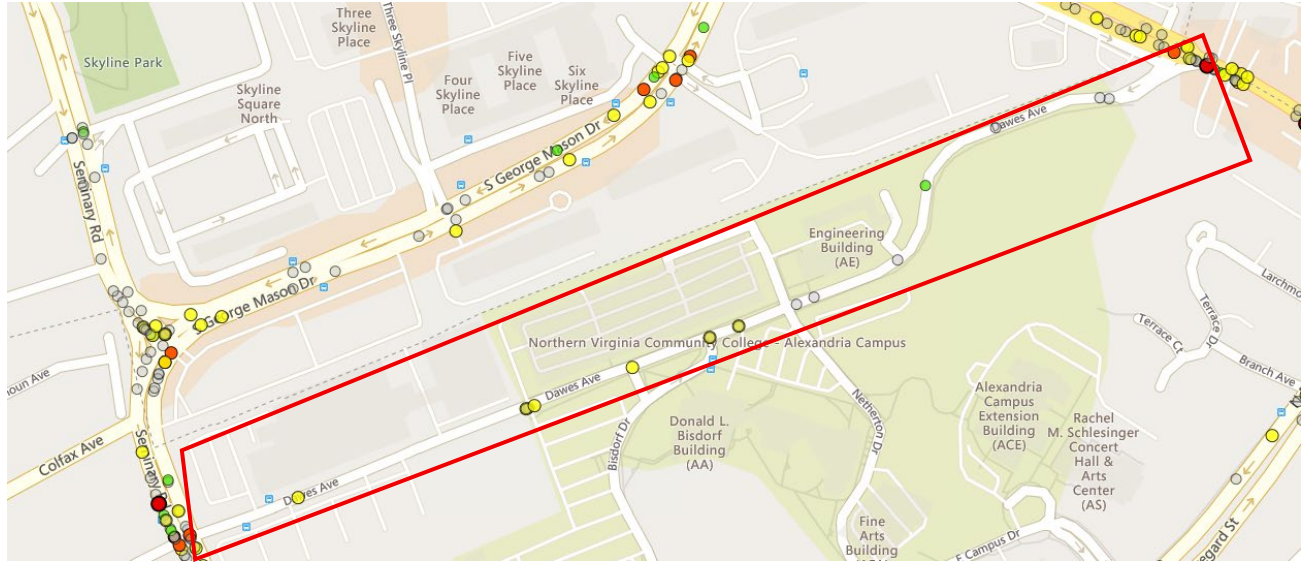


*Vehicle crosses the yellow centerline between Netherton Drive and King Street*



*Vehicle crosses the yellow centerline ahead of passing traffic between Netherton Drive and King Street*

### ATTACHMENT 3: CRASH HISTORY



#### LEGEND:

Yellow = pedestrian injuries  
Grey = property damage  
Green = non-visible injuries  
Red - fatalities

#### **ATTACHMENT 4: NEIGHBORHOOD TRANSPORTATION IMPROVEMENTS PROGRAM APPLICATION**

**Submission Date:** December 18, 2024 3:47 p.m.

**Applicant Name:** Alex Carroll (on behalf of NVCC)

**Applicant Address:** 5000 Dawes Avenue

**Location of Concern:** Dawes Avenue, between Seminary Road and King Street

**5 Neighbors Consulted?** No, I have not talked to my neighbors.

**Description of Concern(s):** Concerns about speeding, parking in undesirable areas, and pedestrian and bicyclist safety.

**Signature Attachment:** No

**Applicant Phone Number:** 703.845.9347

**Applicant Email Address:** [mahaggray@nvcc.edu](mailto:mahaggray@nvcc.edu)

**Neighborhood Association Applicant:** N/A

**Neighborhood Association Name:** N/A

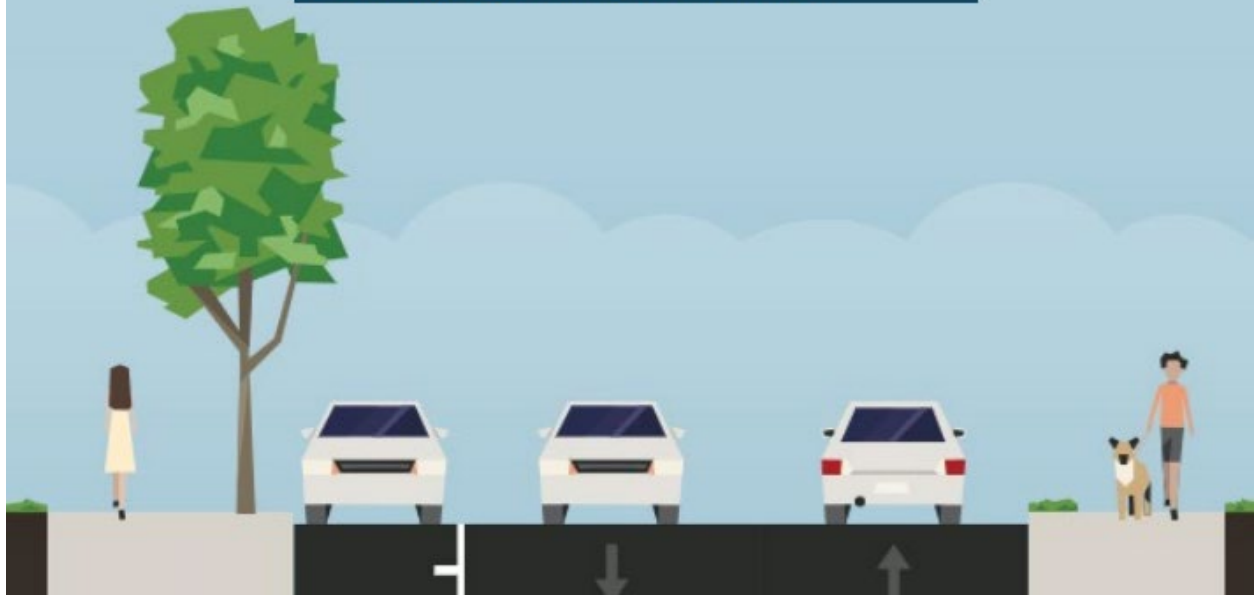
**Summary of Concern(s):** People drive too fast; People do not stop for pedestrians; People do not stop at stop signs; It is difficult to cross the street; It is difficult to bike on my street.

## ATTACHMENT 5: CONCEPTUAL DESIGN



## Dawes Avenue (Existing Condition)

5190 Dawes Avenue to Netherton Drive



## Dawes Avenue (Proposed Condition)

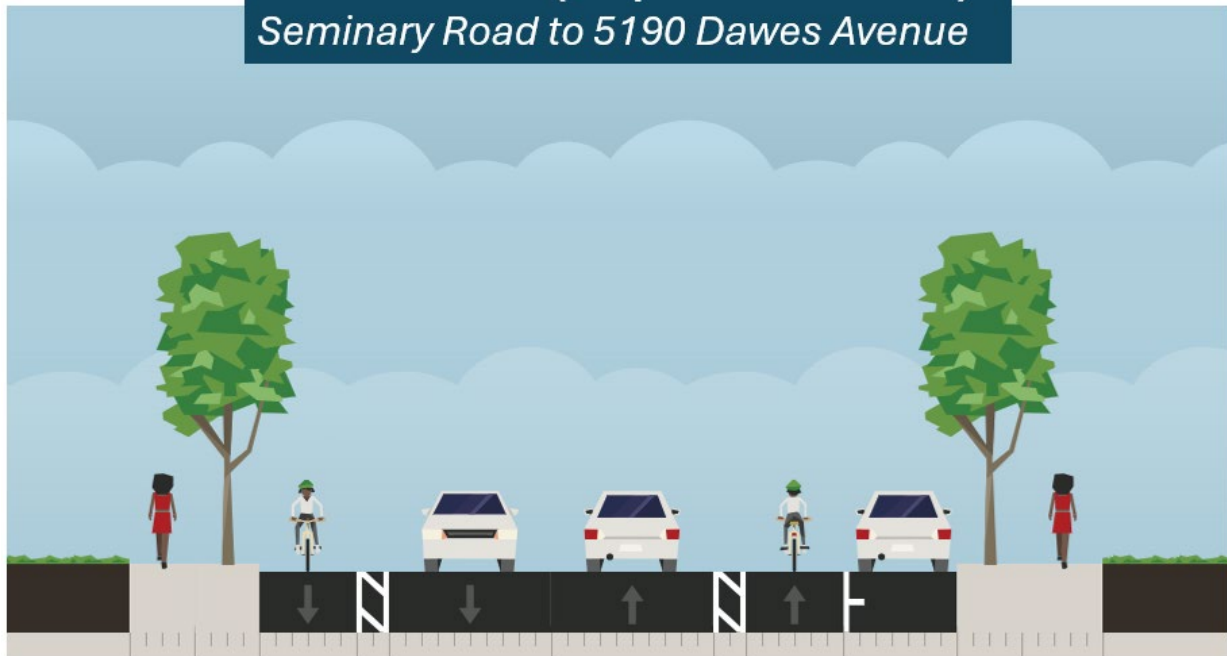
5190 Dawes Avenue to Netherton Drive



**Dawes Avenue (Existing Condition)**  
*Seminary Road to 5190 Dawes Avenue*



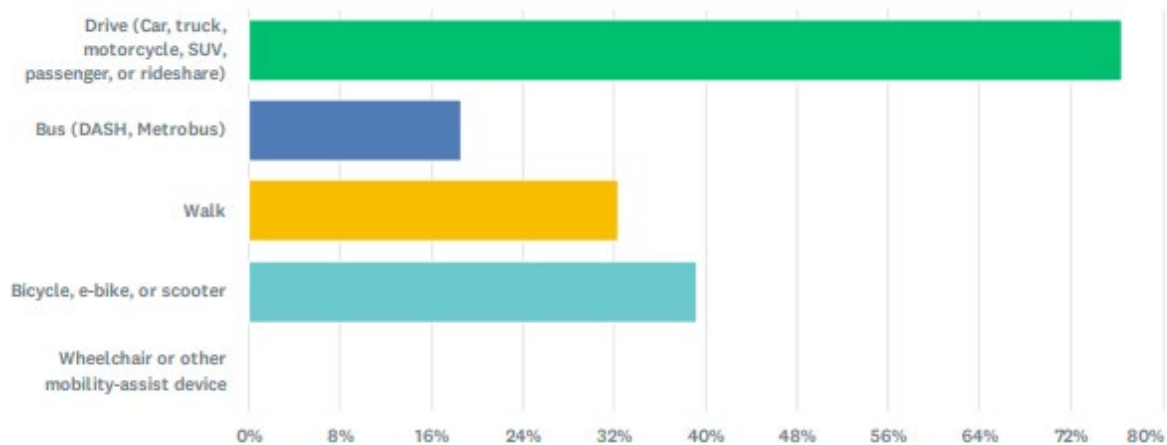
**Dawes Avenue (Proposed Condition)**  
*Seminary Road to 5190 Dawes Avenue*



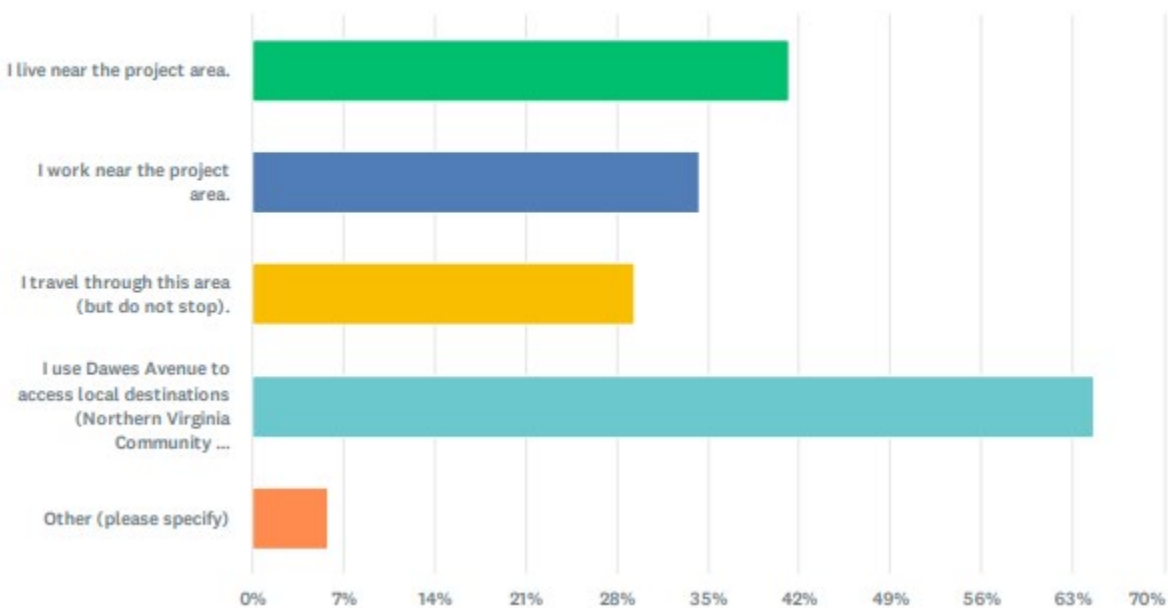
## ATTACHMENT 6: COMPILED COMMENTS RECEIVED DURING ENGAGEMENT PERIOD

### FEEDBACK FORM RESULTS AND COMMENTS

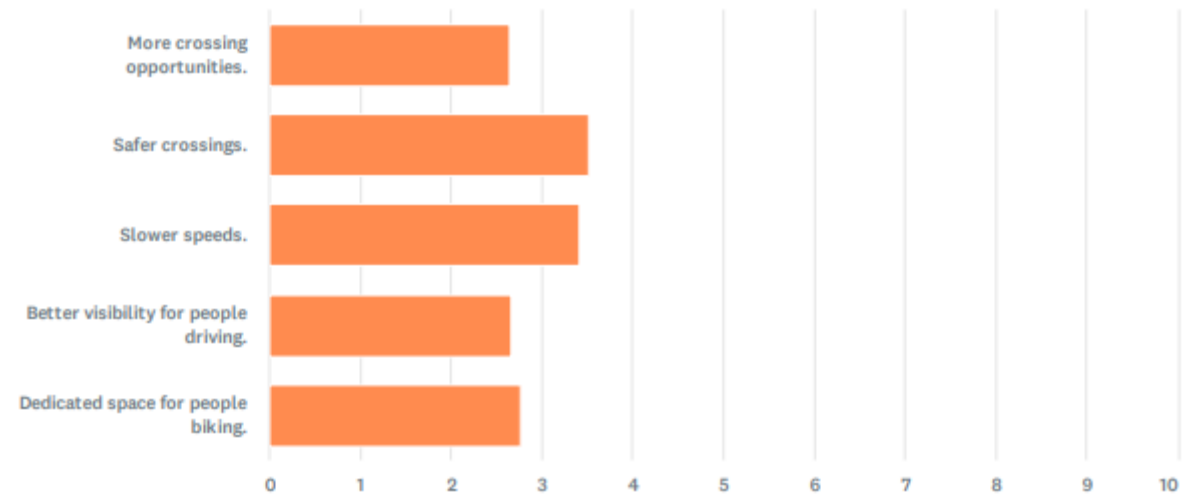
How do you typically get around in the project area? Select all that apply.



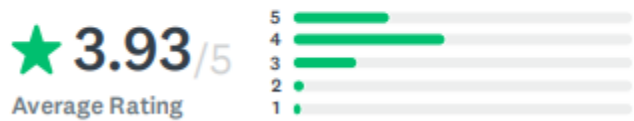
Why do you typically travel on Dawes Avenue? Select all that apply.



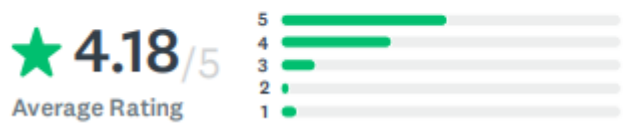
This project aims to improve safety for everyone on Dawes Avenue. How important are the following project objectives to you? Please rank on a scale from most important (at the top) to least important (at the bottom).



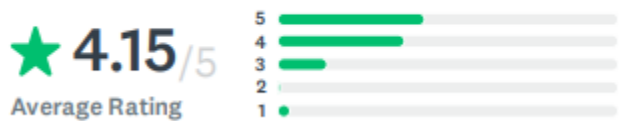
The proposed concept provides additional crossing opportunities for people walking.



The proposed concept improves safety for people driving by reducing conflicts associated with on-street parking.



The proposed concept improves safety for people biking.



The proposed concept maintains convenient access to destinations along Dawes Avenue for people driving.



The proposed concept makes it more comfortable to walk along Dawes Avenue.



## Q9 Is there anything else you would like to say about this project?

Answered: 73 Skipped: 32

| #  | RESPONSES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | DATE               |
|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 1  | No more parking on Dawes near NVCC - it is dangerous and a nuisance to traffic and pedestrians!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 8/24/2026 4:08 PM  |
| 2  | The plan looks good what about adding planter boxes in the center of Dawes in front of the college to help reduce the speed in the avenue.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 8/24/2026 2:29 PM  |
| 3  | PLEASE remove the parking ASAP on the curvy part of the road between NOVA and Rt. 7. I have had many near collisions there with trucks bombing down the hill. People don't park close enough to the curbs.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 8/24/2026 2:23 PM  |
| 4  | Installing security cameras between NVCC and King Street would be a good idea. I saw public dumping of trash and furniture there a couple of weeks ago.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 8/24/2026 2:19 PM  |
| 5  | great project                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 8/24/2026 2:18 PM  |
| 6  | There needs to be some work on drainage. there is a spot down the hill around the bend that after a rain, mud pools and many of us have slipped multiple times. The sidewalk is unsafe in this area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 8/24/2026 2:16 PM  |
| 7  | Heavy traffic and littering along Dawes Avenue and King Street create an unsafe, unwelcoming and unsanitary environment for neighbors.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 8/24/2026 1:50 PM  |
| 8  | The climbing bike lane near King street is essential for making me feel safer on my bike                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 8/23/2026 4:25 PM  |
| 9  | Please make additional improvements at seminary, adaptive light, better sidewalk on seminary heading west, etc                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 8/18/2026 10:36 AM |
| 10 | Yes, but I will email my comments to you.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 8/14/2026 3:00 PM  |
| 11 | What is missing are signals of some kind when the Coke trucks cross the road. They come out very fast and block the road and the sidewalks on both sides of the street. Walking on the sidewalk closest to the bay doors is particularly hazardous because they do not expect anyone to be there and you are walking directly on the driveway vs on a sidewalk. Some sort of marking for the sidewalk is needed and the ability for walkers to activate a signal so truck drivers know they are walking through, and a signal for the truck drivers or their crew to activate to let foot, bike and vehicle traffic know they are crossing. 2nd - there is no solution noted for the end of Dawes at the intersection with King St/Leesburg Pike/Rt. 7. That is not well equipped to take bike and pedestrian traffic, and cant handle the vehicle traffic it already has. Cars move very fast on that stretch of road, which makes it hard to take a right on red. Vehicles on Rt 7 consistently block the exit from Dawes meaning no cars can easily turn right with the light either. The light also handles cross traffic from the other side of Rt 7 from the hotel exit. This is not a common source of traffic and already confuses drivers. Adding bikes, foot traffic and more vehicles needs some thought n how to do safely. Removing the protected right turn lane from Dawes onto King Street is a good option to allow drivers more opportunities to get out safely onto King because the opening is always blocked right now. It would also allow for a better left turn lane onto King which would need a signal to manage oncoming traffic from the hotel. | 8/6/2026 5:57 PM   |
| 12 | Couldn't locate proposed concept on very crowded project webpage. So I responded Neutral to everything. Make it easier for us!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 8/6/2026 11:46 AM  |
| 13 | I add miles to driving from 4800 Fillmore Avenue to King Street because I do not want to drive through Dawes Avenue. The street is too narrow, sometimes semis block the street. I am not surprised to learn that serious accidents have occurred on this street. Removing parking along the eastern stretches will help, but this improvement plan does not do enough to make this a safe street.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 8/6/2026 10:07 AM  |
| 14 | 1) There do not appear to be any "traffic calming" a.k.a speed bumps devices to slow things down; and; at least one of the pedestrian crossing areas should be the fully modern pedestrian                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 8/6/2026 9:40 AM   |

|    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                   |
|----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
|    | activated crossing signal etc.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                   |
| 15 | Additional safety for pedestrians is very needed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 8/5/2026 11:13 PM |
| 16 | I'd prefer the dedicated bike lanes to be protected instead of just having paint.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 8/5/2026 9:18 PM  |
| 17 | Even though I mostly drive in that area, I appreciate making it more accessible and safer for bikers.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 8/5/2026 8:00 PM  |
| 18 | The PROBLEM is speeding. Removing parking at the end of Dawes near King St would help as speeders take the curve and don't see cars/pedestrians etc. The upper half of Dawes has STOP SIGNS .IF you don't stop SPEEDERS nothing will change!                                                                                                                                                                                                                                                                                                                                                                                                                                        | 8/5/2026 7:36 PM  |
| 19 | Are you going to address the homeless encampments in the woods along Dawes heading towards King St? People are living in tents and also in their parked cars. Trash and human waste litter the sidewalk in that area and make it uncomfortable to walk along Dawes. You put up a small "No Entry" sign in front of a path leading into the woods in that area but no one enforces that.                                                                                                                                                                                                                                                                                             | 8/5/2026 5:27 PM  |
| 20 | The biggest problem on this stretch of Dawes Ave is the Coke factory vehicles - blocking the road as they back in, parking HUGE trucks along side of road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 8/5/2026 3:20 PM  |
| 21 | In reading about the accidents I did not know if most were pedestrians or bikers or other cars that were hit. If a large number of the incidents were with bikers then add the lane. But I rarely see bikers. Perhaps my hours are off. BUT I think Alex has increased biking lanes and perhaps gone further than needed since we don't see them often. Let me observe that when I see a lot of the kids near NOVA they are looking at screens and wearing earplugs. I too love my phone and use when out but not while walking across street. Often they don't look up at all. I sound like some old grump and don't mean to. But it is an observation not a fabricated complaint. | 8/5/2026 2:51 PM  |
| 22 | People cutting through Dawes to reach Columbia Pike disregard the stop sign at N. Stevens Street. And pedestrians ignore the stop sign as well.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 8/5/2026 2:37 PM  |
| 23 | I like it.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 8/5/2026 12:37 PM |
| 24 | There are three long standing problems with this section of Dawes Ave that this plan needs to address. 1) Long running habitual illegal tractor trailer parking causing drivers to have to unsafely cross the double yellow line to pass the illegally parked trucks. These trucks also block visibility for drivers exiting the medical offices on Dawes Ave and accidents have resulted. 2) vehicles often commercial and oversized park on the southbound side of Dawes Ave between Netherton Dr and King St and protrude into the travel lanes, this is especially hazardous on the curves. 3) Pedestrian and bicycle use is hazardous on Dawes between Seminary & King St.     | 8/5/2026 11:59 AM |
| 25 | If this project gets rid of semis and large trucks parking on Dawes, I am all for it. The city has done a HORRIBLE job in enforcing the "no more than two hour parking" for heavy trucks making Dawes Avenue very dangerous for walkers, drivers, and bikers.                                                                                                                                                                                                                                                                                                                                                                                                                       | 8/5/2026 11:15 AM |
| 26 | I hope flexposts will be used for the bike lane as that significantly improves the perception of safety as a biker                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 8/4/2026 11:17 PM |
| 27 | streets are for getting places. not for vehicle storage. the City's obsession with providing low-cost/free vehicle storage at taxpayer cost is beyond comprehension. get rid of all of the street parking, everywhere!                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 8/4/2026 3:10 PM  |
| 28 | Please make sure to have signals to detect bike and scooters at Dawes/Seminary and Dawes/King. Or give them a dedicated signal. I am also very excited to see parking protected bike lanes. THANKS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 8/4/2026 11:27 AM |
| 29 | The climbing bike lane appears to end before reaching King Street. Is there an option to extend the lane or otherwise make it safer for bike riders to connect to King Street?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 8/4/2026 11:00 AM |
| 30 | Dawes Ave is an extremely important bike connector for people in the west end. I have used it myself when biking to Del Pepper for city council meetings                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 8/4/2026 7:14 AM  |
| 31 | I would ask that bikes and pedestrians be prioritized and protected as much as possible. The safest design for kids is the safest design for everyone.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 8/4/2026 6:42 AM  |
| 32 | Please make sure the traffic lights on Dawes Avenue at Seminary Road and King Street are able to detect people riding bikes or scooters. I regularly ride my bicycle on Dawes Avenue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 8/3/2026 8:51 PM  |

|    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                   |
|----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| 34 | Bike Lane needed heading from NVCC to King St. unless intent is to share the road for that stretch.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 8/3/2026 3:25 PM  |
| 35 | Please update the signal at Seminary Rd. so it can recognize bicycles. Also, please make sure that the designated bike lanes are protected to prevent automobiles from parking in bike lanes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 8/3/2026 11:59 AM |
| 36 | Safety improvements on roads should focus on the needs of drivers first as the vast majority of people drive this route and do not bike. Please stop using city funds to advance an agenda focused on one small group and instead find ways to improve traffic and parking for people in cars, trucks, buses and emergency vehicles. The solution to every problem cannot be bike lanes no one will ever use.                                                                                                                                                                                                                                                                                                                                                                                                                                               | 8/3/2026 7:43 AM  |
| 37 | --Work with NVCC to improve bicycle connectivity and safety within their campus --Will traffic signals at King and Seminary recognize the presence of bicycles?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 8/2/2026 7:31 PM  |
| 38 | A few more crosswalks would be ideal.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 8/2/2026 7:16 PM  |
| 39 | The parking protected bike lanes is a nice feature. Hope the city will pursue this feature where space allows in future projects. The traffic lights on Dawes at Seminary and King need to be able to detect people riding bikes and scooters. Wayfinding should be included in this project.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 8/2/2026 5:32 PM  |
| 40 | Safety requires separation of walking, biking, and driving modes of transportation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 8/2/2026 4:11 PM  |
| 41 | I hope i will now be able to cross Rt 7 at Dawes without waiting for a car to come along and trigger the light                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 8/2/2026 3:19 PM  |
| 42 | Consider adding bike detection at the intersections with Seminary and with King. Currently crossing King at Dawes is difficult by bike or on foot.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 8/2/2026 2:29 PM  |
| 43 | I saw a lot of cars blocking/parking in bike lanes in Alexandria this morning- I would assume it being Sunday and not a day where parking is enforced helped create that condition. The parking buffered lanes will prevent that happening but the bike lanes on the northside will need some sort of barrier to stop people from parking over the bike lanes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 8/2/2026 2:27 PM  |
| 44 | Please change the light at seminary so that it changes for bicycles                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 8/2/2026 11:45 AM |
| 45 | A good fix for a terrible road that is built like a racetrack. Thank you for putting safety for the most vulnerable foremost                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 8/2/2026 10:17 AM |
| 46 | All bike lanes should be protected by physical barriers like concrete bollards.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 8/2/2026 10:06 AM |
| 47 | Please change the light at seminary so that it detects bikes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 8/2/2026 8:49 AM  |
| 48 | We've got to make transportation/travel safer and more comfortable for all users, not just drivers. We're steadily making progress on that, one small project at a time. Mill Road and Holland Lane are good recent examples. We need to keep doing that.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 8/2/2026 8:36 AM  |
| 49 | The bike lanes should be protected by real infrastructure, ideally concrete barriers                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 8/2/2026 8:00 AM  |
| 50 | Good project. Much needed. Thanks,                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 8/2/2026 7:57 AM  |
| 51 | I cannot see where any additional crossings have been made on the maps. I do feel that removing the on-street, parallel parking spaces would enhance safety as I have seen people peel out of those spots far too quickly and dart into traffic scaring drivers, walkers, bikers, and onlookers. Furthermore, bushes and trees need to be better maintained (this may be NVCC's responsibility to address) to ensure that driver's can see around corners at the T-intersection of Dawes Avenue and Bisdorf Drive. Also, bus driver's need to yield to pedestrians crossing from the faculty and staff parking lot on NOVA's campus to the Bisdorf building. It is not a suggestion to stop for them; it is or should be the law. I have personally nearly been taken out by busses speeding through campus as if the bus were on fire. This needs to stop! | 7/30/2026 9:54 PM |
| 52 | Although Dawes will be improved, connections at Seminary, King, Fillmore and Beauregard remain treacherous and discourage walking and biking.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 7/30/2026 3:55 PM |
| 53 | The parking along Dawes Avenue makes it very dangerous for both drivers and pedestrians.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 7/29/2026 8:45 AM |

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|----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
|    | The major portion of Dawes Avenue should align with the college setting and slow things down.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                    |
| 54 | In addition to crossings, please consider other ways to reduce the speed that vehicles travel on Dawes. Many vehicles are driving well above the posted speed limit, especially between the campus and the intersection with Seminary Road.                                                                                                                                                                                                                                                                                                                                                                                      | 7/27/2026 10:07 AM |
| 55 | removing parking simplifies driving and improves visibility, but may increase speeds for the same reasons.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 7/24/2026 10:13 PM |
| 56 | The road as-is is dangerous for walkers and other drivers. Cars park too far away from the curb which makes it difficult to drive.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 7/23/2026 4:43 PM  |
| 57 | I am a strong proponent of removing the parking along Dawes Ave. During the semesters at the college there are vehicles that illegally park beyond the areas allowed. Also, there are issues with vision due to parked cars and some vehicles parked improperly are hazards in the driving lanes.                                                                                                                                                                                                                                                                                                                                | 7/23/2026 1:40 PM  |
| 58 | I think it is especially important to remove parking between King St. and Netherton Dr. This road is way too narrow and curvy to have two-way traffic, parking, and a bike lane.                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 7/22/2026 11:38 AM |
| 59 | Coca Cola trucks block traffic and is a real safety hazard when drivers try to pass them. Something need to be done about it.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 7/21/2026 12:46 PM |
| 60 | DO NOT PUT IN BIKE LANES!! Dawes Avenue does not have the bike traffic needed for bike lanes. Keep the street parking by the parking garage on Dawes Avenue in front of the college. Some people will need free parking.                                                                                                                                                                                                                                                                                                                                                                                                         | 7/21/2026 12:25 PM |
| 61 | I believe the proposed concept would improve safety and accessibility for pedestrians, but not necessarily for drivers. Currently, students often cross the roads at random locations where there are no designated crosswalks, requiring drivers to make frequent stops to accommodate those who ignore posted signs and marked crossings. To address this, we need clearer signage and better guidance directing pedestrians to designated crossing areas.                                                                                                                                                                     | 7/20/2026 10:07 AM |
| 62 | I think it should strongly be considered to keep the street parking in front of the garage on Dawes Ave. I would NOT support stronger biking preferences here because most of our students at NOVA do not bike. They either drive or take the bus. Having fewer street parking spaces is a big CON for our students. Plus because of the giant hill on the King st side, biking up that hill is not something our average students or faculty can do. This is another reason I would put less priority on the biking. However, I agree it's safer to remove the street parking on the curvy hill along Dawes closest to King St. | 7/20/2026 9:33 AM  |
| 63 | I want all of the parking removed from along Dawes ave. This is the cause for accidents and makes it hard to maneuver around the road. The proposed image looks like it takes some of the parking, but I'm requesting all as there is enough parking at NVCC to handle the need. There is no need for street parking.                                                                                                                                                                                                                                                                                                            | 7/20/2026 9:21 AM  |
| 64 | removing the parking near king street will be critical. visibility on that side is challenging                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 7/20/2026 9:19 AM  |
| 65 | Love the no parking on Dawes!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 7/20/2026 9:09 AM  |
| 66 | The more restrictions on Dawes Avenue approaching King Street, the better. No vehicles bigger than an SUV should be allowed to park on that road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 7/17/2026 2:58 PM  |
| 67 | The street is very dangerous for pedestrians at the college; too many cars use it is a cut through; visibility due to parked cars when walking is terrible; sidewalks are not wide enough to use; crossing paths to the parking garage and AE are insufficient; i support eliminating the parking, wider sidewalks, dedicated bike lane and much lower speed limits                                                                                                                                                                                                                                                              | 7/17/2026 12:51 PM |
| 68 | I am a local business owner and I park around the Coke Warehouse. I totally agree about the parking where Dawes Ave connects to Leesburg pike that curvy road doesn't need parking but towards the warehouse side we need parking this is the only industrial zone within miles of this zone. I understand that we want to better the community but please think about us commercial vehicle owners                                                                                                                                                                                                                              | 7/16/2026 8:43 PM  |
| 69 | Creation of biking line on Dawes Avenue will create more unsafe conditions due to slope and turns toward King st. Take off parking from the Dawes yes, this is the smart and safe. Reduce speed, add cameras and radars -yes. This residential area around and kids going to use it for biking on high pitch down slope toward very busy King street- NO, this is dangerous.                                                                                                                                                                                                                                                     | 7/16/2026 12:22 PM |
| 70 | Please consider the <u>King Street/Dawes Ave intersection. Turning left onto Dawes can be</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 7/16/2026 10:49 AM |

## Dawes Avenue Safety Improvements

challenging, especially when pedestrians are present. The driver wanting to turn is looking at oncoming traffic and cannot easily see pedestrians walking west until they are in the middle of the crosswalk. That leads to having to stop mid turn and blocking the zooming eastbound traffic. Another issue is people exiting the gas station. As the driver trying to turn left onto Dawes, it looks clear but then someone pulls out of the gas station quickly and zooms through the light. Exiting Dawes onto King Street is very challenging during the evening rushhour. Cars travelling east on King block the intersection and speed through red lights, making it difficult and dangerous for cars turning off Dawes.

|    |                                                                                                                                                                                                                                                                                                                                                                             |                   |
|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| 71 | I work here at the Coca Cola warehouse and im a Trucker for them. You guys aren't making it any easy for us or other truckers that work with us. It's an industrial zone we need more parking not bike lanes that cross right infront of our work space                                                                                                                     | 7/16/2026 9:29 AM |
| 72 | I'm a local business owner who operates a commercial truck in the area. Dawes Avenue currently has heavy vehicle parking limited to two hours on one side and no parking on the other. I'd like to request that the city review whether the no parking restriction is still necessary and determine if additional legal parking could be provided without affecting safety. | 7/16/2026 9:07 AM |
| 73 | This project isn't taking into account that there is a Coke Warehouse where truckers need to park overnight or just other commercial vehicles                                                                                                                                                                                                                               | 7/16/2026 9:03 AM |

## Comments Received Via Email

**From:** Owen Curtis <[opctiger72@aol.com](mailto:opctiger72@aol.com)>

**Sent:** Thursday, August 20, 2026 2:39 PM

**To:** Hillary Orr <[Hillary.Orr@alexandriava.gov](mailto:Hillary.Orr@alexandriava.gov)>

**Cc:** Leah Riley <[leah.riley@alexandriava.gov](mailto:leah.riley@alexandriava.gov)>; Alexandria Carroll

<[Alexandria.Carroll@alexandriava.gov](mailto:Alexandria.Carroll@alexandriava.gov)>; Ryan Knight <[Ryan.Knight@alexandriava.gov](mailto:Ryan.Knight@alexandriava.gov)>

**Subject:** [EXTERNAL]comments on the Dawes Avenue Safety Project

Dear Ms. Orr:

I filled out the online form for the Dawes Ave. Safety Project, but it doesn't really permit the type of detailed commentary that I think is most useful to the City in moving ahead with the best project. So I am providing these comments in the interest of helping T&ES achieve that end.

1. I think the proposed changes between Netherton Drive and King Street make great sense. I am always wary of driving towards King Street when people are entering or exiting a parked vehicle on this segment, or when trying to maneuver into or out of a space. The proposed plan makes good sense in all dimensions.
2. Similarly, the proposed changes to the segment from 5190 Dawes (the Coca-Cola plant's truck parking lot) to Netherton Drive, through the heart of the NVCC campus, also makes good sense. All modes should fare better due to the proposed changes.
3. The segment which I think needs some serious rethinking is from Seminary Road to 5190 Dawes. In particular, I am referring to the stretch adjacent to the professional office

townhouses of 5192 - 5286 Dawes; the other side of the street adjacent to the Coca-Cola plant looks to be fine. I want to bring to your attention the issues which our Association and our residents have been dealing with in this area:

- a. There are two driveways into/out of the townhouse complex. With the current parking, visibility of potential conflicting traffic is bad both for those looking to exit these driveways and for those driving along Dawes (especially towards King St.). We do not have the crash data, but we do have the anecdotal information which suggests this is currently a dangerous condition. And sadly, the proposed changes look to make it worse.
- b. By moving the parking spaces away from the curb, visibility of conflicting traffic will get worse, not better. This is making the roadway less safe, not safer.
- c. By moving the parking spaces away from the curb, cyclists will still have potential conflict with car doors opening, and those exiting/entering a parked car will now have a much closer conflict with traffic on one side and a new conflict with bikes on the other. Since these are chiefly medical offices, you can count on the notion that likely a disproportional percent of people parking are likely to be elderly, or dealing with some medical issue, and they do not need these additional challenges when parking.
- d. For at least 3 years, our Association has been working with the City to achieve effective enforcement of the prohibition of large trucks (18 wheelers) along Dawes, particularly in this segment, as their presence greatly reduces visibility of potential traffic conflicts at these two driveways. We've met in the field with T&ES staff and Yon Lambert, and we call Parking Enforcement a lot to get them to try to put an end to this. The proposed bike lane on the curb and parking spaces "in the roadway" will make matters worse, as you can well imagine how these illegally parked trucks (who park more than the permitted two hours, i.e., overnight and all weekend long, often living in their cabs) will simply block the bike lane, given how wide their trucks are. So the best solution for this segment is simply: **let's eliminate on-street parking here, too.** Indeed, if you think about it, the elimination of all on-street parking is the most readily enforceable, the safest, and the most logical. Otherwise, e.g., NVCC students will still be trying to park in this segment and walk a block or so to save a parking fee. The townhouses have, I believe, enough off-street parking, and so does the Coke plant. With the parking gone, drivers, cyclists, transit users, the trucks to/from the Coke plant, and pedestrians will all be safer. and the illegally parked trucks will simply have to go elsewhere.
- e. I cannot figure out why you are not proposing a crosswalk on the fourth leg of the intersection of Dawes and Seminary. Far more so than the crossing of Dawes at the NVCC campus, the crossing of Seminary carries greater danger to pedestrians. With one leg without a signalized crosswalk, some pedestrians have to make three crossings to get where they need to go (across Dawes, then across Seminary, then again across Dawes), rather than just one crossing of Seminary. All you have to do is go out there and observe, and you will see that the peds do

not do that --- they cross Seminary on the leg without a crosswalk, and that is significantly less safe for them to do. As part of the re-thinking of Seminary Road, our Association has asked for pedestrian signals on all legs of the Dawes/Seminary intersection (and all four legs of Fillmore/Seminary ... but that's a different topic). **Please include the 4th crosswalk and proper pedestrian signals in this plan to improve the safety of Dawes Avenue.**

We hope you find these useful to our common objective of a better, safer Dawes Avenue experience for all. Our Association represents nearly 600 households, and many of us use this segment of Dawes Avenue on a regular basis -- in our cars, walking, or biking. Please feel free to contact me if you have questions or would like to discuss. Also, as you move forward with public interaction, please include our Association in with the NVCC and other directly impacted residents and interests.

Sincerely,

Owen P. Curtis

President

Seminary West Civic Association

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## ATTACHMENT 7: COMMUNITY LETTERS



### Northern Virginia Community College

September 9, 2026

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

**RE: Endorsement of Dawes Avenue Parking Removal and Pedestrian Safety Improvements**

Chairperson Annie Ebberts and member of the Traffic and Parking Board:

Northern Virginia Community College (NOVA) appreciates the City of Alexandria's continued partnership in advancing improvements that support the Alexandria Campus and the broader West End community. Our shared work on Dawes Avenue aligns with the goals of the Alexandria West End redevelopment effort, including safer access, stronger community connections, and a better experience for students, employees, neighbors, and visitors.

NOVA endorses the outcome of the July 14 through August 24, 2026, community comment period and supports removing on-street parking along Dawes Avenue from King Street to Netherton Drive, including the segment along our Alexandria campus. Dawes Avenue is an important campus access route used by hundreds of pedestrians, primarily students. Removing on-street parking would improve sight lines, traffic flow, and pedestrian visibility along and across the corridor.

NOVA also wants to partner with the City to implement a more complete, people-centered corridor. As the City advances design and implementation, we support evaluation and incorporation of additional pedestrian and multimodal safety enhancements, including wider and ADA-accessible sidewalks, a protected or otherwise clearly delineated bicycle lane, improved and highly visible crosswalks, pedestrian-scale lighting, accessible curb ramps, and appropriate traffic-calming measures. These improvements should prioritize safe crossings and reduce conflicts among pedestrians, bicyclists, and moving traffic, especially at campus entrances and other high-use locations.

NOVA is fully supportive of the City proceeding with the approved parking removal at the earliest opportunity. We value the City's partnership and look forward to our continued collaboration to improve safety, access, and the overall quality of the Dawes Avenue corridor.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Anne M. Kress".

**Anne M. Kress**  
President  
Northern Virginia Community College

A handwritten signature in black ink, appearing to read "Tammy Ignacio".

**Tammy Ignacio**  
City of Alexandria Representative  
Northern Virginia Community College Board

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**Office of the President**

4001 Wakefield Chapel Road, Annandale, VA 22003  
phone: 703-323-3101 | fax: 703-323-3767  
[www.nvcc.edu](http://www.nvcc.edu)

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** September 28, 2026

**DOCKET ITEM:** 12

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

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**REQUESTED BY:** Residents

**LOCATION:** 3600 block of Old Dominion Boulevard, intersection of Old Dominion Boulevard and Tennessee Avenue, intersection of Tennessee Avenue and North Overlook Drive

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

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

**BACKGROUND:** The project corridor spans the 3600 block of Old Dominion Boulevard, the intersection of Old Dominion Boulevard and Tennessee Avenue, and the intersection of Tennessee Avenue and North Overlook Drive (Attachment 1). The 3600 block of Old Dominion Boulevard is major collector, connecting the Beverly Hills Community United Methodist Church, North Ridge and Beverly Hills neighborhoods with West Glebe Road. Tennessee Avenue is a minor collector that serves residential uses. North Overlook Drive is a local street that serves residential uses and connects to Beverly Park. The project area is within the watershed of Charles Barrett Elementary School. Overall, the land-uses in the project are residential, religious, and educational.

On-street parking within the project area is restricted from 12 a.m. to 6 a.m., with exemptions for valid City permits, because of the recent resident-driven creation of a Restricted Overnight Parking District.

In response to community concerns, City staff are addressing safety issues by proposing improvements within the identified project area. There is a missing sidewalk connection on Old Dominion Boulevard, south of West Glebe Road (Attachment 2).

There have been 9 traffic crashes since 2017 in the project area. Of those, a third resulted in people being injured (Attachment 3).

**DISCUSSION:** In Summer 2025, staff received a Residential Sidewalk Application with support from 100+ people for the 3600 block of Old Dominion Boulevard (Attachment 6). However, a traditional sidewalk is not currently feasible due to right-of-way limitations and funding constraints. An interim on-street sidewalk is proposed as an implementable near-term solution. In Winter 2025, staff received an application via the Neighborhood Transportation Improvements Program (NTIP) requesting intersection safety improvements at Tennessee Avenue and North Overlook Drive. In addition, staff received requests for a pedestrian crossing at Old Dominion Drive and Tennessee Avenue from members of the Beverly Hills Church Preschool community. These requests were combined into a single coordinated project due to overlapping geography and shared safety goals

Proposed improvements for the corridor include:

- Interim on-street sidewalk facility (creates the only dedicated pedestrian connection between W. Glebe Road and points south),
- New crosswalk at Old Dominion Drive and Tennessee Avenue (creates a pedestrian crossing for students attending Beverly Hills Church Preschool and Charles Barrett Elementary School), and
- Intersection safety improvements at Tennessee Avenue and North Overlook Drive

In addition to the highlighted improvements, painted curb extensions are proposed near the pedestrian crossings to shorten the pedestrian crossing distance, improve visibility, and slow down turning vehicles. Often, these treatments are paired with a vertical element like flexible posts to help reinforce and protect the pedestrian space.

Parking modifications are needed in the project area to provide the space needed for pedestrian improvements. The proposed parking modifications are listed below and can be seen in Attachment 3.

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

**OUTREACH:** During the initial comment period from May 21 to June 8, staff received 105 comments via email and/or on conceptual designs (Attachment 8). 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 interim sidewalk and new crosswalk
- Church community concerned about parking removal
- Need for additional enforcement of Overnight Parking District (OPD) restrictions
- Additional traffic calming on top of proposed improvements

Staff shared two conceptual designs with the community during the engagement period. Concept 1 proposed an interim on-street sidewalk facility on the 3600 block of Old Dominion Boulevard, a new crosswalk at Old Dominion Boulevard and Tennessee Avenue, intersection improvements including stop sign enhancement and daylighting at Tennessee Avenue and North Overlook Drive, and painted curb extensions at the pedestrian crossings. Concept 2 proposed an interim on-street sidewalk facility on the 3600 block of Old Dominion Boulevard, a new crosswalk at Old Dominion Boulevard and Tennessee Avenue with a median crossing island, intersection improvements including stop sign enhancement and daylighting at Tennessee Avenue and North Overlook Drive, and painted curb extensions at select pedestrian crossings.

Staff met with stakeholders including the Beverly Hills Community United Methodist Church (BHCUMC) Council, Incarnation Anglican Church, North Ridge Citizens' Association, Beverly Hills Church Preschool and wider community at an in-person discussion at BHCUMC on June 25. Following this meeting, staff performed additional analysis of potential safety improvements in the project area (Attachment 7) and identified opportunities to maintain up to 3-7 additional parking spaces, while still advancing the project goals through the recommended Revised Concept 1 (Attachment 4).

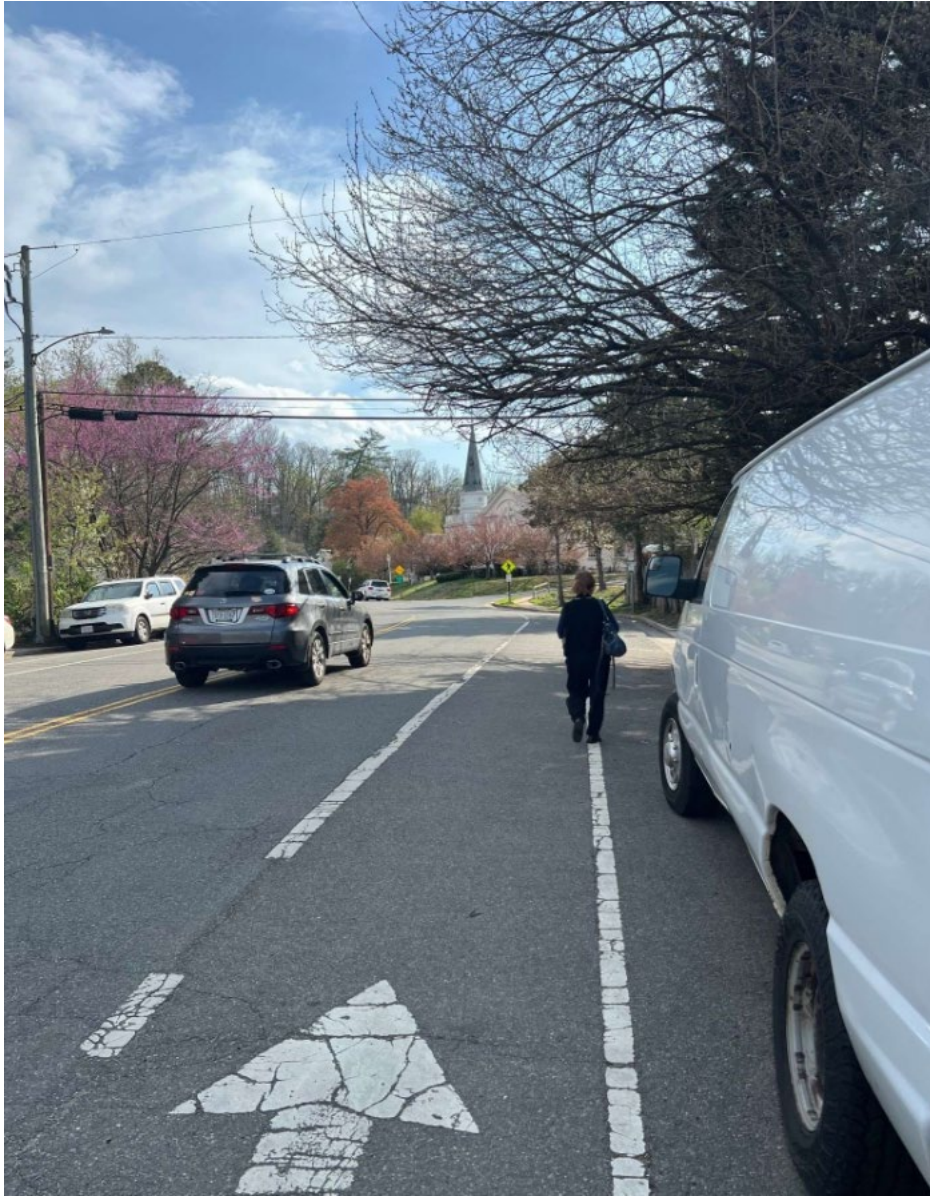
In the months since the June 25 community meeting, staff have continued to coordinate with stakeholders within the neighborhood, including attending in-person site visits.

The Washington Area Bicyclists Association (WABA) and Alexandria Bicycle and Pedestrian Advisory Committee (BPAC) submitted letters of support for Concept 2. BHCUMC initially submitted a letter of opposition prior to the community meeting, and staff have since updated the proposed concept in response to their concerns. Community letters can be seen in Attachment 9.

## ATTACHMENT 1: PROJECT LOCATION



## ATTACHMENT 2: EXISTING CONDITIONS IMAGES



*Pedestrian walks in bike lane on 3600 block of Old Dominion Boulevard*

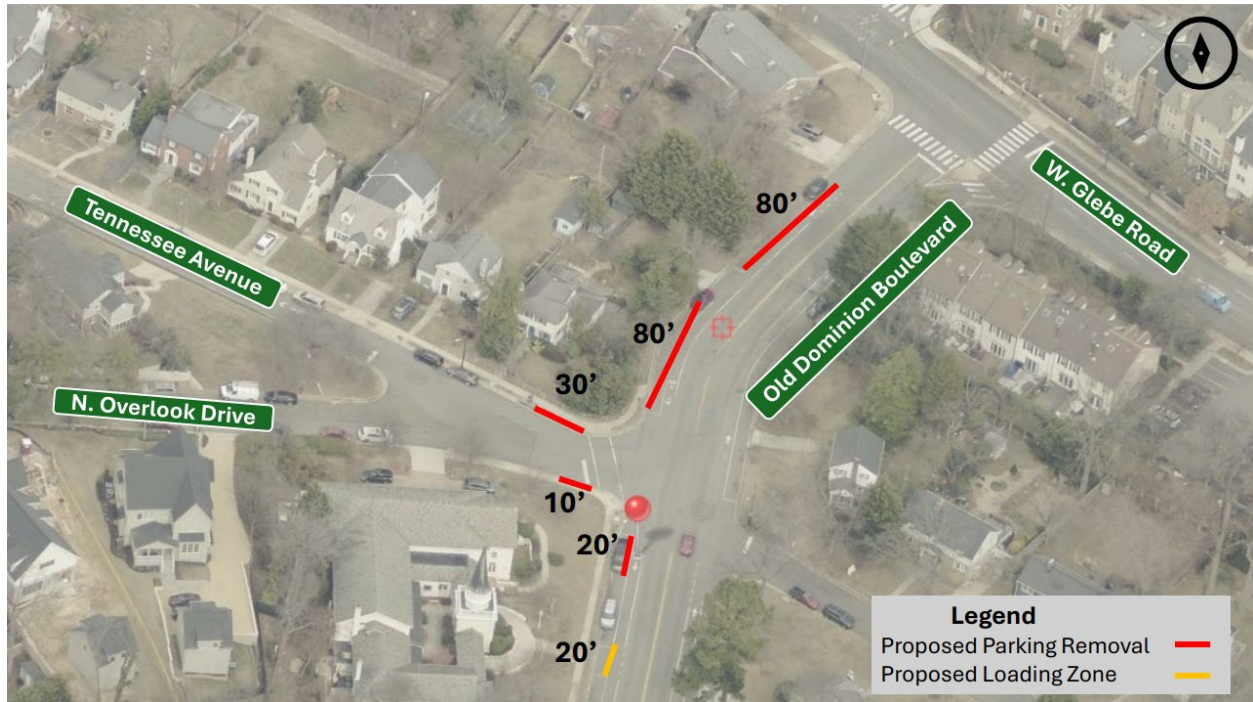


*Pedestrian pushing a stroller walks in bike lane next to active traffic on 3600 block of Old Dominion Boulevard*

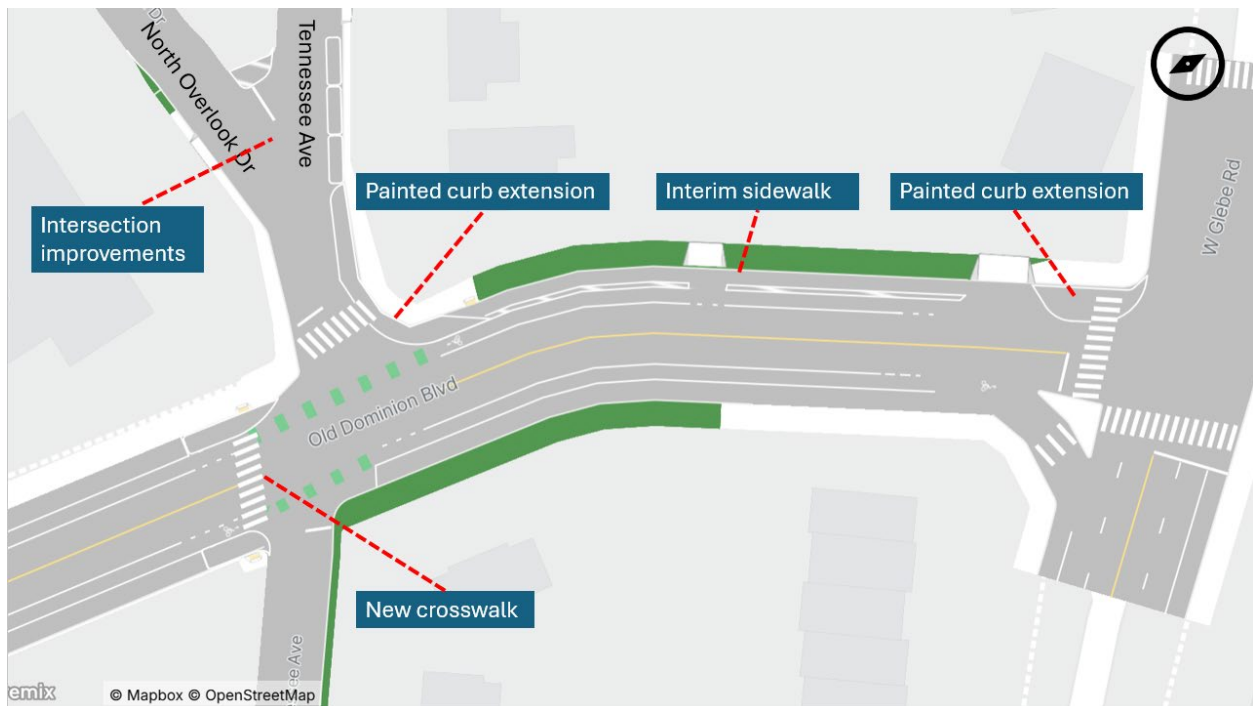


*Confusing intersection of Tennessee Avenue and North Overlook Drive*

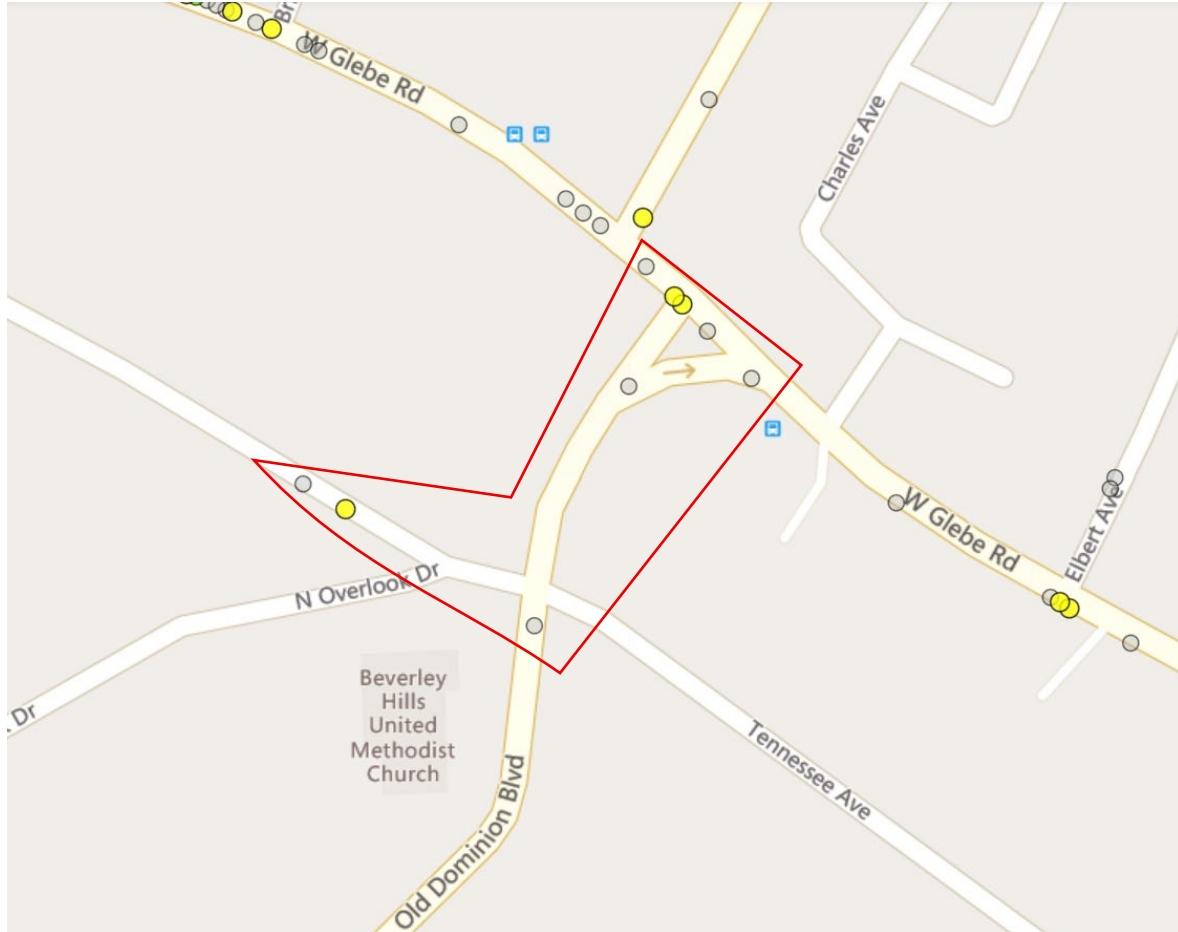
### ATTACHMENT 3: PROPOSED PARKING MODIFICATIONS



### ATTACHMENT 4: CONCEPTUAL DESIGN OF REVISED CONCEPT 1



## ATTACHMENT 5: CRASH HISTORY



Note: Red outline highlights project area.

### LEGEND:

Yellow – pedestrian injuries

Grey – property damage

**ATTACHMENT 6: RESIDENTIAL SIDEWALK APPLICATION**



# APPLICATION FOR RESIDENTIAL SIDEWALK

Thank you for your interest in a sidewalk. Please fill out this application and return to [Alexandria.Carroll@AlexandriaVA.gov](mailto:Alexandria.Carroll@AlexandriaVA.gov) or mail to Alex Carroll, 301 King Street, Suite 3600, Alexandria, VA 22314.

## Eligibility

Please review the eligibility criteria, project considerations, and prioritization criteria on the City of Alexandria website at [www.alexandriava.gov/91283](http://www.alexandriava.gov/91283) before completing this application.

## Applicant Contact Information

Name: Michael Martini  
Address: 700A W Glebe Rd  
Phone Number: 516-426-0559  
Email: mmartini246@gmail.com

## Applicant



Individual



Civic or Neighborhood Association

(Please identify which association: \_\_\_\_\_)

## Proposed Project Location

On Street: 3600 Old Dominion Blvd (south bound, west side)  
From Street: W Glebe Rd  
To Street: Tennessee Ave

Please identify nearby destinations the sidewalk would improve access to (schools, transit, etc.):

This proposal asks the city to install a sidewalk in the 3600 block of Old Dominion Blvd., which runs between Tennessee and W. Glebe. This block has a relatively high volume of pedestrian and vehicular traffic, but there is no complete sidewalk on either side of the road. There is half a sidewalk starting at W. Glebe on the east side, and the beginnings of sidewalks at each corner on the west side. Because of curb-side obstructions and parked vehicles, pedestrians are typically forced to walk in the bike lane or street. Given the volume and speeds of vehicle, the prospective petitioners believe that the absence of a sidewalk creates unsafe conditions.

Old Dominion is the only major entrance to the northern section of Beverley Hills between Valley Drive and Russell Road – a distance of several blocks in both directions. In effect, it is a choke point for north- and south-bound vehicular and pedestrian traffic in the northern section of Beverley Hills and the nearby neighborhoods north of W. Glebe. As a result, the 3600 block carries a significant volume of vehicles travelling to and from I-395, Route 1, and Arlandria. Similarly, many pedestrians travel this block in both directions. These include people pushing strollers and walking dogs; DASH bus riders going to and coming from the W. Glebe stops; people walking to MOMs and other businesses in Arlandria; and children with or without escorts on their way to the playground and preschool at Beverley Hills Methodist Church, Beverley Park, and/or Charles Barrett Elementary School.

## Community Support

Your application must include signatures from all residents in the immediate project area. 51% of residents must indicate support for the project. If a physical signature cannot be collected, an email indicating the resident's stance may suffice. In this case, a copy of the email must be submitted with the application, and the Project Champion shall note "See Attachment" in the appropriate signature box. If additional rows are needed, please use the form on the following page.

Would You Support a Sidewalk on 3600 Old Dominion Blvd (south bound, west side) from W Glebe Rd to Tennessee Ave ?

| Name                                                      | Street Address  | Email Address         | Stance                                                                                                  | Signature                                                                           |
|-----------------------------------------------------------|-----------------|-----------------------|---------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Michael Martini                                           | 700A W Glebe Rd | mmartini246@gmail.com | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know |  |
| See attached documentation including:                     |                 |                       | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know            | See attachment                                                                      |
| - Verbal confirmation of both affected property owners    |                 |                       | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know            |                                                                                     |
| - 15 emails from local neighbors digitally signing applic |                 |                       | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know            |                                                                                     |
| - 100+ total signatures from local residents              |                 |                       | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know            |                                                                                     |
| - Map and photographs of area                             |                 |                       | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know            |                                                                                     |
|                                                           |                 |                       | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know            |                                                                                     |
|                                                           |                 |                       | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know            |                                                                                     |
|                                                           |                 |                       | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know            |                                                                                     |
|                                                           |                 |                       | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know            |                                                                                     |

  
APPLICANT SIGNATURE

8/31/2025  
DATE

## Verbal Confirmation

The petitioner, Michael Martini, has spoken with both property owners on the affected block (Justin Sparrow of 501 Tennessee Ave and Therese Heath of 600 W Glebe Rd). Both owners verbally confirmed support for the project.

Additionally, Justin ( owner of 501 Tennessee Avenue) shared the results of a recently conducted survey that the city owns the property along the curb and no land purchase or easement would be necessary for this project.

### The following neighbors emailed Michael Martini to sign the application:

|                      |                        |                                                                                                                                                                                                                                                           |
|----------------------|------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Mary Walker          | mary.hagan9@gmail.com  | Yes on the sidewalk!<br>Just walked this afternoon and thought to do the same thing. My kids walk this to school. There should be a crossing alert at Tennessee and Old Dominion, too!<br><br>Mary Walker<br>Orlando Place                                |
| Alexandra Filipowics | a.filipowicz@gmail.com | Thanks for your efforts to get a sidewalk at West Glebe and Old Dominion. I live next to the intersection and would like to volunteer my name to the application.<br><br>Please let me know what you need from me.<br><br>Thanks!<br>Alexandra Filipowicz |
| Susan Hepler         | susanhepler26          | Please add my name to this petition for the sidewalk. Years ago we petitioned the city to install a                                                                                                                                                       |

|                   |                             |                                                                                                                                                                                                                                                                                                                           |
|-------------------|-----------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                   | 02@gmail.com                | <p>stop sign on Valley Drive where cars speeding off Braddock Road onto Valley put some 15 kids on the street in danger and it went through. Just took a while to keep coming back with this idea and the potential consequences of letting this speedway function as such.</p> <p>Susan Hepler<br/>2602 Valley Drive</p> |
| Karin Purugganan  | karinpurugganan@gmail.com   | Please add me to the petition!                                                                                                                                                                                                                                                                                            |
| Caroline Renzulli | caroline.renzulli@gmail.com | Happy to have our names added. Caroline Renzulli and Tom Bush (2706 Ridge Rd Drive). Let me know if you need anything else.                                                                                                                                                                                               |
| Erin Patacsil     | erin.patacsil@gmail.com     | <p>I read the flier you left at my home. I meant to write to you sooner. Please add my name to the petition. I live at 407 Tennessee Ave. Thanks for organizing this effort. We also need to address the parking issue. It is getting ridiculous on Tennessee Ave.</p> <p>Best,<br/>Erin Patacsil</p>                     |
| Crystal Wallace   | cwe5084@gmail.com           | <p>Has there ever been an attempt to add a crosswalk connecting Tennessee Ave right there too? Cars come flying around both directions and it's a big intersection to cross.</p>                                                                                                                                          |
| Jim Hilson        | james.hilson@gmail.com      | <p>I'm happy to team up with you on both the sidewalk effort that you described and what I've described if you wish!</p> <p>Best,</p> <p>Jim at 3407 Old Dominion (corner of Kentucky)</p>                                                                                                                                |
| Lorenz Noe        | lorenznoe@gmail.com         | <p>Thank you for dropping off the flyer about the petition to create a sidewalk at 3600 Old Dominion Blvd. I have called 311 to request this, signed the Change.org petition, and am now emailing to add my name to the official application. I'm happy to sign electronically if possible or to find a time to</p>       |

|                |                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|----------------|---------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                |                     | <p>sign it in person.</p> <p>I live on Tennessee Ave and use the bus stops on West Glebe Road to commute to and from the Potomac Yard Metro station. A sidewalk would make this transit much safer.</p> <p>On a separate note, I cross Old Dominion Blvd East-West very frequently and am dismayed at the lack of a crosswalk there, which given the high traffic on Old Dominion Blvd (and the excess speeds observed due to Old Dominion Blvd's very wide lanes) poses a real safety threat. I would be eager to join a separate conversation if possible about this issue once the sidewalk conversation has progressed further.</p> <p>Thanks and best regards,</p> <p>Lorenz</p> |
| Charles Daly   | chuckomak@yahoo.com | <p>"A sidewalk on this stretch of Old Dominion is long overdue. So many people, particularly children, have to walk into the road to get to their homes, cars or bus stops. I'm amazed no has been hit and injured or killed."</p> <p>Good morning-</p> <p>Thank you for the flyer re: the Old Dominion sidewalk request. I completed the Change.org petition and feel free to my name (Charles D. Daly - 454 West Glebe Road) to the sidewalk application. Please let me know if you need anything else.</p> <p>Thanks-</p> <p>Chuck Daly</p>                                                                                                                                        |
| Marianne Niles |                     | <p>"I have to walk my dog in the street with traffic and around parked cars in order to walk around the block behind my house. It's dangerous!"</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Craig Wiggins  |                     | <p>"I've lived here for almost 20 years. Adding this sidewalk would make this short stretch so much safer for the increasing number of pedestrians who are at risk."</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Susan Boyd     |                     | <p>"There is such a lot of pedestrian traffic here, it's unsafe to not have a sidewalk."</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

|                |                    |  |
|----------------|--------------------|--|
| Ninette Reis   | nreis690@gmail.com |  |
| Marine Niewald | mniew23593@aol.com |  |

### [Change.org](#) Petition Supporters:

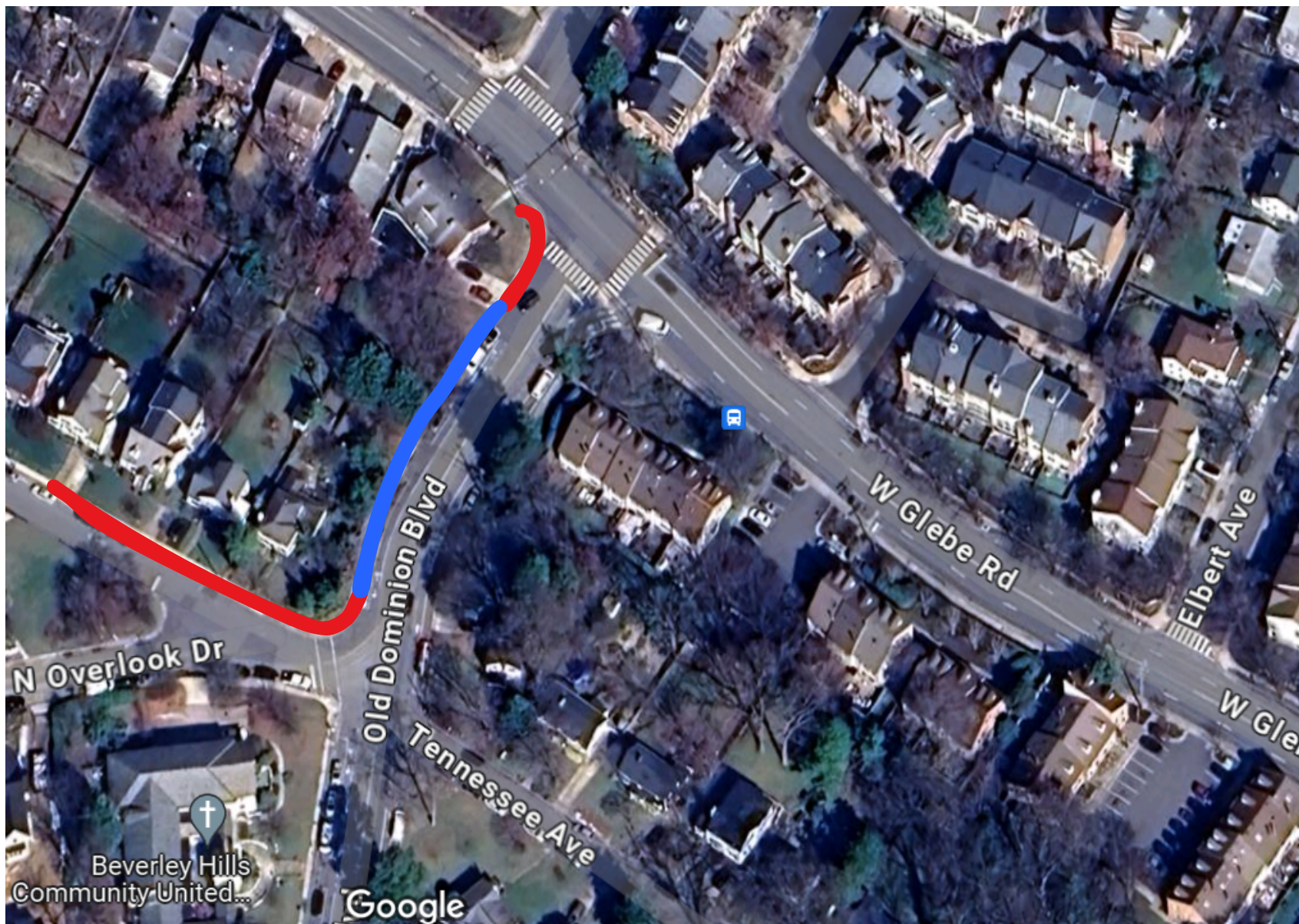
| Name                  | City           | State | Postal Code | Signed On  |
|-----------------------|----------------|-------|-------------|------------|
| Michael Martini       | Alexandria     | VA    | 22305       | 2025-07-13 |
| Steve Yee             | Alexandria     | VA    | 22305       | 2025-08-03 |
| Joby Gorchoff         | Alexandria     | VA    | 22305       | 2025-08-04 |
| Silas Chao            | Alexandria     | VA    | 22305       | 2025-08-04 |
| MARIANNE NILES        | Alexandria     | VA    | 22314       | 2025-08-04 |
| Kimberly Foster       | Ft. Washington | MD    | 20744       | 2025-08-04 |
| Craig Wiggins         | Alexandria     | VA    | 22305       | 2025-08-05 |
| Amanda Field          | Alexandria     | VA    | 22305       | 2025-08-05 |
| Marian Wiggins        | Alexandria     | VA    | 22314       | 2025-08-05 |
| Malik Anthony Jones N | Upper Marlboro | MD    | 20772       | 2025-08-05 |
| Kelly Eigler          | Alexandria     | VA    | 22301       | 2025-08-05 |
| Alexandra Filipowicz  | Alexandria     | VA    | 22305       | 2025-08-05 |
| Christina Smithey     | Alexandria     | VA    | 22305       | 2025-08-05 |
| Christopher Adams     | Washington     | DC    | 20011       | 2025-08-05 |

|                       |                |    |       |            |
|-----------------------|----------------|----|-------|------------|
| Naomi B               | Los Angeles    | CA | 90028 | 2025-08-06 |
| Savannah N            | Louisville     | KY | 40291 | 2025-08-06 |
| Rylee Fonseca         | Washington     | DC | 56972 | 2025-08-06 |
| Ilijana Raszewski     | Pittsburgh     | PA | 15218 | 2025-08-06 |
| Rosemarie Treanor     | Alexandria     | VA | 22305 | 2025-08-06 |
| Aiyanna Montgomery    | Greenbelt      | MD | 20770 | 2025-08-06 |
| geoffrey best         | Washington     | DC | 20020 | 2025-08-07 |
| LaWanda Smith         | Hyattsville    | MD | 20785 | 2025-08-07 |
| Wendy Johnson         | Rockville      | MD | 20850 | 2025-08-07 |
| Damian Hinnant        | Shady Side     | MD | 20764 | 2025-08-07 |
| Adam Grant            | Manassas Park  | VA | 20111 | 2025-08-07 |
| Deborah Parker        | Dumfries       | VA | 22026 | 2025-08-07 |
| Matthew Smallman      | Alexandria     | VA | 22314 | 2025-08-07 |
| Jeff From Clarence    | Aberdale       | AZ |       | 2025-08-07 |
| kaylee small          | Mechanicsville | MD | 20659 | 2025-08-07 |
| Parisa Chamlou        |                |    |       | 2025-08-08 |
| Nhyira Konadu-Boateng | Stafford       | VA | 22554 | 2025-08-08 |
| Elizabethl Mckernan   | Glen Burnie    |    | 21061 | 2025-08-08 |
| Misha Turner          | Stafford       | VA | 22554 | 2025-08-08 |
| Kathryn Foltin        | Alexandria     | VA | 22314 | 2025-08-08 |
| Britney Tyler         | Washington     | DC | 20003 | 2025-08-08 |
| Patricia Barton       | Alexandria     | VA | 22305 | 2025-08-08 |
| Elliot Donan          | Washington     | DC | 20024 | 2025-08-09 |
| Zaira Pineda          | King George    | VA | 22485 | 2025-08-09 |
| A. Zook               | King George    | VA |       | 2025-08-09 |

|                           |                      |    |            |            |
|---------------------------|----------------------|----|------------|------------|
| Jeffrey Honeycutt         | Alexandria           | VA | 22305      | 2025-08-13 |
| Savannah Behrmann         | Alexandria           | VA | 22305      | 2025-08-15 |
| Lauren Krizel             | Washington           | DC | 20013      | 2025-08-15 |
| Alex Krizan               | Alexandria           | VA | 22304      | 2025-08-15 |
| Bethany Farrell           | Alexandria           | VA | 22304      | 2025-08-16 |
| Ninette Reis              | Alexandria           | VA | 22314      | 2025-08-17 |
| Leslie Szejka             | Alexandria           | VA | 22302      | 2025-08-17 |
| Bryan Sieling             | Alexandria           | VA | 22301      | 2025-08-17 |
| Sara Hanks                | North Overlook Drive | VA | 22305      | 2025-08-17 |
| Vicki Anthony             | Baltimore            | MD | 21223      | 2025-08-17 |
| Marian Major              | Alexandria           | VA | 22302      | 2025-08-17 |
| Caroline Walsh            | Alexandria           | VA | 22304      | 2025-08-17 |
| Shannon Mills             | Alexandria           | VA | 22305      | 2025-08-17 |
| Marietta Saunders         | Alexandria           | VA | 22302-2901 | 2025-08-17 |
| Jennifer Roda             | Alexandria           | VA | 22305      | 2025-08-17 |
| Mary Walker               | Alexandria           | VA | 22305      | 2025-08-17 |
| Jason Scofi               | Alexandria           | VA | 22307      | 2025-08-17 |
| Caroline Vanvick Dempster | Columbia             | SC | 29201      | 2025-08-17 |
| Conrad Symber             | Alexandria           | VA | 22305      | 2025-08-17 |
| David Propert             | Alexandria           | VA | 22305      | 2025-08-17 |
| Robyn Komar               | Alexandria           | VA | 22304      | 2025-08-17 |
| Joan Hartman Moore        | Alexandria           | VA | 22302      | 2025-08-17 |
| Kathy Kogut               | Alexandria           | VA | 22314      | 2025-08-17 |
| Jane Meyer                | Alexandria           | VA | 22305      | 2025-08-17 |

|                             |                |    |       |            |
|-----------------------------|----------------|----|-------|------------|
| Maria Burns                 | Woodbridge     | VA | 2878  | 2025-08-17 |
| Karin Purugganan            | Alexandria     | VA | 22305 | 2025-08-17 |
| Barbara Glomb               | Alexandria     | VA | 22305 | 2025-08-18 |
| Stephanie Larsen            | Alexandria     | VA | 22305 | 2025-08-18 |
| James Hilson                | Alexandria     | VA | 22305 | 2025-08-18 |
| Sabrina Watson              | Washington     | DC | 20011 | 2025-08-18 |
| Unknown Z                   | Washington     | DC | 20020 | 2025-08-18 |
| Janice Smith                | Ft. Washington | MD | 20744 | 2025-08-18 |
| Veronica Mooney             | Alexandria     | VA | 22305 | 2025-08-18 |
| Martha Gmail                | Washington     | DC | 20016 | 2025-08-18 |
| Sandra Dargan               | Washington     | DC | 20020 | 2025-08-18 |
| Frankie Mannato             | Fairfax        | VA | 22030 | 2025-08-18 |
| Najica McCoy                | Fredericksburg | VA | 22405 | 2025-08-18 |
| st math hater st math sucks | Fairfax        | VA | 22031 | 2025-08-19 |
| Amber Gross-Gray            | Washington     | DC | 20008 | 2025-08-19 |
| Vanesa H                    | Haymarket      | VA | 20169 | 2025-08-19 |
| Sam Santia                  | Gainesville    | VA | 20155 | 2025-08-19 |
| tawanda greenwell           | Suitland       | MD | 20746 | 2025-08-19 |
| Sarah Esser                 | Alexandria     | VA | 22305 | 2025-08-19 |
| Susan Boyd                  | Alexandria     | VA | 22302 | 2025-08-19 |
| Amanda Shapiro              | Alexandria     | VA | 22305 | 2025-08-21 |
| Amy Reed                    | Alexandria     | VA | 22320 | 2025-08-21 |
| Austin Maslyn               | Arlington      | VA | 22204 | 2025-08-23 |
| Ryan Barton                 | Alexandria     | VA | 22305 | 2025-08-23 |
| Lorenz Noe                  | Alexandria     | VA | 22305 | 2025-08-26 |

|              |            |    |       |            |
|--------------|------------|----|-------|------------|
| Charles Daly | Burke      | VA | 22015 | 2025-08-28 |
| David Baker  | Alexandria | VA | 22305 | 2025-08-30 |



**Existing sidewalk**



**Proposed sidewalk**



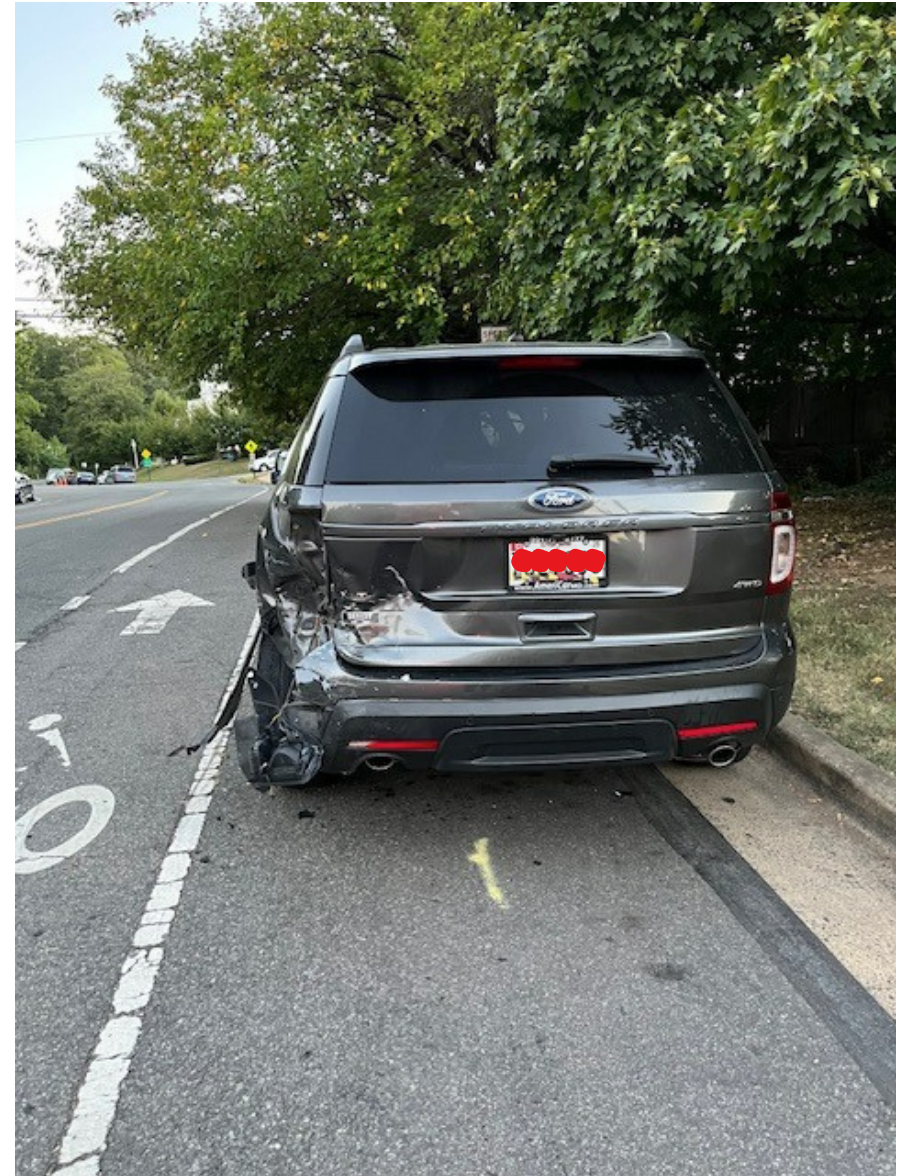
**Facing south towards  
Tennessee Ave**



**Facing north towards  
West Glebe Rd**



**As there is no sidewalk on either side of the block, pedestrians must walk around parked cars into active traffic**



**Speeding car turning off W. Glebe onto Old Dominion Blvd.  
crashed into a parked car at the exact location pictured  
above where pedestrians must walk in traffic and bike lane.**

## ATTACHME 7: STAFF RESPONSES TO COMMUNITY MEETING IDEAS

### Outstanding Ideas for Consideration from Old Dominion Boulevard Safety Improvements Project Meeting at Beverly Hills Community United Methodist Church

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- **Explore possibility for alternative treatment on 3600 block of Old Dominion Boulevard: interim sidewalk facility with parking retained, remove bike lane and add sharrow markings in SB travel lane.**
  - *Staff response:* This treatment is infeasible as there is not enough space in the cross section of this segment of Old Dominion Boulevard to support this alternative treatment. 56-58' of space would be needed, and the existing curb to curb space is 52' – leaving it 4-6' short of being feasible.
- **Explore formalizing the *de facto* loading zone (signed 'No Parking' area) in front of the church entrance with a signed 'Loading Zone'.**
  - *Staff response:* Staff can accommodate this request and designate the space as a formal loading zone with the appropriate signage.
- **Explore possibility of allowing angled parking on Old Dominion Boulevard in front of Church during morning/midday hours.**
  - *Staff response:* According to City Code (Section 10-4-40), this treatment is not permitted as any angled parking space within the City must be explicitly striped.
- **Explore possibility of allowing Sunday only parking in the curbside lane of West Glebe Road (westbound direction).**
  - *Staff response:* This facility is outside of the scope of this project.
- **Install 'No Parking Here to Corner' sign on SW corner of Tennessee Avenue at Old Dominion Boulevard intersection to prevent vehicles from parking across the stop bar and hindering visibility.**
  - *Staff response:* This request can be accommodated and will be added to the preferred concept.
- **Explore adding speed humps on Tennessee Avenue, North Overlook Drive, and Old Dominion Boulevard.**
  - *Staff response:* Speed humps are not feasible on North Overlook Drive due the grade of the street (11-12% downgrade). Due to strong community support, speed humps can be taken into consideration for Tennessee Avenue and Old Dominion Boulevard. Upon project implementation, staff will collect data to consider the feasibility of these treatments. Further discussion will be required with the Fire Department as well.

- **Explore adding a ‘speed dip’ on North Overlook Drive on the approach to Tennessee Avenue.**
  - *Staff response:* This treatment is not recommended on this street segment due to grade. Staff will consider additional signage treatments to encourage vehicles to slow down.
- **Explore adding another crosswalk across Old Dominion Boulevard near the entrance to the Church playground.**
  - *Staff response:* Staff do not recommend a crosswalk at this location. Industry guidance calls for at least 300’ of spacing between marked crosswalks. In this instance, the proposed crossing would be approximately 200’ from the proposed crosswalk at Tennessee Avenue and Old Dominion Boulevard and would also require the removal of at least 4 additional parking spaces.
- **Explore potential of adding stop sign on North Overlook Drive at Tennessee Avenue.**
  - *Staff response:* Adding stop control to North Overlook Drive would be challenging due to intersection geometry, and it would require greater parking impacts than moving the stop sign forward on Tennessee Avenue.
- **Explore converting some of the daylighting area around the intersection(s) to ‘No Parking’ or ‘Loading Zone’ with parking allowed on Sundays from morning to midday.**
  - *Staff response:* This treatment is not recommended. Daylighting is intended to improve visibility for vehicles and pedestrians near intersections at all times. Allowing vehicles to use these areas is counter to the safety enhancements intended.
- **Explore adding a speed feedback sign on Old Dominion Boulevard.**
  - *Staff response:* Staff will coordinate with the Alexandria Police Department to deploy a modular speed feedback sign upon project implementation.
- **Explore adding a rectangular rapid flashing beacon (RRFB) on Old Dominion Boulevard at the site of the new crosswalk.**
  - *Staff response:* This treatment is not within the project budget. Upon project implementation, staff will collect data and consider the feasibility of this treatment.
- **Can staff share crash data with BHCUMC?**
  - *Staff response:* Yes. Staff will share the data with BHCUMC representatives.

## ATTACHMENT 8: COMMUNITY ENGAGEMENT LOG AND COMPILED COMMENTS RECEIVED DURING ENGAGEMENT PERIOD

| Date      | Phase    | Outreach To                       | Type of Group            | Format          | Notes                                                                                                              |
|-----------|----------|-----------------------------------|--------------------------|-----------------|--------------------------------------------------------------------------------------------------------------------|
| 12.31.25  | Planning | Community                         |                          |                 | Bryan Hayes conducted extensive community outreach in 2025                                                         |
| 3.20.26   | Planning | Community                         | Resident                 | Email           | Request for meeting                                                                                                |
| 3.31.26   | Planning | Community                         | Resident                 | On-site meeting | Silas Sullivan met with Mike Martini to walk the area and discuss requested improvements.                          |
| 4/23/2026 | Planning | Community                         | Resident                 | Phone Call      | Silas Sullivan left VM for Don Bobby (North Ridge Civic Association transportation contact).                       |
| 4/28/2026 | Planning | Community                         | Resident                 | Phone Call      | Silas Sullivan communicated with Layla Asplen via phone to discuss requested improvements.                         |
| 4/30/2026 | Planning | Beverly Hills Church Preschool    | Community Association    | Email           | Silas Sullivan communicated with Teresa Proctor (BHC Preschool Transportation Safety Committee) via email.         |
| 5/5/2026  | Planning | Community                         | Resident                 | Email           | Silas Sullivan communicated with Mike Martini via email.                                                           |
| 5/6/2026  | Planning | Community                         | Resident                 | Email           | Silas Sullivan communicated with Layla Asplen via email.                                                           |
| 5/21/2026 | Planning | Community                         | Resident                 | Email           | Silas Sullivan shared project information, linked the project webpage, and opened the comment period via email.    |
| 5/21/2026 | Planning | NRCA                              | Neighborhood Association | Email           | Silas Sullivan shared project information, linked the project webpage, and opened the comment period via email.    |
| 5/21/2026 | Planning | BHCUMC                            | Private Partner          | Email           | Silas Sullivan shared project information, linked the project webpage, and opened the comment period via email.    |
| 5/21/2026 | Planning | Charles Barrett Elementary School | Public Partner           | Email           | Silas Sullivan shared project information, linked the project webpage, and opened the comment period via email.    |
| 5/21/2026 | Planning | Community                         | Resident                 | Email           | Silas Sullivan communicated with Mike Martini via email.                                                           |
| 5/21/2026 | Planning | Community                         | Resident                 | Email           | Silas Sullivan communicated with Layla Asplen via email.                                                           |
| 5/28/2026 | Planning | Community                         | Resident                 | Email           | Silas Sullivan communicated with Meredith Taylor via email.                                                        |
| 5/28/2026 | Planning | Community                         | Resident                 | Email           | Silas Sullivan communicated with Mike Martini via email.                                                           |
| 5/28/2026 | Planning | Community                         | Resident                 | Email           | Silas Sullivan communicated with Layla Asplen via email.                                                           |
| 5/29/2026 | Planning | Community                         | Resident                 | Email           | Silas Sullivan communicated with Bob and Carey via email.                                                          |
| 5/29/2026 | Planning | Community                         | Resident                 | Email           | Silas Sullivan communicated with Nathan T. via email.                                                              |
| 5/29/2026 | Planning | Community                         | Resident                 | Email           | Silas Sullivan communicated with David Peabody via email.                                                          |
| 5/29/2026 | Planning | Community                         | Resident                 | Email           | Silas Sullivan communicated with Ken Notis via email.                                                              |
| 6/2/2026  | Planning | NRCA                              | Neighborhood Association | Phone Call      | Silas Sullivan communicated with Don Bobby via phone.                                                              |
| 6/5/2026  | Planning | Community                         | Resident                 | Email           | Silas Sullivan communicated with Steve Colangelo via email.                                                        |
| 6/9/2026  | Planning | Community                         | Resident                 | Email           | Silas Sullivan communicated with Mike Martini via email.                                                           |
| 6/9/2026  | Planning | Community                         | Resident                 | Email           | Silas Sullivan communicated with Layla Asplen via email.                                                           |
| 6/10/2026 | Planning | NRCA                              | Neighborhood Association | Email           | Silas Sullivan communicated with Bruce Snapp regarding a proposed new iteration of Concept 1.                      |
| 6/16/2026 | Planning | BHCUMC                            | Private Partner          | Email           | Silas Sullivan communicated with Rev. Dr. Porras and Mr. Thompson regarding a proposed project discussion meeting. |

|           |          |           |                          |                   |                                                                                                                                        |
|-----------|----------|-----------|--------------------------|-------------------|----------------------------------------------------------------------------------------------------------------------------------------|
| 6/18/2026 | Planning | NRCA      | Neighborhood Association | Email             | Silas Sullivan communicated with Bruce Snapp regarding the project related questions and to inform of the proposed community meeting.  |
| 6/18/2026 | Planning | Community | Resident                 | Email             | Silas Sullivan communicated with Mike Martini and Layla Asplen via email.                                                              |
| 6/22/2026 | Planning | BHCUMC    | Private Partner          | Email             | Silas Sullivan communicated with Rev. Dr. Porras to confirm the upcoming community meeting at BHCUMC.                                  |
| 6/22/2026 | Planning | Community | Resident                 | Email             | Silas Sullivan communicated with Mike Martini and Layla Asplen via email.                                                              |
| 6/24/2026 | Planning | BHCUMC    | Private Partner          | Email             | Silas Sullivan communicated with Rev. Dr. Porras and Mr. Thompson via email.                                                           |
| 6/24/2026 | Planning | NRCA      | Neighborhood Association | Phone Call        | Silas Sullivan returned a call to Don Bobby, but was unable to get through.                                                            |
| 6/25/2026 | Planning | Community | All stakeholders         | In-Person Meeting | Silas Sullivan and Daniel Markham met with stakeholders to discuss the project at the Beverly Hills Community United Methodist Church. |
| 6/26/2026 | Planning | Community | Resident                 | Email             | Silas Sullivan communicated via email with Mike Martini.                                                                               |
| 7/7/2026  | Planning | BHCUMC    | Private Partner          | Email             | Silas Sullivan communicated via email with Mr. Thompson.                                                                               |
| 7/9/2026  | Planning | NRCA      | Neighborhood Association | Email             | Silas Sullivan communicated via email with Bruce Snapp.                                                                                |
| 7/10/2026 | Planning | BHCUMC    | Private Partner          | Email             | Silas Sullivan communicated via email with Mr. Thompson.                                                                               |
| 7/21/2026 | Planning | NRCA      | Neighborhood Association | Email             | Silas Sullivan communicated via email with Bruce Snapp.                                                                                |
| 7/21/2026 | Planning | BHCUMC    | Private Partner          | Email             | Silas Sullivan communicated via email with Mr. Thompson.                                                                               |
| 7/31/2026 | Planning | NRCA      | Neighborhood Association | Email             | Silas Sullivan communicated via email with Don Bobby.                                                                                  |
| 7/31/2026 | Planning | NRCA      | Neighborhood Association | Email             | Silas Sullivan communicated via email with Bruce Snapp.                                                                                |
| 8/12/2026 | Planning | Community | Resident                 | Email             | Silas Sullivan communicated via email with Mike Martini and Layla Asplen.                                                              |
| 8/27/2026 | Planning | NRCA      | Neighborhood Association | Email             | Silas Sullivan communicated via email with Bruce Snapp.                                                                                |
| 8/31/2026 | Planning | NRCA      | Neighborhood Association | Email             | Silas Sullivan communicated via email with Bruce Snapp.                                                                                |
| 8/31/2026 | Planning | Community | Resident                 | Email             | Silas Sullivan communicated via email with Meredith Taylor.                                                                            |
| 9/1/2026  | Planning | Community | Resident                 | Email             | Silas Sullivan communicated via email with Meredith Taylor.                                                                            |
| 9/1/2026  | Planning | NRCA      | Neighborhood Association | Email             | Silas Sullivan communicated via email with Bruce Snapp.                                                                                |
| 9/8/2026  | Planning | Community | Resident                 | Email             | Silas Sullivan communicated via email with Meredith Taylor.                                                                            |
| 9/8/2026  | Planning | NRCA      | Neighborhood Association | Email             | Silas Sullivan communicated via email with Bruce Snapp.                                                                                |
| 9/10/2026 | Planning | NRCA      | Neighborhood Association | Email             | Silas Sullivan communicated via email with Bruce Snapp.                                                                                |
| 9/10/2026 | Planning | BHCUMC    | Private Partner          | Email             | Silas Sullivan communicated via email with Mr. Thompson.                                                                               |
| 9/15/2026 | Planning | Community | Resident                 | Email             | Silas Sullivan communicated via email with Meredith Taylor.                                                                            |
| 9/15/2026 | Planning | Community | Resident                 | In-Person Meeting | Silas Sullivan met in-person with Meredith Taylor to hear her concerns and discuss the project.                                        |

## COMMENTS RECEIVED ON CONCEPTUAL DESIGNS

| Author name     | Content                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Megan Willis    | Stop sign needed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Megan Willis    | Stop sign needed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Kim Tracy       | Speedbumps?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Megan Willis    | Stop sign needed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Megan Willis    | Stop sign needed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Meredith Taylor | This feature is unnecessary and will not reduce accidents between Old Dominion and Tennessee.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Meredith Taylor | Why is this parking not being removed?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Meredith Taylor | Additional parking should be removed here to improve visibility from Tennessee.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Meredith Taylor | This feature is unnecessary. Why is there not just day lighting the intersection.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Meredith Taylor | This map does not show where people can currently park on Tennessee, which is ALL the way to the cross walk. residents asked for additional day-lighting (20 feet back from current mark), not the excessive measures proposed on Concept 1 or 2.                                                                                                                                                                                                                                                                                                                                                                              |
| Larry L         | There should be no parking on Nth Overlook along side the church and up to the stop sign at Overlook and Old Dominion. This is dangerous as it is currently. Cars must face incoming traffic from Old Dominion because of it.                                                                                                                                                                                                                                                                                                                                                                                                  |
| Bruce Snapp     | Turning the Tennessee / N. Overlook intersection into a "T" is an effective solution, provided that drivers observe the yellow line.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Bruce Snapp     | The north side hatch marks will likely be ignored. Tennessee has a large volume of cut-through traffic trying to avoid the light at W. Glebe and Valley. Many cars turn from Old Dominion at speed and may ignore the hatch marks.                                                                                                                                                                                                                                                                                                                                                                                             |
| Bruce Snapp     | Many vehicles going eastbound on Tennessee and North Overlook to turn left onto Old Dominion "cheat" by crowding past the center of the lane such that they are more than half way to the northside curb. This narrows the space for vehicles turning from Old Dominion onto Tennessee or North Overlook. It would help to have a painted line dividing the lanes in half just before the cross walk.                                                                                                                                                                                                                          |
| Lauren Weber    | Prefer concept two, love the added crosswalks which are very needed for safety. Hope if spots are taken away here that enforcement is improved on surrounding streets as would hate to see more parking in front of homes despite signage.                                                                                                                                                                                                                                                                                                                                                                                     |
| Lauren Weber    | Prefer concept two, love the added crosswalks which are very needed for safety. Hope if spots are taken away here that enforcement is improved on surrounding streets as would hate to see more parking in front of homes despite signage.                                                                                                                                                                                                                                                                                                                                                                                     |
| Tim Staley      | This no parking zone does not do anything to address safety, but it does negatively impact parking and snow removal logistics. I live at 503 Tennessee and this would eliminate all street parking in front of my house. Parking is already difficult, and I will have to drive even further away from my house to find parking. This also appears to create an awkward angle for snow plows, and it will result in snow piles directly in front of a major sewer drain. This issue resulted in significant ice and water accumulation during the last major snowstorm, leading to car tires being partially submerged in ice. |
| Tim Staley      | This pedestrian crossing is an excellent idea. A crossing signal that pedestrians could press and alert drivers would be very helpful here. An added median down on Concept 2 and elimination of some street parking, however would not do anything to resolve issues.                                                                                                                                                                                                                                                                                                                                                         |
| Tim Staley      | These sidewalks are a good idea. Parking here tends to be used by people outside of the neighborhood, and there is excessive littering. It is a less visible/monitored segment of the neighborhood, but converting it to a pedestrian path instead of out-of-sight parking seems like an opportunity to make the area safer.                                                                                                                                                                                                                                                                                                   |
| Tim Staley      | This is another "dead zone" where elimination of parking spots would make sense. Cars/vans that park here tends to litter more since there are no houses facing the street. Parking on this side of the street could be removed and speed bumps added. Speed bumps would slow down vehicles that are driving to fast on a steep decline, and elimination is parking would give drivers at the Tennessee/Overlook stop sign better visibility without having to reengineer the intersection.                                                                                                                                    |
| Tim Staley      | People who drive excessively fast on Tennessee avenue are driving fast down the entire street, not just in front of the stop sign. Speed bumps on Tennessee between Halcyon and Overlook would help suppress speeding along the entire street. This would be a more effective, cheaper solution than reengineering the Tennessee/Overlook intersection.                                                                                                                                                                                                                                                                        |
| Mary Walker     | There are constantly cars parked too close to the intersection making visibility difficult for pedestrians and drivers. I appreciate how both of the concepts address this.<br>Our three children walk this route to school and we are very appreciative this safety concern is finally being addressed!<br>I think the median in concept 2 is a better choice as it gives crossing bikers and walkers a bit of a landing pad and also would help slow down people who speed down Old Dominion.                                                                                                                                |
| Michael Martini | This is a strong improvement for pedestrian safety on a block that is extremely dangerous to walk alongside traffic between two dangerous intersections. Well done to the T&ES staff for this design.                                                                                                                                                                                                                                                                                                                                                                                                                          |

|                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Michael Martini | Thesen improvements will greatly increase line of sight for cars, bikes, and pedestrians as the intersectio is currently dangerous with cars rolling thorough with no regard.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Michael Martini | This is an extraordinarily dangerous block for pedestrians as there is no sidewalk and they must walk out alongisde traffic for the entire block between two busy intersections.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Amy Grappone    | Not only are pedestrian crossings needed here, but there should be flashing lights that require drivers to stop when a pedestrian is in the crosswalk. I personally have had too many close calls with cars flying down Old Dominion. Are speed bumps also under consideration for Old Dominion? They are sorely needed. We used to live at 3308 Old Dominion Blvd. and moved within the neighborhood to a quieter street in 2023 because we felt Old Dominion was too dangerous for our son who was two at the time. Since moving, a speeding car rammed into our old house while speeding down Old Dominion.                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Caroline Walsh  | Both options are great- very much looking forward to a full sidewalk here!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| AF              | Please build this sidewalk! I live on West Glebe and walk through here frequently and hate having to compete with cars to get up the block to where the sidewalk starts                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Diana Meredith  | We definitely need a sidewalk here. The other improvements to crosswalks, etc. will also be very helpful. I think Concept 1 gets the job done.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Ninette Reis    | I fully support thr improvements. As a walker I find that intersection a challenge as there are so many intersecting streets.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Elizabeth       | Why ramp here? No sidewalk on this side                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Marianne Niles  | This plan is so needed and welcomed by all who live in this lovely neighborhood! It will be wonderful to have a sidewalk instead of walking in the street with my dog!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| William Buschur | I like the median design here                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| William Buschur | Slip lanes like this encourage drivers to merge into Glebe like it's a highway. Can we remove this feature entirely?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| William Buschur | Can the angle at N Overlook and Old Dominion be narrowed further? This design would allow a speeding driver to cut the left onto Old Dominion from N Overlook and endanger people coming south down Old Dominion, particularly if they're using the bike lane.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Ransom Smith    | Can the city re-located multimodal/bike/scooter lanes to the curbside of the parking lanes to provide better buffering, protection, and improved road dieting?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Ransom Smith    | Appreciate the painted island and painted zebra crossings--much better thank you.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Ransom Smith    | Much better/safer daylighting--thank you, please continue to support daylighting improvements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Ransom Smith    | deliberately with a speed appropriate for this street/area/school/church zone.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Daphne          | is a very dark corner and does not feel safe at night time. Please consider adding more visibility and lighting.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| A               | Can a speed bump be considered near/at this intersection? Its somewhat of a blind intersection that leaves pedestrians vulnerable, and drivers tend to speed down N Overlook and Tennessee.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Verenda Camire  | I attend Beverley Hills Methodist and usually walk there from Del Ray. I need a sidewalk here. I am 72 and, while active, do not enjoy sharing the road with cyclists and scooter maniacs, of which we have plenty. But there are no options coming from the south that do not put me out on the road, except this potential option.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Natalie Co      | Consider removing parking here on N Overlook as it is challenging to see cars coming from Tennessee                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Verenda Camire  | These spaces are essential to the Sunday services for Beverley Hills COMMUNITY United Methodist Church, which also is home to an Anglican Church. The four spaces at the corner of N. Overlook are available only on Sundays, but during worship they are heavily used by churchgoers. Beverley Hills does not have a church parking lot, aside from a four-space handicapped lot. We already struggle to serve the community and congregants while limited to street parking. Both concepts would remove 14 parking spots that are, essentially, exactly where our congregants end up parking on Sundays. Loss of these spaces would damage our ability to worship and serve the community. There are no alternatives for the church to obtain or create parking elsewhere. As much as I would love to have a sidewalk there -- I often walk to church -- the current bike lanes offer a usable alternative to a sidewalk. No sidewalk is far preferable to losing significant parking that is essential to the neighborhood's namesake church. |
| Natalie Co      | Add note to stop sign that other direction does not stop (have had many situations where the driver coming down Tennessee pulls out in front of me as assumed I had a stop sign)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Marian Wiggins  | The stop sign should be relocated so that the traffic on overlook gets the stop sign and must yield to Tennessee or both overlook and Tennessee should have to stop. Otherwise I am in favor of this concept. We need the sidewalk.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Marian Wiggins  | The stop sign should be relocated so that the traffic on overlook gets the stop sign and must yield to Tennessee or both overlook and Tennessee should have to stop. I prefer concept 1.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Marian Wiggins  | An island is unnecessary and will add to maintenance costs.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

|                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| David L. Thompson | <p>I strongly oppose the removal of parking spaces near Beverley Hills Community United Methodist Church. The 88-year-old church campus was the first build for the Beverley Hills neighborhood. It was built as a community church during a time when neighbors walk to church throughout the week. Times have changed and the importance of parking spaces is critical to the survival of the the church, its missions, and the many community activities that take place throughout the week. The proposals in both Concept 1 and Concept call for the elimination of 14 parking spaces in an area of too-little parking. I can honestly and sincerely say that implementation of the concepts as drafted would gravely undermine the ability of Beverley Hills Community UMC to not only serve the broader community but continue operations</p> <p>Many other safety solutions can and should be considered before eliminating the extremely scarce resource of available parking. These include speed humps, narrow corridors, and more. I urge staff to reject the urge to take the easy path of eliminating parking and go back to the drawing board to achieve true safety at this intersection.</p> |
| David L. Thompson | <p>I strongly oppose the removal of parking spaces near Beverley Hills Community United Methodist Church. The 88-year-old church campus was the first build for the Beverley Hills neighborhood. It was built as a community church during a time when neighbors walk to church throughout the week. Times have changed and the importance of parking spaces is critical to the survival of the the church, its missions, and the many community activities that take place throughout the week. The proposals in both Concept 1 and Concept call for the elimination of 14 parking spaces in an area of too-little parking. I can honestly and sincerely say that implementation of the concepts as drafted would gravely undermine the ability of Beverley Hills Community UMC to not only serve the broader community but continue operations</p> <p>Many other safety solutions can and should be considered before eliminating the extremely scarce resource of available parking. These include speed humps, narrow corridors, and more. I urge staff to reject the urge to take the easy path of eliminating parking and go back to the drawing board to achieve true safety at this intersection.</p> |
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| Bill Pugh         | I regularly bike and jog through here and support the daylighting improvements for better visibility at the intersections and the new ped connection from Tennessee to W Glebe Rd                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Bruce Snapp       | Removing 4 parking spaces on the north side of Tennessee is not necessary to open up the sight lines between TN and Old Dominion. You need to remove at least one or maybe two, but more will exacerbate the parking congestion that plagues this part of Bewwereley Hills.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Bruce Snapp       | Sightlines between Old Dominion and North Overlook are frequently blocked by vehicles -- especailly large panel rtrucks and vans -- parked on N. Overlook next to the church. It would improve safety to remove at least one parking space at the OD / NO cornwer next to the church.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Bruce Snapp       | Given the new position of the stop sign, you would probably not need to remove as many as 4 parkingg spaces on Tennessee. One or two would open the view for cars on TN and OD.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Julie Arnold      | In both concepts the removal of 4 parking spaces may be restrictive for residents on the side of Tennessee that converges with North Overlook. Can the removal of 2 parking spaces achieve the same goal? Thank you.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Teresa Proctor    | Love this green median. I think it will slow down traffic on OD and make it easier to walk on Tennessee across OD. Our family walks this often and it is scary.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Teresa Proctor    | Recommend adding a cross walk across Tennessee on the east side of OD.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Teresa Proctor    | As someone who has both parked in this location and crossed this area on foot, I can attest that the removal of these spots has multiple benefits for improving visibility of the intersection and safety of pedestrians trying to cross OD and Tennessee.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

|                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Teresa Proctor  | As pedestrian who has observed fast, unsafe turns in this area, recommend increased signage to alert RIGHT turn drivers traveling south on OD from WG of crosswalk/pedestrians crossing Tennessee in crosswalk.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Rachel New      | Please don't remove the parking spaces near the church. We don't have enough parking as it is, now.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Lorenz Noe      | What does the green strip signify? The Tennessee Ave road designation on the East side does not take into consideration that in practice, there is street parking on both sides of the road, with two-way traffic on the remaining 8-9ft space. I would be in favor of a sidewalk on one side of Tennessee Ave East as well, particularly as otherwise the ADA ramp for the crossing connects nowhere.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Lorenz Noe      | Very much in favor of this design with the pedestrian refuge island                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Lorenz Noe      | Would it be possible to add a Rectangular Rapid Flashing Beacon (RRFB) to the crossing as well? This would help crossings especially in the dark.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Lorenz Noe      | How will the 2ft interim sidewalk not just be used for parking? Will there be physical structures that mark off this space?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Lorenz Noe      | For greater pedestrian safety, I would ask that this slip lane be converted into a stop sign as well. Crossing on foot from the pedestrian refuge island over onto the (incomplete) sidewalk on ODB's East side is very uncomfortable as cars turning fast into the slip lane often cannot see around the parked cars on ODB's east side.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Lorenz Noe      | Where will the ADA ramp lead to? There is no sidewalk on this side on ODB or on Tennessee Ave. I would be in favor of sidewalks on both ODB east and Tennessee Ave East on the southern side.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Russell Bailey  | I live right up the hill from this intersection and use it hundreds of times a year. We need three things:<br>1. A fix to make the crossing from Tennessee to Old Dominion a bit safer. The proposed fix here - the curve and the stop bar - do that. Good.<br>2. A sidewalk between Tennessee and Glebe. A permanent sidewalk.<br>3. Parking spaces. We are way short on parking spots near that intersection. A permanent sidewalk should allow the eight parking places along the bottom of Old Dominion that are proposed to be eliminated to be retained. Eliminating the first two parking spots on Tennessee would be an important safety upgrade, but the next two should be retained.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Russell Bailey  | No. This approach eliminates far too many parking spots. The real world safety gains of this project can be realized by removing four parking spaces. See comments to Concept 1.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Randy           | This looks safer. Ped refuge island also serves like a chicane slowing traffic.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Randy           | How about a tree lined median with big trees throughout? Turning radii look huge                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Randy           | Remove that slip lane                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Savannah Maslyn | A sidewalk on Old Dominion Blvd is extremely needed for both safety and sanitary concerns.<br>I am a resident that lives on W. Glebe and regularly uses that road to walk back into Beverly Hills to walk my dog, etc. There have been numerous occasions where we, or other pedestrians, have almost been struck by vehicles turning right onto that road, or by teenagers driving recklessly on electric scooters. It is an ongoing issue, and cars parked on that corner are also regularly struck and damaged.<br>In addition, due to the cars that park there, that road is littered with trash and broken glass, daily. My dog has cut his paw walking on this street due to beer bottles that were dumped in the middle of the night and crushed. We, and other neighbors, are regularly out picking up the trash.<br>A sidewalk on this road would increase safety tenfold. It is only a matter of time before someone is struck and seriously injured, or worse. It is a tragedy waiting to happen, and I strongly, strongly urge the city and or county to consider adding a sidewalk to better connect these neighborhoods. Children traverse this street to get to St. Ritas, and I hold my breath for them nearly every time. Please prioritize safety and cleanliness by moving forward with a sidewalk here instead of street parking. |
| jane seward     | removal of no more than 1 parking space on both sides of old Dominion and Tennessee ok. To remove more parking spaces on Old Dominion blvd. would cause more spillover by non residents in front of houses. I defer to immediate homeowners' opinions at the intersection of Tenn and N. Overlook regarding parking and safety solution.<br><br>There needs to be a stop sign at Old Dominion going south and Kentucky to slow down traffic in front of preschool. or a speed bump across Old Dominion both directions where Old Dominion curves to slow down traffic before it gets to intersection with Tenn.<br><br>Also, speed limit on all of Old dominion needs to be reduced to 20 or 15mph to add to safety in front of school and intersection of Tenn and Old Dominion.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

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|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Jennifer Kilmer | <p>I am a member of the Beverley Hills Community UMC. I applaude the city's efforts to Installl ADA compliant ramps across the city streets. The removal of the currently available parking for the church is a problem for our members many of whom are elderly. We also share our space with another congregation. Other than a small paring area for hanicaped parking, both congregations rely on street parking. When the city posted the new parking restriction that made a huge difference in our group to find parking near to the church. Now we will be back to parking blocks away from the church.</p> <p>As to the "interim sidewalk", when would that be replaced by permanent walk and would the parking return?</p> <p>Also, wouldn't a stop sign at N Overlook Dr. which is joining Tennessee suffice to control the flow of traffiic. Why sacrifice four parking spaces on Tennessee?</p> |
| Diane Martinez  | <p>Out of state cars and large constructor vans have returned to parking along Tennessee Avenue overnight again. Over 3 days this week there have been 4 different Maryland plated cars in front or across the street from our home. If the city is not monitoring the parking in this restricted zone and people are not being ticketed, word will spread and they will park there. One driver with Virginia plates mentioned that there is no way to identify if a car is registered in Alexandria. If traffic police come by, is there a way to know if they are registered in the city?</p>                                                                                                                                                                                                                                                                                                              |
| Jackie Coleburn | <p>Please do not limit the parking on Old Dominion on the blocks around The BH United Methodist Church. Parking is already limited for church-goers and your plan will make it worse. I believe the church leadership has spoken up against the plan. Church attendance is a quality of life issue for many of our citizens and we should make it easier, not more difficult for people to enjoy public worship. The church is a good neighbor in Beverley Hills and hosts many community events. Please help the neighborhood by making it easier, not more difficult, to attend events at the church.</p>                                                                                                                                                                                                                                                                                                  |

|                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Missy Estabrook | <p>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?</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Concerned       | <p>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.</p> |
| Concerned       | <p>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. Concept 2 is unnecessay and more clear make traffic--which grinds to a halt in the afternoons--even worse.</p>                                                                                                                                                                                                                                                                                                                                                                 |
| Mary-Jane Roth  | <p>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..</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Elizabeth       | <p>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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Jarred          | <p>Love the added crosswalks on W Chapman St!!!</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Jarred          | <p>highly support traffic calming and daylighting here</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Jarred          | <p>highly support traffic calming and daylighting here</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Jarred          | <p>does this view imply the existing speed table will be removed? The speed tables are very important on Russel Road</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Jarred          | <p>does this view imply the existing speed table will be removed? The speed tables are very important on Russel Road</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Jarred          | <p>does this view imply the existing speed table will be removed? The speed tables are very important on Russel Road</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Jarred          | <p>does this view imply the existing speed table will be removed? The speed tables are very important on Russel Road</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Jarred          | <p>does this view imply the existing speed table will be removed? The speed tables are very important on Russel Road</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Barbara Hopkins | <p>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.</p>                                                                                                                                                                                                                                                                                                                              |

## Comments Received Via Email

## **Old Dominion Boulevard Safety Improvements Project**

Public comment received via email.

**From:** [Conrad Symber](#)  
**To:** [Silas Sullivan](#)  
**Subject:** [EXTERNAL]Opposition to current plans - old dominion  
**Date:** Tuesday, June 9, 2026 8:08:37 AM

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Sorry I'm late in submitting this, but I'm a resident of Tennessee Ave and was looking forward to improved safety with the additional sidewalks. Unfortunately the two options are not what I would want my taxpayer money going towards.

- changing Tennessee ave makes traffic safety concerns worse
- the cross walk across old dominion is in the wrong spot, nobody will cross Tennessee to cross old dominion to go towards glebe - ppl won't use it and just j walk

At the end of the day, we just need a sidewalk on old dominion and a cross walk. These plans go too far.

Thanks,  
Conrad  
523 Tennessee

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**From:** [Katie Comando](#)  
**To:** [Silas Sullivan](#)  
**Subject:** [EXTERNAL]Old Dominion Boulevard Safety Improvements  
**Date:** Monday, June 8, 2026 10:41:23 PM

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

Dear Complete Streets Coordinator Sullivan,

Thank you for the opportunity to provide feedback on the Old Dominion Boulevard Safety Improvements project. After reviewing the proposed designs, I believe that both options would improve safety in the area and would be beneficial for residents and pedestrians, however I have some suggestions.

As someone who uses this corridor every day, often twice a day while walking my dogs, I would like to offer a few recommendations based on my user experience.

First, I strongly encourage the City to install permanent sidewalks on both sides of Old Dominion Boulevard, extending from Glebe Road to Tennessee Road. The current street layout includes several blind spots created by parked vehicles, making it difficult for both drivers and pedestrians to see one another. Sidewalks on both sides of the road would allow pedestrians to get off the roadway more quickly and provide a much safer environment for walking and crossing at these intersections.

I would also support any traffic-calming measures that reduce vehicle speeds on Old Dominion Boulevard. Cars frequently approach the intersection at high speeds, which creates safety concerns for pedestrians, cyclists, and residents. Slower vehicle speeds would significantly improve safety in the area.

In addition, I recommend installing a pedestrian-activated flashing beacon at the crosswalk across Old Dominion Boulevard. In my experience, drivers do not consistently yield to pedestrians in this location, and a flashing signal would make crossings much safer and increase compliance with pedestrian right-of-way laws.

I would also like to highlight the need for sidewalks along North Overlook Drive. Because this road leads to the park, it sees regular pedestrian traffic. Currently, many people are forced to walk in the middle of the street because there are no sidewalks, the roadside slopes are steep, and parked cars further limit available space. This creates an unsafe situation for everyone. Sidewalks on both sides of North Overlook Drive would provide a safe and accessible route for park visitors and neighborhood residents.

Overall, while I appreciate the proposed improvements, I want to support city efforts and express the critical nature of constructing permanent sidewalks on both sides of Old Dominion Boulevard, Tennessee Road, and North Overlook Drive, along with measures to slow vehicle traffic and improve pedestrian crossings.

Thank you for your consideration and for your work to improve safety in our community. Please feel free to reach out to me at this email.

Sincerely,

Katie Comando

3828 Charles Ave

Katie Comando |

| C: 631.830.1478 | [katiecomando@gmail.com](mailto:katiecomando@gmail.com)

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**From:** [Verenda Camire](#)  
**To:** [Silas Sullivan](#)  
**Subject:** [EXTERNAL]Old Dominion Blvd. safety plan  
**Date:** Monday, June 8, 2026 9:34:48 PM

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

Dear planning officials:

Some 20 years ago, following a divorce, feeling lost and alone, I noticed a sign on Glebe that said, "Methodist Church, Turn Left." So I did. I parked on Old Dominion and walked into the church to check out a worship service. A couple of weeks later, I returned. And then again. Soon, I was a regular member and active leader of Beverley Hills Community Methodist Church.

This would not have happened had I turned left and found myself driving up and down curvy roads looking for a nonexistent parking space. I would have wandered on, still lost and alone.

I can't imagine what the last 20 years of my life would have been like without Beverley Hills Methodist. I can't imagine how our church can move forward with its mission to "welcome **all people** as they are" if there is, effectively, no street parking for **any people**.

**You have the power to change the path of this safety plan to one that will not kill our church.** Please use that power wisely.

Verenda Smith Camire  
113 E. Luray Ave.  
Alexandria, VA 22301

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**From:** [David Thompson](#)  
**To:** [Silas Sullivan](#)  
**Cc:** [Deborah Porras](#)  
**Subject:** [EXTERNAL]Beverley Hills Community UMC Comments to Pedestrian Safety Proposals  
**Date:** Monday, June 8, 2026 2:49:12 PM  
**Attachments:** [BHCUMC Comments to Pedestrian Safety Proposals 6-8-2026.pdf](#)

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Attached and below please find public comments from Beverley Hills Community United Methodist Church on proposed modifications to the intersection of Old Dominion Boulevard and Tennessee Avenue.

June 8, 2026

Mr. Silas Sullivan  
Complete Streets Coordinator  
City of Alexandria, Virginia

RE: [Old Dominion Boulevard Safety Improvements](#)

Dear Mr. Sullivan

We write to express our appreciation for the City's attention to addressing potential pedestrian safety issues outside the church we share at 3512 Old Dominion Boulevard, but to express our strong opposition to aspects of the staff proposals in the above-referenced project that call for the elimination of 14 to 18 street parking spaces.

Beverley Hills Community United Methodist Church was established at the intersection of Old Dominion Boulevard and Tennessee Avenue in 1938 as the first church in the then-new development of Beverley Hills. It was established as both a center of faith and of community engagement where neighbors and neighborhood organizations could come together to enrich the lives of the area's residents. That commitment to the community continues to this day. For example, the Incarnation Anglican Church utilizes our church for services on Sundays, the Beverley Hills Cooperative Preschool operates five days a week, and various civic groups use our building on a regular basis. All of these groups need to be able to count on available public parking proximate to our church.

The most common complaint from all who benefit from the community nature of our church facilities is that the location at the intersection of Old Dominion and Tennessee lacks sufficient street parking. Because of development surrounding the property, the church has only four parking spaces on the church grounds, two of which are designated

for disabled persons. The four spaces were constructed at considerable expense and there is no additional land we could use for the purposes of parking.

The current proposals posted on the City website as the Old Dominion Boulevard Safety Improvements call for eliminating 14 to 18 street parking spaces, installing a temporary sidewalk, and establishing a crosswalk. We believe these proposals focus on the “easiest” way to achieve the project’s stated goals without considering the significant impact on usage, actual pedestrian traffic, and the ability of the many organizations to operate.

The proposal to eliminate parking spaces would in fact exacerbate the pedestrian challenges at the intersection because more individuals seeking to attend our worship services and community programming would be required to park a greater distance away from the buildings and be forced to walk even farther. This challenge would be especially acute for older persons and people with mobility issues.

There is little reasonable doubt that the proposed elimination of parking spaces would result in reduced attendance at our worship services and at community events designed to address immediate needs of residents in the area. In short, we oppose the proposals as hostile to our missions and adverse to the best interests of the community as a whole.

We recognize that pedestrian safety needs to be improved at and near the intersection but feel strongly that the proposed solutions impose costs, challenges, and negatives that are too great. But we don’t merely urge you to scrap the proposal and do nothing. Rather, we commit ourselves to working with the City to identify less intrusive and disruptive solutions that can enhance safety and community engagement.

We ask that you withdraw the staff proposals posted at “Old Dominion Boulevard Safety Improvements” and agree to meet with the people in the community most affected by any solutions that may ultimately be implemented. We offer our Fellowship Hall as a meeting space for a town-hall style meeting at which time we can work together toward workable solutions.

Sincerely,

Reverend Doctor Deborah Porras  
Pastor, Beverley Hills Community UMC  
[Deborahporras@vaumc.org](mailto:Deborahporras@vaumc.org)

David L. Thompson  
Chair, BHCUMC Council  
[dthompson3305@gmail.com](mailto:dthompson3305@gmail.com)

cc: Mayor Alyia Gaskins  
Alexandria City Council Members

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**From:** [Kevin O'Brien](#)  
**To:** [Silas Sullivan](#)  
**Subject:** [EXTERNAL]Old Dominion Boulevard Safety Improvements  
**Date:** Monday, June 8, 2026 12:31:28 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 also writing to echo comments by the Alexandria Bicycle & Pedestrian Advisory Committee (BPAC) and express strong support for Option 2 of the City's proposed Old Dominion Boulevard Improvements.

Once again, Option 2 provides a safer crossing with the median refuge island. Additionally, please consider raising the crosswalk and making the northbound bike lane protected with either parking bays or bollards.

We do appreciate the City taking seriously its duty to provide safe access with projects like this and look forward to continuing to support however we can.

--

**Kevin O'Brien | Virginia Organizer**  
Washington Area Bicyclist Association  
2599 Ontario Rd NW, Washington, DC 20009  
202-964-5419  
[kevin.obrien@waba.org](mailto: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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**From:** [Jacquelyn Kittredge](#)  
**To:** [Silas Sullivan](#)  
**Subject:** [EXTERNAL]Old Dominion Blvd Safety Improvements  
**Date:** Monday, June 8, 2026 8:16:00 AM

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I worked as a teacher at Beverley Hills Church Preschool (at the corner of Old Dominion and N. Overlook) for a few years and this was a very tricky intersection.

Old Dominion is wide. When crossing the road on foot, you have to run because cars are traveling so fast due to the road design.

I support Concept 2 that includes a crosswalk with a pedestrian island.

-Jacquelyn Kittredge

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**From:** [Amy Rowe](#)  
**To:** [Silas Sullivan](#)  
**Subject:** [EXTERNAL]Old Dominion Blvd Safety Improvements  
**Date:** Sunday, June 7, 2026 7:54:28 PM

---

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

Dear Mr. Sullivan,

I am the pastor of [Incarnation Anglican Church](#). Since May 2025, our congregation has rented space from Beverley Hills Community United Methodist at 3512 Old Dominion Dr. We love this neighborhood! Our congregation has a long involvement with Casa Chirilagua as volunteers, board members, and supporters. And our members often walk to lunch and shops in Arlandria and Del Ray after church. For that reason, we are grateful for the city's attention to matters of pedestrian safety in the neighborhood and agree that changes are needed.

However, the loss of 14-18 parking spaces near the church would pose a significant hardship to our congregation on Sunday mornings. As a church of roughly 100 members, parking is already quite difficult. The loss of so many spaces near the church will force everyone to park even further away. This is especially challenging for our congregants with disabilities and mobility challenges, and for families with young children.

Our first priority, of course, is the safety and well-being of those in the neighborhood. But we would appreciate further attention to the challenge posed by the lost parking spaces. For example, could any of the spaces slated for removal be reserved as Sunday-only spaces? Could the lot on West Glebe across from Dominion Energy be used for church parking on Sundays (this wouldn't help those with mobility issues, but our able-bodied members could park and walk, freeing up closer-in spaces for those with greatest need)? Or perhaps there are other creative solutions?

Thank you for your attention to this matter, and please let me know if you would like to discuss further. I can be reached by email at this address, or at 703-653-4077.

Warmly,  
Amy Rowe

.....  
Rev. Amy Rowe / [Rector](#) / Incarnation Anglican  
[M](#) 703.653.4077 / [incarnationanglican.org](#)  
*I am offline on Mondays, and my primary email days are Wednesday-Friday.*

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**From:** [Patrick O'Connor](#)  
**To:** [Silas Sullivan](#)  
**Subject:** [EXTERNAL]Old Dominion Blvd. Safety Improvements  
**Date:** Sunday, June 7, 2026 3:33:06 PM

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You don't often get email from poconnor34@gmail.com. [Learn why this is important](#)

Silas,

Thank you for taking comments/suggestions from the community regarding Old Dominion Blvd/Tennessee/N. Overlook intersection. We use this intersection daily during the school year and have nearly been involved in or witnessed several near collisions over the past few years.

It's difficult to tell from the Concept 1 & 2 design options the exact position of the proposed relocated Tennessee Stop sign but we would recommend that it is located in a more forward & prominent position to avoid near collisions with vehicles turning right off Old Dominion that are proceeding to Tennessee or N. Overlook and to make those drivers more aware of vehicles entering Old Dominion from Tennessee that are proceeding after coming to a full stop. The position of the current stop sign is too far back on Tennessee creating a dangerous space at the 3 way intersection where drivers aren't not aware of the other vehicle until it is too late.

Another recommendation is the addition of cautionary signage and/or street paint alerting drivers on Old Dominion that are turning right onto Tennessee or N. Overlook requesting the driver to slow down and informing them that they are entering a 3 way intersection.

Please let me know if we can provide additional details or answer any questions. We look forward to an effective safety improvement solution being implemented at this intersection soon.

Best regards,

Patrick O'Connor  
3907 Gresham Place  
Alexandria

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**From:** [PAUL and CATHRYN SCHMIDT](#)  
**To:** [Silas Sullivan](#)  
**Subject:** [EXTERNAL]Comment on Old Dominion Boulevard Safety Improvements  
**Date:** Sunday, June 7, 2026 3:19:11 PM

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You don't often get email from jennings12@aol.com. [Learn why this is important](#)

June 7, 2026

Mr. Silas Sullivan  
Complete Streets Coordinator  
City of Alexandria, VA

Subject: Comment on Old Dominion Boulevard Safety Improvements

Dear Mr. Sullivan:

We have resided in the City of Alexandria for more than five decades. We also are members of Beverley Hills Community United Methodist Church, for more than 40 years. We strongly oppose the staff proposal to eliminate already too scarce street parking spaces. Our church, located at the corner where North Overlook and Tennessee intersect Old Dominion, has served the faith, health, and cultural needs of the North Ridge/Beverley Hills/Arlandria community for nearly 90 years.

The existing lack of adequate street parking limits our ability to connect with and serve our neighbors. The staff proposal would make this immeasurably worse. That proposal would directly and adversely affect our ability to advance our ministries. Additionally, the Incarnation Anglican Church (Sundays), the Beverley Hills Cooperative Preschool (5 Days a week), and various civic groups use our building on a regular basis. All of these groups need to be able to count on available public parking proximate to our church.

We implore the City to identify alternative solutions that will enhance pedestrian safety without harming our ability to serve our community.

We also note that a number of the pedestrians coming from the West Glebe Road area are going to cars and vans illegally parked overnight on Old Dominion and North Overlook.

Thank you for considering our views.

Sincerely,

Paul W. Schmidt  
Cathryn Piehl Schmidt

Sent from my iPad

---

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**From:** [Julie Carey](#)  
**To:** [Silas Sullivan](#)  
**Subject:** [EXTERNAL]Old Dominion Blvd. proposal  
**Date:** Sunday, June 7, 2026 1:02:07 PM

---

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Hello,

I'm a longtime Beverley Hills resident, member of Beverley Hills Community United Methodist Church and regular walker in the neighborhood.

While I do believe some sort of safety enhancement for pedestrians would be beneficial at the Old Dominion/Tennessee intersection both options outlined by the City eliminate too many of the already scarce parking spaces.

Our church, which is shared by two congregations, has a very small lot for people with mobility issues. We rely on street parking to accommodate members.

I urge the City planners to look for a solution that will enhance safety but preserve parking spaces. I'd suggest a scheduling a community meeting at the church to invite more feedback & suggestions.

Best regards,

Julie Carey  
202 359 8997

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source.

**From:** [Steve Colangelo](#)  
**To:** [Silas Sullivan](#)  
**Cc:** [Jim Parajon](#); [Yon Lambert](#)  
**Subject:** Re: [EXTERNAL]Old Dominion Boulevard Safety Improvements Project  
**Date:** Sunday, June 7, 2026 8:14:50 AM  
**Attachments:** [image0.png](#)

---

Good morning All,

Here is one example I'd like to share with you all. The below 311 request was submitted a week ago. As of this morning, this car with MD plates is still parked in the same place and it has no tickets. There is a slip regarding moving it (I think so 72 hour rule can be enforced), but no tickets. If third party ticketing can be figured out, this car and the many others would stop parking illegally.

Steve



On Jun 5, 2026, at 9:52 AM, Steve Colangelo <[stevecolangelo@gmail.com](mailto:stevecolangelo@gmail.com)> wrote:

Thank you, Silas. Have you reviewed the number of complaints on 311 regarding lack of enforcement of the OPD? The current enforcement is not adequate, the only long-term solution is third-party ticketing. I recognize this can't be done overnight, but it should be seriously considered as a long-term solution.

I even called nonemergency police last Friday night to report an out of state car in the overnight parking district and in the morning no ticket had been issued. The police have other priorities, I get that, which is why third-party ticketing is the only solution that will actually work.

Steve

On Jun 5, 2026, at 9:41 AM, Silas Sullivan  
<[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)> wrote:

Hi Steve,

Thank you for your email regarding the Old Dominion Boulevard Safety Improvements project. Your feedback is important to us, and the comments you shared have been added to the community engagement log.

Staff understands the importance of parking availability within the

neighborhood, as evidenced by the recent introduction of the Overnight Parking District (OPD), and of existing challenges with parking enforcement during overnight hours.

APD reports that officers issued 80 citations in May 2026 on Old Dominion Boulevard for a range of violations: 49 to vehicles parked contrary to sign, 16 where temporary parking is prohibited, 9 for Residential Parking District violations, 4 for state safety inspection/license plate violations and 1 each for parking in prohibited locations and location of parked vehicles. APD Parking Enforcement Officers will continue to monitor the OPD as resources allow. At this time, getting third party enforcement involved in this OPD is not feasible due to limitations with contractors' ability to access sensitive information.

Staff will consider your feedback alongside the rest of the community comments we've received at the conclusion of the public comment period.

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](http://Alexandriava.gov)

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**From:** Steve Colangelo <stevecolangelo@gmail.com>

**Sent:** Friday, May 22, 2026 10:52 AM

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

**Cc:** Jim Parajon <jim.parajon@alexandriava.gov>

**Subject:** [EXTERNAL]Old Dominion Boulevard Safety Improvements Project

Hi Silas,

I wanted to share comments about subject project as I live

nearby and you are soliciting feedback.

The neighborhood recently had strong support to create an overnight parking district (OPD) because this area is being utilized as a commercial parking lot for uber/lyft drivers and commercial vans, many of which are not registered in the City of Alexandria. With strong support and statistics that showed a huge percentage of parked cars are not registered in the City of Alexandria (over 90% on N. Overlook), the OPD was approved.

Unfortunately, City of Alexandria's Parking Enforcement doesn't have staff between midnight and 6AM, so the area continues to have a huge percentage of cars parked that aren't registered in the City of Alexandria. APD issued some tickets for a very short period of time, but they don't have the correct technology to quickly scan license plates for registration like Parking Enforcement, and they frankly have other priorities so this OPD is being ignored (review 311 requests and you'll see it continues to be an issue).

I would be supportive of the subject project, which eliminates parking to create more visibility for drivers and pedestrians, only if the City creates a real solution for enforcing the OPD. One real solution is allowing third party enforcement, which has been done in other parts of the City.

Steve

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**From:** [David Bouk](#)  
**To:** [Silas Sullivan](#)  
**Subject:** [EXTERNAL]Old Dominion bike lane  
**Date:** Saturday, June 6, 2026 6:42:09 PM

---

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Mr Sullivan,

There is frequently a problem with the bike lane on Old Dominion Blvd being used as adjunct parking. These pics are from Saturday afternoon. The area right at the intersection by the Beverly Hills Church at 3512 Old Dominion Blvd is particularly a problem. Notice when I encountered this truck and ask him not to block the bike lane, he just drove up to the 3300 block and stopped in the bike lane, even though, as you can see, there was plenty of space at the curb. It's impossible to get the police to enforce parking; drivers know this.

Could the bike lane be moved to the curb and the car parking be put out by the traffic lane?

David Bouk  
Alexandria, VA

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**From:** [Savannah Behrmann](#)  
**To:** [Silas Sullivan](#)  
**Subject:** [EXTERNAL]Old Dominion Blv safety comments  
**Date:** Saturday, June 6, 2026 2:44:38 PM

---

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

Hello,

A sidewalk on Old Dominion Blvd is extremely needed for both safety and sanitary concerns.

I am a resident that lives on W. Glebe and regularly uses that road to walk back into Beverly Hills to walk my dog, etc. There have been numerous occasions where we, or other pedestrians, have almost been struck by vehicles turning right onto that road, or by teenagers driving recklessly on electric scooters. It is an ongoing issue, and cars parked on that corner are also regularly struck and damaged.

In addition, because of the cars that park there, that road is littered with trash and broken glass, daily. My dog has cut his paws walking on this street due to beer bottles that were dumped in the middle of the night and crushed. We, and other neighbors, are regularly out picking up the trash.

A sidewalk on this road would increase safety tenfold — It is only a matter of time before someone is struck and seriously injured, or worse. It is a tragedy waiting to happen, and I strongly, strongly urge the city and/or county to continue considering adding a sidewalk to better connect these neighborhoods. Children traverse this street to get to St. Ritas, and I hold my breath for them nearly every time. Please prioritize safety and cleanliness by moving forward with a sidewalk here instead of street parking.

**Savannah Behrmann**

Senate Correspondent-CQ Roll Call

T: @savbehrmanndc

C: (435)660-0411

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**From:** [Layla Asplen](#)  
**To:** [Silas Sullivan](#)  
**Cc:** [mmartini246@gmail.com](mailto:mmartini246@gmail.com)  
**Subject:** Re: Co-Project Champion - Old Dominion  
**Date:** Saturday, June 6, 2026 9:53:46 AM

---

Thanks Silas,

Sorry work has been crazy and I haven't been able to give this the attention that it needed until today. I still think that installing a stop sign on N overlook should be reconsidered. People are coming fast downhill and having a stop sign there would possibly help with your colleagues objections as to the sight-lines. Thoughts on that?

Thank you for your answers and talking points on the issues we are hearing from our neighbors.  
~Layla

On May 28, 2026, at 1:22 PM, Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)> wrote:

Hi Layla,

Apologies for the delayed response – I was out of town earlier this week.

Thank you for sharing the project information with your neighbors. I appreciate your assistance in getting as much feedback as possible on the proposed safety improvements.

To answer your question, the proposed no parking zone on Tennessee would begin immediately at the intersection. You are correct in saying that parking isn't allowed within 20' of the intersecting curblines of an intersection. In this instance, where the concept displays 'Parking Removal (-4)', the quantity of spaces identified in that figure includes the (often ignored) existing prohibited area. In other words – it realistically is 3 parking spaces that are proposed to be removed but we choose to say 4 on the concept to make it clear that it extends to the intersection and includes the 20' of existing no parking area (and to not catch folks by surprise).

In response to your comment about making Tennessee 'subservient' to N Overlook, one of the current issues with the intersection is that both streets are vying to be the 'main' roadway and as a result there are many potential conflict points ~ such a large/wide intersection. With the placement of the existing stop sign on Tennessee @ N Overlook, in practice, N Overlook is the 'main' roadway at this location as it does not have stop control, while Tennessee does. What the

proposed concept hopes to do is reinforce that narrative, but in a way that slows vehicles down and improve visibility.

The proposed changes to tee up the intersection of Tennessee and North Overlook is intended to do a couple of things:

- force vehicles turning from Old Dominion to slow down considerably before making a right onto Tennessee, and
- move the stop bar forward on Tennessee @ North Overlook by around 25' to provide more visibility for vehicles before performing a turning movement (*whether making a left from N Overlook to Tennessee, making a left/right from Tennessee onto N Overlook, etc*).

We did explore a few other ideas with the intersection of Tennessee and N Overlook, including adding a small traffic circle or if we could reverse stop operations - remove the stop sign from Tennessee @ North Overlook and instead add the stop sign on North Overlook @ Tennessee. In both cases, my engineering colleagues shot the ideas down due to the geometry of the roadway and sightlines coming down the hill.

To answer your final question, yes, Tennessee is still under consideration for speed cushions in the future. Staff anticipate reviewing NTIP projects as part of the annual process in the coming months. Speed cushions were not considered as part of this project due to time and budgetary constraints.

I hope that helps. As always, happy to speak via phone as well.

Best,  
Silas

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**Silas Sullivan, MURP**

Complete Streets Coordinator

City of Alexandria, Virginia

Department of Transportation & Environmental Services

Office: 703.746.4061

Cell: 703.615.5540

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**From:** Layla C. Asplen <layla.asplen@gmail.com>

**Sent:** Tuesday, May 26, 2026 7:39 AM

**To:** Mike Martini <mmartini246@gmail.com>

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

**Subject:** Re: Co-Project Champion - Old Dominion

Good Morning,

I sent the link to everyone on Tennessee and Silas' email address for those not on Remix. Some also stopped me on Wheel Day to express their lack of support due to parking removal. I have tried to tell my neighbors that we are not losing as many spots on Tennessee as they think, but they are skeptical and plan to express their displeasure.

Silas - would you be able to explain to me how many feet from the corner of Tennessee and Old Dominion (or crosswalk) into Tennessee the no-parking zone will begin? I know parking isn't allowed within 20 feet of the intersection right now, (which is widely ignored) but where is the intersection line currently drawn and the new one drawn? Additionally, we might need to re-examine the intersection because it now makes Tennessee subservient to N.Overlook, and the traffic coming down from N. Overlook will still have a lot of speed coming down because there is no stop sign and little daylight, the extension might help a bit with the lack of daylight part. A random thought: have you considered a small traffic circle? I am not a civil engineer and I recognize that this intersection is awful and difficult to plan, so thank you for all your help on this. One last question: Is Tennessee still on the list for potential consideration for speed cushions at a potential future date?

Thanks,  
Layla

On Mon, May 25, 2026 at 10:45 PM Mike Martini <[mmartini246@gmail.com](mailto:mmartini246@gmail.com)> wrote:

Hi Silas,

Just curious if there is any other way (beside leaving a comment on the design in Remix) that we should encourage neighbors to demonstrate support or provide feedback on the project.

I've shared the project website in my circles so hopefully you'll see some traction.

Thanks,  
Mike

Sent from my iPhone

On May 21, 2026, at 10:00 PM, Mike Martini  
<[mmartini246@gmail.com](mailto:mmartini246@gmail.com)> wrote:

Silas, this is really great to hear. Your responsiveness to resident safety concerns and commitment to the project has been refreshing.

Layla and I will coordinate to share the project updates with our neighbors.

Thanks for your efforts,  
Mike

Sent from my iPhone

On May 21, 2026, at 1:48 PM, Silas Sullivan  
<[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)> wrote:

Hi Mike and Layla,

I hope you both are doing well!

I am reaching out to let you both know that we will be formally kicking off the engagement period for the project starting tomorrow morning. I am heading out shortly to post some project fliers near the 3600 block of Old Dominion Boulevard but will send out a formal email 'blast' tomorrow morning with information on the project.

Feel free to give me a call if needed.

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

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**From:** Mike Martini <[mmartini246@gmail.com](mailto:mmartini246@gmail.com)>

**Sent:** Monday, May 18, 2026 8:20 PM

**To:** Layla Asplen <[layla.asplen@gmail.com](mailto:layla.asplen@gmail.com)>

**Cc:** Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)>

**Subject:** Re: Co-Project Champion - Old Dominion

Hi Layla,

This is great. Thanks for reaching out and thank you, Silas, for connecting us. Some thoughtful interventions are definitely necessary for that entire block and (5-way?) intersection.

Though I still advocate for a full sidewalk, it was a relief to hear that Silas' plan for a temporary pedestrian lane could be installed this calendar year. I was going to provide an update on this to the Beverley Hills listserve and the Change.org petition.

Mike

On Wed, May 13, 2026 at 1:04 PM Layla Asplen  
<[layla.asplen@gmail.com](mailto:layla.asplen@gmail.com)> wrote:

Thank you Silas for connecting us. Mike - I live on 519 Tennessee Avenue, and I reached out to the city concerning my application that I put in a couple years ago, recording speed cushions, and

to work with them on a possible fix for the intersection of Tennessee, North Overlook and Old Dominion.

Silas suggested that we join forces since our issues are located in the same neighborhood. I am happy to help in any way that I can. I think that what you want for a sidewalk and crosswalk on Old Dominion is a much-needed improvement to our neighborhood.

Let me know if you want to chat, my cell is (305) 790-6492.

Best,  
~Layla

On May 6, 2026, at 10:52 AM, Silas Sullivan  
<[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)>  
wrote:

Hi Layla,

It was great to speak over the phone with you last week about the forthcoming improvements around Old Dominion and Tennessee. As a follow-up to our conversation, I am connecting you with your neighbor Mike Martini (cc'd). As 'co-project champions', any assistance you two can provide in spreading the word about the project would be greatly appreciated.

Right now, we are tentatively planning to begin the formal outreach period in a few weeks, ahead of bringing the proposed improvements to the Traffic and Parking Board in late June. I will let

you both know once outreach items are anticipated to go out.

Feel free to give me a call if you need anything in the meantime.

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

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**From:** [Lorenz Noe](#)  
**To:** [Silas Sullivan](#)  
**Subject:** [EXTERNAL]Old Dominion Blvd Safety Improvement Project  
**Date:** Friday, June 5, 2026 2:51:36 PM

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

Dear Mr. Sullivan,

Thank you to the Department of Transportation & Environmental Services for considering improvements to the intersection of Old Dominion Blvd and Tennessee Ave and ODB's connection to West Glebe Road. As a neighbor on Tennessee Ave, this intersection and road loom large in my family's commute and recreation activities.

I have left several comments on the proposed concepts on Remix and want to take the opportunity to register my strong support for Concept 2, as the pedestrian refuge island will make this intersection much safer to cross compared to a painted crosswalk alone. I would advocate for further strengthening this design by placing a Rectangular Rapid Flashing Beacon (RRFB) at the intersection to further aid pedestrian visibility as people drop off their kids at the preschool, attend church, or access Beverly Park up North Overlook.

I have some questions as to how the interim sidewalk would be implemented on the West side of ODB, as it's not clear how the 2 feet allocated to the sidewalk would be protected from simply being taken up by parking. In addition, I was hoping to receive clarification on what the green stripes on the concept layouts mean, as they do not represent sidewalks that currently exist, nor do they capture the parking situation that exists in practice on Tennessee Ave. I would be in favor of a sidewalk down Tennessee Ave East on the southern side to connect to the ADA ramp that would go across ODB.

Finally, if the area is under transportation improvement consideration anyway, I would propose that the right-turn slip lane from ODB onto West Glebe road be converted into a stop sign turn, as the downward slope of the road and the speed with which vehicles approach this slip lane makes it very uncomfortable to cross the slip lane on foot, for example to return to ODB from the bus stop on West Glebe Road and ODB (north side).

I would be happy to clarify any of the comments or provide further input to future conversations around this topic and thank you again for considering these options.

Best regards,

Lorenz

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**From:** [Caren Forsten](#)  
**To:** [Silas Sullivan](#)  
**Subject:** [EXTERNAL]Proposed Old Dominion Safety Changes  
**Date:** Thursday, June 4, 2026 9:39:59 PM

---

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

I oppose this plan as proposed, knowing from personal experience that crosswalks and sidewalks cannot prevent pedestrian accidents. In 2018, I was hit and nearly killed by a truck while crossing a side street in the crosswalk in Old Town. My injuries were severe and I have been a vocal advocate for Vision Zero and structural changes to help promote safety. I give this context to emphasize that opposition to the proposed plan is not an indifference to safety but a fulsome understanding of what is needed.

I have attended Beverley Hills Community United Methodist Church for 15 years and know the intersection under evaluation in the Old Dominion Boulevard Safety Improvements project, both from walking through it and from attempting to park nearby for Sunday services and community activities throughout the week. The staff proposals call for eliminating 14 of the scarce, much needed street parking spaces. This would force people going to the church to park farther away and walk to the church, or to skip worship services or engaging with their neighbors at the community church. This result cannot be countenanced at a church that has served the community at that intersection for nearly ninety years.

I strongly urge the City to reject the staff proposal related to parking spaces and explore/adopt other solutions, such as speed humps, or permitting angled parking in front of the church.

Please feel free to reach out with further thoughts or questions.

With kind regards, Caren Forsten



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**From:** [David Thompson](#)  
**To:** [Silas Sullivan](#)  
**Subject:** [EXTERNAL]Old Dominion Boulevard Safety Improvements  
**Date:** Tuesday, June 2, 2026 4:30:22 PM

---

You don't often get email from dthompson3305@gmail.com. [Learn why this is important](#)

Dear Mr. Sullivan,

I am writing to express strong opposition to proposals to remove 14 parking spaces near Beverley Hills Community United Methodist Church at the intersection off Old Dominion and Tennessee.

The 88-year-old church campus was the first build for the Beverley Hills neighborhood. It was built as a community church during a time when neighbors walk to church throughout the week. Times have changed but the importance of the church to the community we serve has not. The existing parking spaces available to us - few as they are - are critical to the survival of the church, its missions, and the many community activities that take place throughout the week. Most notably, very many of the attendees to church-related activities are elderly and cannot - and should not be expected to - walk long distances to practice their faith and charitable works.

The proposals in both Concept 1 and Concept 2 call for the elimination of 14 parking spaces in an area of too-little parking. I can honestly and sincerely say that implementation of the concepts as drafted would gravely undermine the ability of Beverley Hills Community UMC to not only serve the broader community but continue operations

Many other safety solutions can and should be considered before eliminating the extremely scarce resource of available parking. These include speed humps, narrow corridors, and the like. I urge staff to reject the urge to take the easy path of eliminating parking and go back to the drawing board to achieve true safety at this intersection.

David L. Thompson

703-615-2347

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**From:** [Sarah Brewster](#)  
**To:** [Silas Sullivan](#)  
**Subject:** [EXTERNAL]Input: Old Dominion Blvd Safety Improvements  
**Date:** Monday, June 1, 2026 9:05:13 AM

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

Hello Silas,

I am writing in response to the proposed Old Dominion Blvd. safety improvements. As a resident of N. Overlook Drive, I am happy to see changes to improve safety at this, quite honestly, dangerous intersection. For the most part, I prefer the second concept with more parking removal; however, as someone who has a near collision at this intersection at least every few weeks, both concepts are missing two things:

Removal of parking at the bottom of N. Overlook - at least on the side closest to Tennessee. If you don't have cars parked in this area, you don't need to move any stop signs - you can actually see cars coming down the hill. This is the one section of the road that somehow still has cars parked at all hours of day or night, despite the (much-needed) no overnight parking zone. None of the cars who park here live in this neighborhood, so there is really no reason for them to be parked there. The majority of them are commercial work vans. To match with the rest of the concept, 4 spaces removed should make a massive difference. You literally cannot see what is coming on the other side when cars are parked here, and moving a stop sign will not solve the real problem.

Additionally, is there something that can be done for cars turning right from the Glebe side of Old Dominion and going up the hill onto N. Overlook? This is the spot that I tend to have the most trouble. While removing the parking at that corner would be a massive help, it won't help drivers coming from Tennessee (toward Old Dominion) from realizing that cars are going up N. Overlook, not turning onto Tennessee. Cars coming off of Tennessee always seem to swing wide, which is right in the path up the hill to my home. I know there is probably little that can be done about this one, but is my biggest challenge with this intersection!

Thank you for taking the time to consider changes to this intersection - it really can be very unsafe. I'm happy to answer any questions or provide clarification if needed.

Thank you,

Sarah Brewster  
602 N. Overlook Drive

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**From:** [Ken Notis](#)  
**To:** [Silas Sullivan](#)  
**Subject:** [EXTERNAL]Old Dominion Safety Improvements  
**Date:** Monday, June 1, 2026 6:42:11 AM

---

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I previously wrote on my own behalf in support of Concept 2.

I am now writing to support the same concept (2) on behalf of the Alexandria Bicycle and Pedestrian Advisory Committee.

Thank you,  
Ken Notis

---

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**From:** [Kelley Raymond](#)  
**To:** [Silas Sullivan](#)  
**Cc:** [James Raymond](#)  
**Subject:** [EXTERNAL]City of Alexandria Seeks Community Feedback for Old Dominion Boulevard Safety Improvements Project  
**Date:** Sunday, May 31, 2026 7:26:57 AM

---

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Mr Sullivan-

I'm writing to provide opinion as a resident of Tennessee Avenue that's impacted by this proposal. We have just started implementation of the much needed parking enforcement to improve the sight lines and access for residents on our street to positive results. But I'm unaware of any further asks from the residents on this block but that at least a small amount of curb at the end of the block be painted yellow to improve sight lines at the cross walk as many cars park up to the corner due to the church traffic.

I'm absolutely not supportive of the parts of this proposal impacting Tennessee Avenue. If the city wants to add additional cross walks and improve sight lines at the corner, there are more minimal and easy ways. Residents here have also stressed speeding was an issue.

But this proposal has been sold to the area in a deceptive manner. People think we're signing a petition for sidewalks on a different street.

I'm quite disappointed in how the city hid the impacts to Tennessee Avenue and the level of changes you're proposing without the support of those who live on this street.

I do not support this as proposed.

Kelley Raymond

Sent from my iPhone

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**From:** [Ken Notis](#)  
**To:** [Silas Sullivan](#)  
**Subject:** [EXTERNAL]Safety Improvements on Old Dominion  
**Date:** Friday, May 29, 2026 6:57:55 AM

---

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I am writing to support Concept 2, which adds more daylighting, which improve visibility from and to turning cars. I often ride a bike on Old Dominion when going from the Chirilagua neighborhood to Bradlee and to my home in the Park Center area.

Ken Notis  
3001 Park Center Dr, Alexandria, VA 22302

---

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**From:** [meredithtaylor507@yahoo.com](mailto:meredithtaylor507@yahoo.com)  
**To:** [Silas Sullivan](#)  
**Subject:** Re: [EXTERNAL]Tennessee/Overlook  
**Date:** Thursday, May 28, 2026 7:13:28 PM

---

Silas-

I don't think you've answered my question. In all my prior discussions about the need for improvements on Tennessee with city officials, we were told we needed a petition from the affected residents. I have not seen or heard of any petition on the Tennessee/overlook portion of your proposal.- only the sidewalk portion.

Did the city suddenly do an about face and come up with drawings for Tennessee without a petition from residents? And if residents asked for more modest changes (as I did multiple times with your predecessors), why weren't those drawn up and included as a concept.? Because the only explanation that I was previously given was that we needed a petition to get the changes I wanted.

Does that mean I can still draw up that petition and have it considered instead of your proposals for 1 and 2?

Thanks  
Meredith

[Sent from Yahoo Mail for iPhone](#)

On Thursday, May 28, 2026, 5:00 PM, Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)> wrote:

Hi Meredith,

Thank you for your emails regarding the Old Dominion Boulevard Safety Improvements project. Your feedback is important to us, and the comments you shared have been added to the community engagement log for consideration.

Notice of the proposed improvements was shared via email with key stakeholders within the neighborhood, including the North Ridge Citizens Association, Beverly Hills Church, and project champions and through posting of project fliers near the project area on Old Dominion Boulevard, Tennessee Avenue, and North Overlook Drive. Typically, the City relies on groups like civic associations to help spread the word within their respective neighborhoods. This project in particular is part of the City's Neighborhood Transportation Improvements Program, which is a resident-driven program that relies on local project champions in the neighborhood to share information about the project with neighbors.

The public comment period is open now so that the City can hear feedback from you and your neighbors. The proper format in this instance is through leaving comments directly on the concepts or by sending me an email. Thank you for providing feedback using both formats!

I am happy to hear of your support for the proposed interim sidewalk on the 3600 block of Old Dominion Drive and the proposed pedestrian crossing at Old Dominion Drive and Tennessee Avenue.

The proposed improvements to realign the intersection of Tennessee Avenue and North Overlook Drive are intended to improve visibility, slow vehicles down, and enhance safety. All potential improvements will be closely coordinated with appropriate stakeholders, such as the Fire Department and Police Department to ensure continued and enhanced access for emergency services. The proposed painted curb extension would be reinforced with a vertical element like flexible posts to discourage speeding, encourage vehicles to slow down before making a turning movement, and increase visibility of vehicles and pedestrians in the immediate area. Treatments like flexible posts are designed to be flexible so emergency vehicles can safely maneuver over them if needed, and the Fire Department has approved of their use in numerous instances citywide. The proposed relocation of the stop sign (on Tennessee Avenue at North Overlook Drive) would bring the new stop sign and stop bar over 25' feet forward – reducing the need for vehicles to move across the stop bar to see if traffic is coming on North Overlook Drive and improving overall visibility at the intersection.

Staff is cognizant and understands the importance of parking to the community here – especially given the recent introduction of the new district rules.

No additional parking beyond what is shown in the conceptual proposal(s) is proposed to be removed. The concept options display the potential for up to 80' (or 4 parking spaces) of space needed on the north side of the street to realign the intersection of Tennessee Avenue and North Overlook Drive to provide a painted curb extension, relocated stop sign, and the appropriate visibility needed at the misaligned existing intersection. While up to 80' (4 parking spaces) could be needed for these measures, staff could determine that less space is ultimately needed during

the detailed design phase of the project.

If parking on the south side of the street (along the church property) provides additional visibility issues, staff can also explore removing this parking or daylighting near the stop sign, if there is interest from the community.

Staff will consider your feedback alongside the rest of the community comments we've received at the conclusion of the public comment period, and any next steps or additional opportunities for feedback will be shared with you and others who have provided feedback. 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](http://Alexandriava.gov)

---

**From:** meredithtaylor507@yahoo.com <meredithtaylor507@yahoo.com>

**Sent:** Tuesday, May 26, 2026 11:13 PM

**To:** Silas Sullivan <silas.sullivan@alexandriava.gov>; Max P Devilliers <max.devilliers@alexandriava.gov>

**Subject:** [EXTERNAL]Tennessee/Overlook

You don't often get email from [meredithtaylor507@yahoo.com](mailto:meredithtaylor507@yahoo.com). [Learn why this is important](#)

Mr. Sullivan-

Please also advise whether I can collect signatures opposing this petition and the form to be used. I understand that Mr. Mistretti is collecting signatures via change.org, which I didn't realize was a valid form of support.

I would like to formally register opposition to the Tennessee/Overlook portions of this proposal, and am happy to gather signatures if needed. I spoke with numerous Tennessee residents this weekend who share my concerns that these will not address our safety concerns while simultaneously making parking worse.

I say this as someone whose car was totaled and who has young children that cross Old Dominion and Tennessee walking to school (to Grace Episcopal), so I do not raise my opposition lightly.

I am also concerned that I appear to be the only one that was personally notified of these plans. None of my neighbors on Tennessee have received any direct communication about these proposals. Similarly, none of the other organizers of the parking effort (most of whom live on these blocks) were also not notified. It is concerning that a proposal that is allegedly in response to resident concerns was not discussed with actual residents on these streets before opening to public comment.

I would like to understand how a proposal of this magnitude reached this stage without a petition raised by residents covering this issue. (Specifically the changes to north overlook and Tennessee).

I was aware that a petition about a missing sidewalk on old dominion was raised. From what I can recall, None of that proposal mentioned or described the changes to north overlook and Tennessee.

Sincerely,  
Meredith Taylor

---

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**DO NOT CLICK** any links or download attachments unless the contents are from a trusted source.

**From:** [David Peabody](#)  
**To:** [Silas Sullivan](#)  
**Subject:** [EXTERNAL]Old Dominion improvements  
**Date:** Tuesday, May 26, 2026 6:39:59 PM

---

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

Dear Silas,

Thank you for turning the City's attention to this unsafe intersection. I drive and bicycle through it every day.

While I believe all these improvements will help, what they do not address is the rampant violation of the existing stoplight by the W. Glebe Road traffic. I have made several calls to the police about this, to no avail. Because the violation is never enforced (to my knowledge), scofflaws prevail. Typically two to three cars will go through after the yellow has turned to red.

My recommendation is to install a camera here and start mailing out citations. That would get results fast. I understand that in our city these are primarily used to gauge speed in school zones, but the fact that Beverley Hills Preschool is in the improvement zone certainly is justification for a red light camera here.

I would appreciate a call or note from you or someone in your office in answer to this recommendation.

Thank you,

David Peabody  
3417 Halcyon Drive

David Peabody, FAIA  
Certified Passive House Consultant, LEED-AP  
Peabody | Fine Architects  
Alexandria, Virginia  
[david@greenhaus.org](mailto:david@greenhaus.org)  
[www.davidpeabody.com](http://www.davidpeabody.com)  
[www.greenhaus.org](http://www.greenhaus.org)  
703-684-1986 o  
571-212-2963 c

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source.

**From:** [Nathan T](#)  
**To:** [Silas Sullivan](#)  
**Subject:** [EXTERNAL]Old Dominion Boulevard Safety Improvements  
**Date:** Tuesday, May 26, 2026 3:41:52 PM

---

[You don't often get email from [nathan.toews@outlook.com](mailto:nathan.toews@outlook.com). Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Hello Silas,

I'd like to first say I'm happy to hear this intersection is being addressed. Concept 2 is the better option.

Are there any plans to add speed reducing measures to this area? During preschool drop off/pick up and church function hours, many people are driving far too fast on old dominion. A crosswalk will be a much appreciated addition, but there should also be warning signage in advance and ideally speed tables to slow traffic along the road between the traffic circle and Glebe. As you know, there is no sidewalk along the entire east side of Old Dominion, people either cross the road directly or would have to walk in the road to the cross walk. Thank you for your consideration.

Cheers,  
Nathan

---

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**From:** [Nathan T](#)  
**To:** [Silas Sullivan](#)  
**Subject:** [EXTERNAL]Old Dominion Boulevard Safety Improvements  
**Date:** Tuesday, May 26, 2026 3:41:52 PM

---

[You don't often get email from [nathan.toews@outlook.com](mailto:nathan.toews@outlook.com). Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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Cheers,  
Nathan

---

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**From:** [jimandcarey48@comcast.net](mailto:jimandcarey48@comcast.net)  
**To:** [Silas Sullivan](#)  
**Subject:** [EXTERNAL]Old Dominion Boulevard Project Comments  
**Date:** Tuesday, May 26, 2026 12:17:32 PM

---

You don't often get email from jimandcarey48@comcast.net. [Learn why this is important](#)

Silas – Thanks for the concepts to improve safety. Here are a few comments.

I support Concept 2 with these additional improvements /considerations

1. Improve safety of crossing at W. Glebe Road by removing the slip lane from north-bound Old Dominion to east-bound W. Glebe Road. Slip lanes are inherently dangerous.
2. Between W. Glebe Road and Tennessee: Reduce Old Dominion Blvd 12-ft travel lane width and convert the bike lanes to protected bike lanes.
  - a. Twelve-foot-wide travel lanes encourage unsafe speeds
  - b. Paint is not protection. Protected bike lanes would be consistent with national best practices for an all-ages and abilities bikeway when there is sufficient roadway width, as is the case on Old Dominion Blvd
3. South of Tennessee: Reduce Old Dominion Blvd 20-ft travel lane width, widen the pedestrian refuge and convert the bike lanes to protected bike lanes.
  - a. Twenty-foot-wide travel lanes encourage unsafe speeds and create an unnecessarily long pedestrian crossing distance!!!
  - b. Paint is not protection. Protected bike lanes would be consistent with national best practices for an all-ages and abilities bikeway when there is sufficient roadway width, as is the case on this section of Old Dominion Blvd
4. I support the additional daylighting and pedestrian refuge in Concept 2 to improve safety for people crossing Old Dominion Blvd at Tennessee

---

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**From:** [Mike Martini](#)  
**To:** [Silas Sullivan](#)  
**Cc:** [Layla Asplen](#)  
**Subject:** Re: Co-Project Champion - Old Dominion  
**Date:** Thursday, May 21, 2026 10:00:10 PM

---

Silas, this is really great to hear. Your responsiveness to resident safety concerns and commitment to the project has been refreshing.

Layla and I will coordinate to share the project updates with our neighbors.

Thanks for your efforts,  
Mike

Sent from my iPhone

On May 21, 2026, at 1:48 PM, Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)> wrote:

Hi Mike and Layla,

I hope you both are doing well!

I am reaching out to let you both know that we will be formally kicking off the engagement period for the project starting tomorrow morning. I am heading out shortly to post some project fliers near the 3600 block of Old Dominion Boulevard but will send out a formal email 'blast' tomorrow morning with information on the project.

Feel free to give me a call if needed.

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

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---

**From:** Mike Martini <mmartini246@gmail.com>  
**Sent:** Monday, May 18, 2026 8:20 PM  
**To:** Layla Asplen <layla.asplen@gmail.com>  
**Cc:** Silas Sullivan <silas.sullivan@alexandriava.gov>  
**Subject:** Re: Co-Project Champion - Old Dominion

Hi Layla,

This is great. Thanks for reaching out and thank you, Silas, for connecting us. Some thoughtful interventions are definitely necessary for that entire block and (5-way?) intersection.

Though I still advocate for a full sidewalk, it was a relief to hear that Silas' plan for a temporary pedestrian lane could be installed this calendar year. I was going to provide an update on this to the Beverley Hills listserve and the Change.org petition.

Mike

On Wed, May 13, 2026 at 1:04 PM Layla Asplen <[layla.asplen@gmail.com](mailto:layla.asplen@gmail.com)> wrote:

Thank you Silas for connecting us. Mike - I live on 519 Tennessee Avenue, and I reached out to the city concerning my application that I put in a couple years ago, recording speed cushions, and to work with them on a possible fix for the intersection of Tennessee, North Overlook and Old Dominion.

Silas suggested that we join forces since our issues are located in the same neighborhood. I am happy to help in any way that I can. I think that what you want for a sidewalk and crosswalk on Old Dominion is a much-needed improvement to our neighborhood.

Let me know if you want to chat, my cell is (305) 790-6492.

Best,  
~Layla

On May 6, 2026, at 10:52 AM, Silas Sullivan

<[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)> wrote:

Hi Layla,

It was great to speak over the phone with you last week about the forthcoming improvements around Old Dominion and Tennessee. As a follow-up to our conversation, I am connecting you with your neighbor Mike Martini (cc'd). As 'co-project champions', any assistance you two can provide in spreading the word about the project would be greatly appreciated.

Right now, we are tentatively planning to begin the formal outreach period in a few weeks, ahead of bringing the proposed improvements to the Traffic and Parking Board in late June. I will let you both know once outreach items are anticipated to go out.

Feel free to give me a call if you need anything in the meantime.

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

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**From:** [Mike Martini](#)  
**To:** [Silas Sullivan](#)  
**Cc:** [Layla Asplen](#); [Bruce Snapp](#); [Don Bobby](#)  
**Subject:** [EXTERNAL]Thank you and a proposal  
**Date:** Thursday, June 25, 2026 11:40:32 PM

---

Hey Silas,

First, thank you for your thoughtful leadership in today's community engagement session.

Second, I had an idea that I wish I had thought of in time to propose to the group. Is it at all possible to designate a few spots on or around the intersection as Sunday only parking? This way the intersection is more "daylighted" with . no blind corners, the church preserves a few designated spots (even closer to them!), and the preschool has more (and safe) loading and unloading areas.

Perhaps they can be "no parking except for Sunday. Loading zone at all other times" type of hybrid? Even if the loading zone part is just "informal"?

These can be the spots adjacent to the current loading zone space, or even around the bend near the mailbox side.

Mike

Sent from my iPhone

---

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**From:** [David Thompson](#)  
**To:** [Silas Sullivan](#)  
**Cc:** [Deborah Porras](#)  
**Subject:** [EXTERNAL]Follow Up to 6/25 Meeting at Beverley Hills Community UMC  
**Date:** Monday, June 29, 2026 10:26:40 AM

---

Silas,

Thank you for coming to Beverley Hills Church on Thursday to discuss the Old Dominion Safety proposals. I believe from the active discussions, we collectively advanced the cause of safety in our area. We very much appreciate your willingness to share the thinking of your team and to consider alternative and additional approaches.

With this note, I'd like to recap our perspective on the progress made and follow up on a few items. I'll discuss the three project areas from north to south:

### **Missing Sidewalk on Old Dominion between West Glebe and Tennessee**

From the discussion, I believe we all recognize that the construction of a permanent sidewalk would ensure the greatest pedestrian safety, but budgetary restraints make that approach unfeasible at this time. Your office, in consultation with the neighbor who submitted the initial petition, has proposed a temporary sidewalk that would require the elimination of 8 parking spaces so pedestrians could walk on a designated path separate from the bike lane.

During the meeting, several community members supported an alternative temporary approach that we continue to believe advances safety with less of an adverse community impact. This alternative calls for the city to turn the existing bike lane into a designated temporary sidewalk and shift the bike lane – for this one block – onto the street with the typical white bicycle logo painted on the black asphalt and appropriate signage alerting bikers to yield to pedestrians. It is my understanding that engineer Daniel Marcum will be taking additional measurements to see if there is enough room to accommodate this proposal. We recognize that this temporary approach may result in a parking space or more closer to West Glebe being sacrificed to create space for any transitional markings on Old Dominion.

Considering that the preferred approach by all is a permanent sidewalk and the current discussion addresses the short term, we continue to urge the city to take the least radical change to existing parking.

### **Tennessee/Overlook/Old Dominion Intersection**

There appeared to be consensus among those attending Thursday's meeting that moving the stop sign on Tennessee could improve visibility and reduce the likelihood of drivers on Tennessee "blowing past" the sign and colliding with drivers coming down Overlook. There was also consensus, I believe, that this step is only a partial fix to the problems.

Much time was devoted to discussing the challenges caused by drivers on Overlook coming down the hill too fast and subsequently driving through the stop sign at Old Dominion (or at

least driving three-to-five feet past the sign before looking for oncoming traffic). You explained that a speed bump on Overlook was not allowable because of the steep grade. You also suggested that rumble strips in lieu of a bump would likely require buy-in from the neighbors who would hear the noise of cars going over them.

New Approach: As an alternative suggestion, would you consider constructing a speed “dip” (the opposite of a hump) with appropriate warning/markings so that drivers would know to slow down as they approached what we all consider a dangerous and oddly designed Y-shaped intersection?

We hope the city will conduct speed tests on both Overlook and Tennessee for the purpose of collecting usage and speed data to inform future safety enhancements. I also believe there was strong support for installing a speed bump on Tennessee, which may require a careful review and reconsideration of what the Fire Department does and does not need.

### **Crosswalk on Old Dominion**

We appreciate the less intrusive design for the proposed crosswalk across Old Dominion (the “Old Dominion Speedway”). During the meeting, we strongly urged the city to install pedestrian-activated flashing lights at said crosswalk to alert drivers coming down the hill (usually above the posted speed limit). In addition, we asked for a speed monitor light (as exist on West Glebe near Commonwealth) that will alert drivers they are going too fast.

The representative from Beverley Hills Church Preschool requested that the city consider installing a separate crosswalk higher up Old Dominion (south of the proposed crosswalk at Tennessee) to protect children coming and leaving the preschool at regular times. We at Beverley Hills Community UMC support this proposal. We are happy to participate in discussions on what a new school crossing should look like.

We appreciate your openness to requesting a speed test, perhaps after schools start back, to gauge traffic patterns and additional safety needs. We suspect the data would support the installation of one or more speed bumps on Old Dominion, a result that we would certainly support.

One detail from the plan you have designated as the “Revised Concept” does need an additional response here. It was suggested that one parking space could be created in front of the church by eliminating the no-parking space at the steps leading to the church. As I explained during our meeting, the church must oppose this proposal. The gap in parking spaces on Old Dominion is essential for drivers to safely drop off and pick up children and elderly persons going in and out of the church. This gap essentially serves as an unloading and loading zone; it’s need and usage will only increase in light of the other proposals to remove between 10 and 18 parking spaces in the area.

Finally, I regret that I failed to make this request during the meeting – the discussions were just too rich to interrupt – but would you please share the incident or safety reports on which your

team relied to evaluate the risks? We have heard and seen wildly different numbers on collisions, near-misses, and would like to better understand what you know about the area.

Again, thank you for your time and consideration of these additional insights.

Regards,

David L. Thompson  
Chair, Church Council  
Beverly Hills Community United Methodist Church

---

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**From:** [Bruce Snapp](#)  
**To:** [Silas Sullivan](#)  
**Cc:** [Meredith Taylor](#); [Don Bobby](#); [Katherine Markoski](#); [Russell Bailey](#); [Steve Colangelo](#)  
**Subject:** Re: Thank You for Attending Community Discussion at Beverly Hills Community United Methodist Church  
**Date:** Thursday, July 9, 2026 5:50:44 PM  
**Attachments:** [image007.png](#)

---

Thanks for the clarification, Silas. Yes, the blue area is what I was referring to. Thanks.

Best,  
Bruce

On Thu, Jul 9, 2026 at 3:58 PM Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)> wrote:

Hi Bruce,

In response to your questions:

1. A centerline can be added to help reinforce the correct lane direction for vehicles.
2. Can you help me better understand where exactly you are describing? Prior to the meeting on June 25, additional daylighting was being proposed at the locations indicated in red in the aerial image below. Following the meeting, staff decided to further incorporate Mr. Taylor's suggestion to daylight the area indicated in blue below (next to the stop bar approaching Old Dominion Blvd) and add an additional 'No Parking Here to Corner' sign at this location. Is this what you are referencing?



Thank you for your continued feedback and collaboration.

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

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---

**From:** Bruce Snapp <[bruce.snapp@gmail.com](mailto:bruce.snapp@gmail.com)>

**Sent:** Wednesday, July 8, 2026 6:35 PM

**To:** Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)>

**Cc:** Meredith Taylor <[meredithtaylor507@yahoo.com](mailto:meredithtaylor507@yahoo.com)>; Don Bobby <[dbabej91@gmail.com](mailto:dbabej91@gmail.com)>; Katherine Markoski <[kemarkoski@gmail.com](mailto:kemarkoski@gmail.com)>; Russell Bailey <[russell.bailey@gmail.com](mailto:russell.bailey@gmail.com)>; Steve Colangelo <[stevecolangelo@gmail.com](mailto:stevecolangelo@gmail.com)>

**Subject:** Re: Thank You for Attending Community Discussion at Beverly Hills Community United Methodist Church

Dear Silas,

Thanks for the update. I have two questions.

First, you did not mention one suggestion made toward the end of the meeting -- namely, painting a white lane marker after N. Overlook and Tennessee merge that shows where the middle of the street is. Many vehicles moving eastbound on NO and TN on their way to making a left turn onto Old Dominion move toward or over the midline to facilitate their left turn. This squeezes the space available to southbound traffic turning left from Old Dominion onto NO or TN, creating a dangerous situation. Installing a center line marker would help keep vehicles in the correct lane.

Second, currently, the sight lines at the corner of Old Dominion and N. Overlook are impaired when vehicles park too close to the intersection. I assume you looked at this and decided that removing a space around the corner on Old Dominion would improve the situation, obviating the need for a "no parking from here to corner sign." Is that correct?

Thanks again for being so open to comments from residents. Everyone appreciates your outreach.

Best,

Bruce Snapp

On Tue, Jul 7, 2026 at 12:04 PM Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)> wrote:

Hi all,

Thank you for joining the community discussion on Thursday, June 25 at Beverly Hills Community United Methodist Church. We would like to extend our sincere thanks to Mr. Thompson for hosting the meeting in the Fellowship Hall.

Daniel and I appreciated the opportunity to meet with you and discuss the resident-driven proposals for safety improvements. Following the meeting, we carefully reviewed the questions, comments, and ideas that were raised and evaluated the feasibility of each. Our responses to the outstanding questions are included in the attached document.

Based on this evaluation, staff are recommending **Revised Concept 1**, which includes the following treatments:

- Interim on-street sidewalk facility on 3600 block of Old Dominion Boulevard,
- New crosswalk at Old Dominion Boulevard and Tennessee Avenue, and
- Intersection safety improvements at Tennessee Avenue and North Overlook Drive (includes stop sign relocation (~20 feet) and daylighting).

In addition, based on feedback received in the community discussion on June 25, staff would like to add the following to the recommendation:

- Conversion of existing 'No Parking' area (20' of space near BHCUMC entrance) to 'Loading Zone' to better accommodate loading and unloading for Church congregants
- Addition of "No Parking Here to Corner" signage on SE corner of Tennessee Avenue/North Overlook Drive intersection to further improve sightlines and visibility

If you have any questions or comments, please do not hesitate to reach out. We appreciate your continued engagement and thoughtful feedback throughout this process.

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

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**From:** [David Thompson](#)  
**To:** [Silas Sullivan](#)  
**Subject:** Re: Thank You for Attending Community Discussion at Beverly Hills Community United Methodist Church  
**Date:** Tuesday, July 7, 2026 6:06:02 PM  
**Attachments:** [image001.png](#)

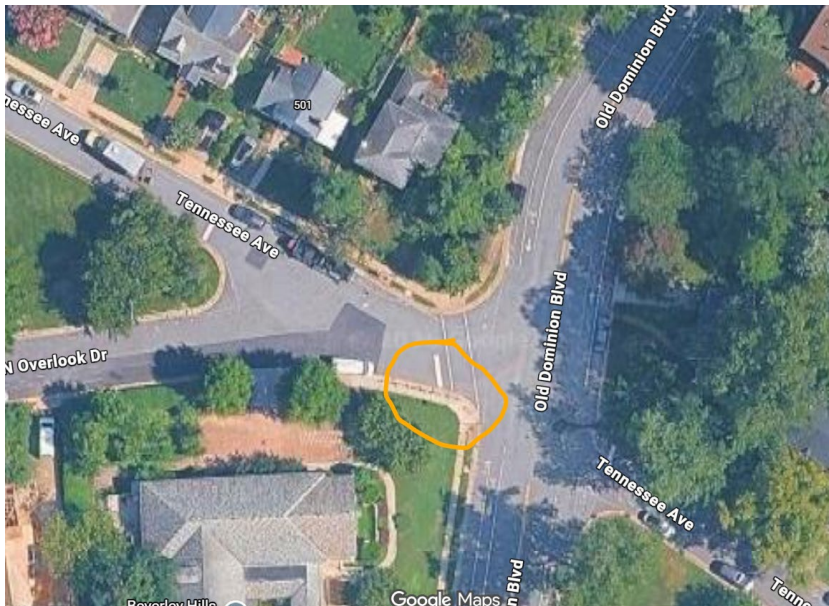
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Thanks. Have a good week

On Tue, Jul 7, 2026 at 5:14 PM Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)> wrote:

Hi Mr. Thompson,

To answer your question, we are speaking of the stop sign at Old Dominion. See the orange circle in the image below to confirm.



On a separate note, I am working to prepare the crash data you requested in your email on June 29. I am hoping to send that to you by this Friday.

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

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---

**From:** David Thompson <[dthompson3305@gmail.com](mailto:dthompson3305@gmail.com)>

**Sent:** Tuesday, July 7, 2026 2:40 PM

**To:** Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)>

**Subject:** Re: Thank You for Attending Community Discussion at Beverly Hills Community United Methodist Church

Thank you for your continued work on this. We still have concerns but first a question. Did you mean SE or SW corner of Tennessee Avenue/North Overlook Drive intersection. If you are talking about the stop sign at Old Dominion, I believe that's the SW corner.

On Tue, Jul 7, 2026 at 12:04 PM Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)> wrote:

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- Conversion of existing ‘No Parking’ area (20’ of space near BHCUMC entrance) to ‘Loading Zone’ to better accommodate loading and unloading for Church congregants
- Addition of “No Parking Here to Corner” signage on SE corner of Tennessee Avenue/North Overlook Drive intersection to further improve sightlines and visibility

If you have any questions or comments, please do not hesitate to reach out. We appreciate your continued engagement and thoughtful feedback throughout this process.

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](http://Alexandriava.gov)

**From:** [David Thompson](#)  
**To:** [Silas Sullivan](#)  
**Subject:** Re: Crash information for Old Dominion Blvd  
**Date:** Friday, July 10, 2026 4:54:20 PM

---

The VA source is fascinating. Thanks for sharing.

---

**From:** Silas Sullivan <silas.sullivan@alexandriava.gov>  
**Sent:** Friday, July 10, 2026 4:37 PM  
**To:** David Thompson <dthompson3305@gmail.com>  
**Subject:** Crash information for Old Dominion Blvd

Hi Mr. Thompson,

Please see the table below for the crash types and years near BHCUMC. This data is sourced from the [Virginia Department of Transportation](#). Note that these are only confirmed crashes in the area, and does not account for near misses, etc.

| Year | Crash Severity           |
|------|--------------------------|
| 2017 | Visible Injury           |
| 2018 | Visible Injury           |
| 2019 | Property Damage Only     |
| 2020 | Visible Injury           |
| 2021 | Property Damage Only (2) |
| 2022 | Property Damage Only     |
| 2024 | Property Damage Only     |
| 2025 | Property Damage Only     |

Please let me know if you need anything else.

Have a great weekend,  
Silas

---

**Silas Sullivan, MURP**

Complete Streets Coordinator

City of Alexandria, Virginia

Department of Transportation & Environmental Services

Office: 703.746.4061

Cell: 703.615.5540

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**From:** [David Thompson](#)  
**To:** [Silas Sullivan](#)  
**Subject:** Re: Old Dominion Blvd Next Step  
**Date:** Tuesday, July 21, 2026 5:15:11 PM

---

Silas (let's move past the Mr. thing;-),

I greatly appreciate the info. My grandson is in town (from Beijing) so I'd much rather be focusing on him in the coming days.

We do have another approach to the pedestrian path that we're looking at. I'd like to reach out in the coming weeks to discuss.

Until then, thanks and best wishes that you can get away for a vacation this summer.

David

---

**From:** Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)>  
**Sent:** Tuesday, July 21, 2026 2:56 PM  
**To:** David Thompson <[dthompson3305@gmail.com](mailto:dthompson3305@gmail.com)>  
**Subject:** Old Dominion Blvd Next Step

Hi Mr. Thompson,

I saw your reply to the 311 ticket yesterday. Unfortunately, I am unable to continue a conversation via the 311 tool, so I am reaching out via email to answer your question.

The revised concept will not be taken for formal action this month. We intend to take it before a public hearing of the Traffic and Parking Board at its September 28 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](http://Alexandriava.gov)

**From:** [David Thompson](#)  
**To:** [Silas Sullivan](#)  
**Subject:** Re: Upcoming public hearing - Old Dominion Boulevard Safety Improvements Project  
**Date:** Tuesday, September 15, 2026 12:16:58 PM

---

Hi Silas. Thanks for the reply. We're mostly satisfied with the latest staff proposal; thanks again for the improvements.

We remain concerned about the interim sidewalk. Because it is designed to be temporary, we are troubled that its impact will permanently disrupt daily operations in our church facility (faith services, preschool attendance, civic group gatherings). We are hoping that a less drastic approach can be considered that doesn't eliminate all eight of the parking spaces on the west side of the 3600 block of Old Dominion.

I'll have more to share when we get closer to the Traffic & Parking Board meeting on the 28th.  
David

On Thu, Sep 10, 2026 at 12:32 PM Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)> wrote:

Hi David,

I hope you had a pleasant close to summer, and an enjoyable time with family.

Thank you again for allowing us to use the Fellowship Hall at BHCUMC for the community discussion on June 25. We really appreciated your hospitality and the opportunity to have a productive conversation about the proposed safety improvements.

I wanted to follow up before the upcoming public hearing on September 28 to see if the church's position on the project has changed at all following the meeting. My sense was that there was a better understanding of the proposed improvements and the reasons for the changes, but I wanted to check in with you directly.

We wanted to make sure you were aware of the hearing and had the opportunity to share any updated thoughts or concerns.

Thank you again for your partnership and for hosting the community meeting.

Best,

Silas

---

**Silas Sullivan, MURP**

Complete Streets Coordinator

City of Alexandria, Virginia

Department of Transportation & Environmental Services

Office: [703.746.4061](tel:703.746.4061)

Cell: [703.615.5540](tel:703.615.5540)

[Alexandriava.gov](http://Alexandriava.gov)

**From:** [meredithtaylor507@yahoo.com](mailto:meredithtaylor507@yahoo.com)  
**To:** [Silas Sullivan](#); [Mark Taylor](#)  
**Subject:** [EXTERNAL]Transportation plans  
**Date:** Saturday, August 29, 2026 12:55:40 PM

---

Mr. Sullivan-

I understand that you plan to present a proposal at the September 28 T&ES meeting. Could you please provide me with a link to the full detailed proposal (not the two-page handout) or tell me where I might find such information.

I understand from Mr. Bruce that there are still plans to remove three parking spots from the Northwest corner of Tennessee at Old Dominion. It is unclear to me how many spots are being removed on the Southwest corner (bordering the church on the Tennessee/N. Overlook sign). I was dismayed to hear this as I thought there was general agreement at the last meeting (my husband Mark Taylor attended) with the community that attended that it was only necessary to remove 1 spot, on the both the north side church side to prevent parking close to the crosswalk.

I will offer again to meet with you to show you why we believe that solution is preferable.

Also, could you please provide me with the information on how to register to speak at the 9/28 meeting?

Thanks,  
Meredith Taylor  
507 Tennessee Avenue  
202-558-8071

---

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**From:** [meredithtaylor507@yahoo.com](mailto:meredithtaylor507@yahoo.com)  
**To:** [Silas Sullivan](#)  
**Subject:** Re: Responses to Questions Re: Old Dominion Boulevard Safety Improvements Project  
**Date:** Monday, September 14, 2026 10:44:49 PM

---

I look forward to seeing you Tuesday at 4. Shall we meet near the intersection where the stopsign would be relocated (across from 505)

On Tuesday, September 8, 2026 at 05:13:23 PM EDT, Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)> wrote:

Hi Meredith,

I hope you had a good holiday weekend. Please see answers in [green](#) below.

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

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---

**From:** meredithtaylor507@yahoo.com <[meredithtaylor507@yahoo.com](mailto:meredithtaylor507@yahoo.com)>  
**Sent:** Thursday, September 3, 2026 10:05 PM  
**To:** Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)>  
**Cc:** mmartini246@gmail.com; layla.asplen@gmail.com; Bruce Snapp <[bruce.snapp@gmail.com](mailto:bruce.snapp@gmail.com)>  
**Subject:** Re: Responses to Questions Re: Old Dominion Boulevard Safety Improvements Project

Mr. Sullivan,

September 15th afternoon would be great, preferably as late in the afternoon as your schedule permits. Please advise.

[Would 4 p.m. work for you?](#)

I appreciate your responses and your updates to the concept plan. I can show you my

concerns about moving the stop sign on the 15th as well, but will try to describe them here. In my experience, a stop sign is usually placed parallel to the stop bar, perpendicular to the road. If that is your plan, the sign would face 503 Tennessee, and would not be visible from 508 Tennessee, let alone further down Halcyon (in part due to vegetation, but more so due to the angle, the rise of the hill). A driver cannot see a sign that is parallel to the road and up the hill, it's virtually invisible. The driver will only be able to see the (second) stop sign at Old Dominion. This would make the Tennessee/N. Overlook intersection MORE dangerous than it is currently, because drivers will increase their speed even more when driving down Tennessee from Halcyon, which was one of the primary concerns of residents (and in my experience, the cause of more of the accidents that I witnessed or was a victim of).

Thank you for explaining your concerns in detail. I understand your concerns regarding the visibility and orientation of the stop sign, particularly for drivers approaching on Tennessee from Halcyon. I look forward to reviewing this with you in person next week.

Residents deserve clarity on this point before deciding whether we support the plan; there are no unknown variables. Additionally, if the plans involve removing significant vegetation or eminent domain, NRCA should be informed before we decide whether to support this plan as we evaluate the cost-benefits.

I can confirm that there will be no property impacts or right-of-way impacts as part of this project. No private property will be acquired or affected.

The Parks Department may perform minor pruning of vegetation that extends into the public right-of-way and obstructs access to sidewalks or sightlines. This would be limited to vegetation within the public right-of-way.

I hope this provides clarity as you evaluate the proposed plan.

Thanks in advance,  
Meredith Taylor

On Tuesday, September 1, 2026 at 05:32:52 PM EDT, Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)> wrote:

Hi Meredith,

I thought it might make sense to combine the questions you had across the two email chains and respond in one email. Also, I have cc'd the project co-champions for their general awareness.

Please see responses to your questions in [green](#) below.

1. I would greatly appreciate if we could meet as soon as your schedule permits so that you can give appropriate consideration to the concerns before submitting your final documents to T&ES.

[I am available to meet on September 10 at 10 a.m. or in the afternoon on September 15. Please let me know which option works best for you.](#)

2. I would also respectfully request that you provide the more detailed documents showing the placement of the "no parking here" parking sign, relocated stop sign, and describe in written more detail how the relocated stop sign will be seen from Tennessee avenue when approaching at speed from Halcyon.

[The conceptual design displays where these treatments are proposed to be placed across the project area. More detailed documents will be generated in the detailed design phase of the project, which would come after the planning phase is complete and a design alternative is selected.](#)

3. Can you please explain, why, if the spots near the blue line are not currently legal parking spots? Your view seems to be different from that of previous T&ES employees who explained that because of the configuration of the street angle and the "20 foot rule" that it was and is in fact legal. I would also observe that local parking enforcement seems to share the view of your predecessor by not issuing tickets there.

[You are correct that a full 20' of space from the intersection of curb lines is the legal no parking zone, unless otherwise signed. The angle and configuration of this intersection make it tricky. Relocating the 'No Parking Here to Corner' sign by 10' would be permissible under current guidelines, to improve visibility of the stop bar. However, to be more consistent with the rest of the proposed concept, I have updated the map to reflect the location and call it out.](#)

4. I would also request that the concept map be updated to show the new "no parking to corner" sign, because that will also have the effect of removing parking spots in practice.

[I appreciate your suggestion. The concept map has been updated.](#)

5. Secondly, can you please expand on how you envision the relocated parking sign on Tennessee to work from a practical perspective? It would seem like moving it towards N. Overlook and angled to be parallel to the new stop bar in the diagram will make it less visible from Tennessee (particularly given the trees on that corner)? Could you please add a line on the map to indicate the exact positioning, relative to the blue box on the concept release?

Correct me if I am wrong, but I believe you are referencing the proposed relocation of the stop sign on Tennessee Avenue as it approaches North Overlook Drive? If this is correct, the relocated stop sign would be in front of the relocated stop bar. If visibility is impaired by vegetation, staff will work with RCPA to ensure that vegetation is appropriately pruned.

Have a great Labor Day weekend.

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

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**From:** [Bruce Snapp](#)  
**To:** [Silas Sullivan](#)  
**Subject:** Re: Old Dominion Blvd Next Steps  
**Date:** Friday, July 31, 2026 10:13:36 AM

---

Thanks, Silas.  
Bruce

On Fri, Jul 31, 2026 at 9:53 AM Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)> wrote:

Hi Bruce,

Thank you for your email and for your thoughtful comments. We appreciate your recognition of the collaborative process and the feedback that residents have provided throughout the development of the revised concept.

Yes, Revised Concept 1 is the version that staff plans to recommend to the Traffic & Parking Board in September. Please feel free to share that with the NRCA Board, along with the background on the community engagement process.

Thank you again for your continued involvement and support.

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](http://Alexandriava.gov)

---

**From:** Bruce Snapp <[bruce.snapp@gmail.com](mailto:bruce.snapp@gmail.com)>  
**Sent:** Tuesday, July 28, 2026 5:43 PM  
**To:** Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)>  
**Cc:** Don Bobby <[dbabej91@gmail.com](mailto:dbabej91@gmail.com)>  
**Subject:** Re: Old Dominion Blvd Next Steps

Hi, Silas.

I have been reviewing your description of Revised Concept 1 that you circulated via email on July 7th. This plan seems to be a fair compromise that takes into account many, if not all, of the concerns neighbors had about the original concepts. At the very least, I think everyone must feel that they were consulted and had a chance to

raise concerns and offer suggestions. Good job!

May I tell the NRCA board that Revised Concept 1 is the version you are going to recommend to the Traffic & Parking Board? If so, I will circulate it to the board with a description of the process.

Best regards,

Bruce

On Wed, Jul 22, 2026 at 5:55 PM Bruce Snapp <[bruce.snapp@gmail.com](mailto:bruce.snapp@gmail.com)> wrote:

Thanks, Silas. We will get right on it.

Best,

Bruce

On Tue, Jul 21, 2026 at 3:07 PM Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)> wrote:

Hi Bruce and Don,

I hope you both are doing well. I am reaching out to inform you of planned next steps for the [Old Dominion Boulevard project](#).

Staff intends to bring the project forward for approval at a public hearing of the Traffic and Parking Board on September 28. We intend to recommend approval of Revised Concept 1, which was updated after receiving direct feedback at the June 25 meeting at Beverly Hills Community United Methodist Church.

As the project moves forward, if NRCA determines that it is supportive of Revised Concept 1, we would welcome a letter of support. A letter recognizing the importance of these proposed resident-driven safety improvements and their benefits for the community would help demonstrate local support for the project as it advances.

Feel free to reach out with any additional questions.

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

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**From:** [Bruce Snapp](#)  
**To:** [Silas Sullivan](#)  
**Cc:** [Don Bobby](#); [Meredith Taylor](#); [Katherine Markoski](#); [Russell Bailey](#); [Steve Colangelo](#); [Mike Martini](#)  
**Subject:** Re: [EXTERNAL]Old Dominion Intersection Safety Improvements  
**Date:** Sunday, August 30, 2026 10:19:29 PM

---

Dear Silas,

There is some confusion about the location of the two parking spaces you propose to remove on Tennessee and N. Overlook." On page 2 of the document describing the project, under "Revised Concept Parking Breakdown," it says that "2 spaces [will be] removed for intersection improvements at Tennessee Avenue and North Overlook Drive." I thought that one would be a space in front of 501 Tennessee (the Tennessee side) and the other would be uphill from the existing crosswalk and stop sign on the other side of the street (the N. Overlook side). However, other people think that the plan is to remove two spaces in front of 501 Tennessee and none on the other side of the street. Which is the case?

If both spaces are in front of 501, I would suggest that the City consider whether safety would be enhanced by removing the space uphill from the stop sign on the N. Overlook side. Vehicles frequently park right up to the crosswalk, obstructing the view of vehicles traveling eastbound on N. Overlook or Tennessee.

Perhaps you could remove ambiguity by adding another map that shows the location of the spaces that you plan to remove.

Best regards,  
Bruce

On Thu, Aug 27, 2026 at 9:33 AM Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)> wrote:

Hi Bruce,

Good morning! I hope you had a pleasant August.

Yes, the plan is still to bring the proposal for approval at the September 28 TPB public hearing. As discussed after the meeting at Beverly Hills Church, the revised [recommendation](#) includes the following treatments:

- Interim on-street sidewalk facility on 3600 block of Old Dominion Boulevard,
- New crosswalk at Old Dominion Boulevard and Tennessee Avenue, and
- Intersection safety improvements at Tennessee Avenue and North Overlook Drive (includes stop sign relocation (~20 feet) and daylighting).

In addition, based on feedback received in the community discussion on June 25, the following was added to the recommendation:

- Conversion of existing 'No Parking' area (20' of space near BHCUMC entrance) to

- 'Loading Zone' to better accommodate loading and unloading for Church congregants
- Addition of "No Parking Here to Corner" signage on SE corner of Tennessee Avenue/North Overlook Drive intersection (near Old Dominion Blvd) to further improve sightlines and visibility

Let me know if you have any questions.

Best,

Silas

---

**Silas Sullivan, MURP**

Complete Streets Coordinator

City of Alexandria, Virginia

Department of Transportation & Environmental Services

Office: [703.746.4061](tel:703.746.4061)

Cell: [703.615.5540](tel:703.615.5540)

[Alexandriava.gov](http://Alexandriava.gov)

---

**From:** Bruce Snapp <[bruce.snapp@gmail.com](mailto:bruce.snapp@gmail.com)>

**Sent:** Wednesday, August 26, 2026 10:56 PM

**To:** Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)>

**Cc:** Don Bobby <[dbabej91@gmail.com](mailto:dbabej91@gmail.com)>

**Subject:** [EXTERNAL]Old Dominion Intersection Safety Improvements

Hi, Silas. I hope this finds you well.

You told Don Bobby and me that you were planning to submit the proposed improvement to the Old Dominion intersection to the Traffic & Parking Board on September 28th, and you asked us to see if the North Ridge Citizens' Association would be willing to submit a supporting letter. Assuming that you are still planning to do this, Don and I are preparing a memo for the NRCA board, which will meet September 14th. We want that memo to describe what the final T&PB presentation will contain. The most recent version we have is the one on the project webpage that you circulated at the meeting at Beverley Hills Church on June 27th. Do you plan to make any significant changes to this version? If so, when can

we find out what they are?

Best,

Bruce Snapp

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trusted source.

**From:** [Bruce Snapp](#)  
**To:** [Silas Sullivan](#)  
**Subject:** Re: Thank You for Attending Community Discussion at Beverly Hills Community United Methodist Church  
**Date:** Tuesday, September 1, 2026 11:50:16 PM  
**Attachments:** [image001.png](#)

---

Thanks.

On Tue, Sep 1, 2026 at 5:32 PM Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)> wrote:

Hi Bruce,

I appreciate your suggestion. I have added a map of the proposed parking modifications to the project webpage. Our communications team should have the updated webpage published by tomorrow morning.

Please let me know if you have any additional questions.

Best,

Silas

---

**Silas Sullivan, MURP**

Complete Streets Coordinator

City of Alexandria, Virginia

Department of Transportation & Environmental Services

Office: [703.746.4061](tel:703.746.4061)

Cell: [703.615.5540](tel:703.615.5540)

[Alexandriava.gov](http://Alexandriava.gov)

---

**From:** Bruce Snapp <[bruce.snapp@gmail.com](mailto:bruce.snapp@gmail.com)>

**Sent:** Monday, August 31, 2026 2:11 PM

**To:** Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)>

**Cc:** Meredith Taylor <[meredithtaylor507@yahoo.com](mailto:meredithtaylor507@yahoo.com)>; Don Bobby <[dbabej91@gmail.com](mailto:dbabej91@gmail.com)>; Katherine Markoski <[kemarkoski@gmail.com](mailto:kemarkoski@gmail.com)>; Russell Bailey <[rrussell.bailey@gmail.com](mailto:rrussell.bailey@gmail.com)>; Steve

Colangelo <[stevecolangelo@gmail.com](mailto:stevecolangelo@gmail.com)>; Mike Martini <[mmartini246@gmail.com](mailto:mmartini246@gmail.com)>

**Subject:** Re: Thank You for Attending Community Discussion at Beverly Hills Community United Methodist Church

Thanks for the clarification, Silas. It would be helpful to add this map to the end of your memo that people can download from the Project Webpage. It currently does not show the location of spaces that would be removed. Also, your email of 27 August indicates that the "no parking here to corner sign" would be placed on the SE corner of the intersection, whereas it would actually be placed on the SW corner. This has to be one of the most confusing intersections in the City! The maps really help!

Best,

Bruce

On Mon, Aug 31, 2026 at 11:58 AM Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)> wrote:

Hi Bruce,

No worries. Happy to clarify any additional questions you may have.

Based on the aerial image in the chain below:

- on the northside of Tennessee/N Overlook (red line) two parking spaces would be removed, and
- on the southside of the Tennessee/N Overlook (blue line) a "No Parking Here to Corner" sign would be added. Approval for parking removal is not being pursued at this location, as this not an existing legal parking space.

The proposed parking modifications are called out in the [linked map](#) that I shared on August 27 (*which can also be found on the project webpage*).

Best,

Silas

---

**Silas Sullivan, MURP**

Complete Streets Coordinator

City of Alexandria, Virginia

Department of Transportation & Environmental Services

Office: [703.746.4061](tel:703.746.4061)

Cell: [703.615.5540](tel:703.615.5540)

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---

**From:** Bruce Snapp <[bruce.snapp@gmail.com](mailto:bruce.snapp@gmail.com)>

**Sent:** Monday, August 31, 2026 8:58 AM

**To:** Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)>

**Cc:** Meredith Taylor <[meredithtaylor507@yahoo.com](mailto:meredithtaylor507@yahoo.com)>; Don Bobby <[dbabej91@gmail.com](mailto:dbabej91@gmail.com)>;

Katherine Markoski <[kemarkoski@gmail.com](mailto:kemarkoski@gmail.com)>; Russell Bailey <[rrussell.bailey@gmail.com](mailto:rrussell.bailey@gmail.com)>;

Steve Colangelo <[stevecolangelo@gmail.com](mailto:stevecolangelo@gmail.com)>; Mike Martini <[mmartini246@gmail.com](mailto:mmartini246@gmail.com)>

**Subject:** Re: Thank You for Attending Community Discussion at Beverly Hills Community United Methodist Church

Good morning, Silas. After sending off my email last night, I came across the email below from you dated July 9th. It includes an aerial photo with three areas marked in red and one in blue. The red on Old Dominion being lost to the interim sidewalk is clear. Looking just at the Tennessee/N. Overlook side of the intersection, it appears that the red line in front of 501 Tennessee represents one removed parking space, and the blue line on the other side of the street (where 502 would be) represents the other. Is this correct?

Thanks for your patience.

Best,

Bruce

On Thu, Jul 9, 2026 at 3:58 PM Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)> wrote:

|

Hi Bruce,

In response to your questions:

1. A centerline can be added to help reinforce the correct lane direction for vehicles.
2. Can you help me better understand where exactly you are describing? Prior to the meeting on June 25, additional daylighting was being proposed at the locations indicated in red in the aerial image below. Following the meeting, staff decided to further incorporate Mr. Taylor's suggestion to daylight the area indicated in blue below (next to the stop bar approaching Old Dominion Blvd) and add an additional 'No Parking Here to Corner' sign at this location. Is this what you are referencing?



Thank you for your continued feedback and collaboration.

Best,

Silas

---

**Silas Sullivan, MURP**

Complete Streets Coordinator

City of Alexandria, Virginia

Department of Transportation & Environmental Services

Office: [703.746.4061](tel:703.746.4061)

Cell: [703.615.5540](tel:703.615.5540)

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**From:** Bruce Snapp <[bruce.snapp@gmail.com](mailto:bruce.snapp@gmail.com)>

**Sent:** Wednesday, July 8, 2026 6:35 PM

**To:** Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)>

**Cc:** Meredith Taylor <[meredithtaylor507@yahoo.com](mailto:meredithtaylor507@yahoo.com)>; Don Bobby <[dbabej91@gmail.com](mailto:dbabej91@gmail.com)>; Katherine Markoski <[kemarkoski@gmail.com](mailto:kemarkoski@gmail.com)>; Russell Bailey <[rrussell.bailey@gmail.com](mailto:rrussell.bailey@gmail.com)>; Steve Colangelo <[stevecolangelo@gmail.com](mailto:stevecolangelo@gmail.com)>

**Subject:** Re: Thank You for Attending Community Discussion at Beverly Hills Community United Methodist Church

Dear Silas,

Thanks for the update. I have two questions.

First, you did not mention one suggestion made toward the end of the meeting -- namely, painting a white lane marker after N. Overlook and Tennessee merge that shows where the middle of the street is. Many vehicles moving eastbound on NO and TN on their way to making a left turn onto Old Dominion move toward or over the midline to facilitate their left turn. This squeezes the space available to southbound traffic turning left from Old Dominion onto NO or TN, creating a dangerous situation. Installing a center line marker would help keep vehicles in the correct lane.

Second, currently, the sight lines at the corner of Old Dominion and N. Overlook are impaired when vehicles park too close to the intersection. I assume you looked at this and decided that removing a space around the corner on Old Dominion would

improve the situation, obviating the need for a "no parking from here to corner sign." Is that correct?

Thanks again for being so open to comments from residents. Everyone appreciates your outreach.

Best,

Bruce Snapp

On Tue, Jul 7, 2026 at 12:04 PM Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)> wrote:

Hi all,

Thank you for joining the community discussion on Thursday, June 25 at Beverly Hills Community United Methodist Church. We would like to extend our sincere thanks to Mr. Thompson for hosting the meeting in the Fellowship Hall.

Daniel and I appreciated the opportunity to meet with you and discuss the resident-driven proposals for safety improvements. Following the meeting, we carefully reviewed the questions, comments, and ideas that were raised and evaluated the feasibility of each. Our responses to the outstanding questions are included in the attached document.

Based on this evaluation, staff are recommending **Revised Concept 1**, which includes the following treatments:

- Interim on-street sidewalk facility on 3600 block of Old Dominion Boulevard,
- New crosswalk at Old Dominion Boulevard and Tennessee Avenue, and
- Intersection safety improvements at Tennessee Avenue and North Overlook Drive (includes stop sign relocation (~20 feet) and daylighting).

In addition, based on feedback received in the community discussion on June 25, staff would like to add the following to the recommendation:

- Conversion of existing 'No Parking' area (20' of space near BHCUMC entrance) to 'Loading Zone' to better accommodate loading and unloading for Church congregants
- Addition of "No Parking Here to Corner" signage on SE corner of Tennessee Avenue/North Overlook Drive intersection to further improve sightlines and visibility

If you have any questions or comments, please do not hesitate to reach out. We appreciate your continued engagement and thoughtful feedback throughout this process.

Best,

Silas

---

**Silas Sullivan, MURP**

Complete Streets Coordinator

City of Alexandria, Virginia

Department of Transportation & Environmental Services

Office: [703.746.4061](tel:703.746.4061)

Cell: [703.615.5540](tel:703.615.5540)

[Alexandriava.gov](http://Alexandriava.gov)

**From:** [Bruce Snapp](#)  
**To:** [Silas Sullivan](#)  
**Subject:** Re: [EXTERNAL]More questions  
**Date:** Thursday, September 10, 2026 11:02:19 PM

---

Thanks, Silas.

On Thu, Sep 10, 2026 at 12:32 PM Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)> wrote:

Hi Bruce,

I completely understand the desire to see something in place as soon as possible, especially given the number of children walking along this stretch each afternoon.

The exact implementation timeline is still uncertain, but if the plan is approved by the Traffic and Parking Board this month, we expect to be able to begin the design phase shortly afterward. If all goes as anticipated, our goal would be to have the interim sidewalk implemented in Spring 2027, once the weather warms up.

We recognize the urgency and will do everything we can to keep things moving as quickly as possible.

Best,

Silas

---

**Silas Sullivan, MURP**

Complete Streets Coordinator

City of Alexandria, Virginia

Department of Transportation & Environmental Services

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Cell: [703.615.5540](tel:703.615.5540)

[Alexandriava.gov](http://Alexandriava.gov)

---

**From:** Bruce Snapp <[bruce.snapp@gmail.com](mailto:bruce.snapp@gmail.com)>  
**Sent:** Tuesday, September 8, 2026 9:17 PM  
**To:** Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)>  
**Cc:** Don Bobby <[dbabej91@gmail.com](mailto:dbabej91@gmail.com)>; Russell Bailey <[rrussell.bailey@gmail.com](mailto:rrussell.bailey@gmail.com)>  
**Subject:** Re: [EXTERNAL]More questions

One more question.

If the plan were approved by the Traffic and Parking Board, how long would it be until the interim sidewalk is installed? I ask because Mike Martini, the champion of the sidewalk petition, wants to get something done as soon as possible. Among other reasons, he told me that Community Lodgings in Alandria has a large group (25+) of elementary-aged children walking from BHUMC home to Arlandria every afternoon "along active traffic lanes at the busy intersection of Old Dominion Raceway and W Glebe Drag Racing strip." I understand his interest in a quick fix.

Bruce

Best,

Bruce

On Tue, Sep 8, 2026 at 5:12 PM Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)> wrote:

Hi Bruce,

I hope you had a pleasant holiday weekend.

Thank you for passing these questions along. They are helpful, and I appreciate the additional context regarding the North Overlook Drive/Cameron Mills Road intersection as well.

**1. Repositioning the stop sign on Tennessee**

The project team understands the concern about maintaining clear visibility of the stop sign and ensuring that drivers recognize where they are required to stop. Staff would not recommend a treatment that we believe would create additional safety issues.

We have heard from numerous residents, including during the June 25 community discussion, that the Tennessee Avenue/Old Dominion Boulevard intersection is challenging. Based on the project team's engineering review, the combination of repositioning the stop sign and stop bar, along with the painted curb extension at Old Dominion Boulevard and Tennessee Avenue, is expected to improve visibility and help slow turning vehicles.

A yellow centerline marking will also be considered as part of the design to help communicate the intended vehicle path. Additional advance signage could also be installed on Tennessee Avenue to alert approaching drivers that they are approaching a stop-controlled intersection.

As for vertical delineators or pylons, that type of treatment can certainly be considered as an additional measure. The project team would want to evaluate whether they are appropriate for this particular location and whether they provide a meaningful safety benefit without creating other issues.

Regarding the treatment at North Overlook Drive and Cameron Mills Road, we appreciate the example and understand the comparison. However, the project team is not recommending that approach for the Tennessee Avenue/Old Dominion Boulevard intersection. The proposed design is intended to maintain a clear and consistent relationship between the stop sign and stop bar while addressing the specific sightline and turning-movement issues at this intersection.

## **2. Interim sidewalk on the east side of Old Dominion**

An interim sidewalk on the east side of Old Dominion Boulevard was considered as an option. Ultimately, it was not selected because of the challenging intersection geometry at Tennessee Avenue and Old Dominion Boulevard, particularly the sightline and visibility issues in that area.

## **N. Overlook/Cameron Mills**

Thank you also for flagging the issue with the stop bar and missing yellow centerline following the recent repaving. I can confirm that this location is on the Engineering team's radar, and they are actively coordinating with the appropriate teams to address the situation. I appreciate you bringing it to our attention, particularly the concern about where vehicles are stopping and the resulting visibility of approaching traffic.

I hope this helps. Let me know if you have any additional questions.

Best,

Silas

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**Silas Sullivan, MURP**

Complete Streets Coordinator

City of Alexandria, Virginia

Department of Transportation & Environmental Services

Office: [703.746.4061](tel:703.746.4061)

Cell: [703.615.5540](tel:703.615.5540)

[Alexandriava.gov](http://Alexandriava.gov)

---

**From:** Bruce Snapp <[bruce.snapp@gmail.com](mailto:bruce.snapp@gmail.com)>

**Sent:** Thursday, September 3, 2026 12:53 PM

**To:** Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)>

**Cc:** Don Bobby <[dbabej91@gmail.com](mailto:dbabej91@gmail.com)>; Russell Bailey <[russell.bailey@gmail.com](mailto:russell.bailey@gmail.com)>; Steve Colangelo <[stevecolangelo@gmail.com](mailto:stevecolangelo@gmail.com)>; Meredith Lloyd <[dithylloyd@yahoo.com](mailto:dithylloyd@yahoo.com)>; David Thompson <[dthompson3305@gmail.com](mailto:dthompson3305@gmail.com)>

**Subject:** [EXTERNAL]More questions

Hi, Silas. I have gotten some more questions from stakeholders about the proposed plan.

## 1. Repositioning the stop sign on Tennessee

A resident who lives on Tennessee near the Old Dominion intersection worries that moving the stop sign and stop bar on Tennessee around the corner closer to N. Overlook could create new problems. As I recall, you are planning on painting a curved lane marker (white or yellow?) to show people the way. Even so, it is possible that some drivers may not notice the lane marker and fail to stop if they cannot see the stop sign. Moreover, many drivers currently just tap their brakes and proceed at speed, with only a quick glance over their shoulders. They might continue to ignore the paint and zoom through, especially if the sign is not visible.

Would it be prudent to install some vertical plastic pylons as well? In addition, why not leave the sign where it is and move the stop bar? There is a similar line of sight problem at the other end of N. Overlook at its intersection with Cameron Mills. The City improved the situation by leaving the stop sign where it was and moving the stop bar around the corner. They also added a curved yellow line from the centerline of the street to the outside end of the stop bar. It was amazing to see, but most people automatically followed the lines.

## 2. Rationale for not taking advantage of the existing half-block sidewalk on Old Dominion

Another question is what did City staff consider to be the pros and cons of installing an interim sidewalk on the east side of the 3600 block of Old Dominion given that there is already a permanent sidewalk for half the block?

Thanks for your time.

Best,

Bruce

PS -- Regarding the n. Overlook / Cameron Mills intersection. After recent repaving, a new stop bar was painted in at the intersection, but the curved line was not. As a result, cars turning left from N. Overlook on to Cameron Mills typically stop away from the stop bar (they may not notice it) and make their turn from a spot where they do not have a good look at traffic coming up the hill from the right. I have sent a request to Alex311 a couple of times but have gotten no action. Could you take it under consideration?

---

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**From:** [Mike Martini](#)  
**To:** [Silas Sullivan](#)  
**Cc:** [layla.asplen@gmail.com](mailto:layla.asplen@gmail.com)  
**Subject:** Re: Thank You for Attending Community Discussion at Beverly Hills Community United Methodist Church  
**Date:** Wednesday, August 12, 2026 6:09:11 PM

---

Great!

Sent from my iPhone

On Aug 12, 2026, at 1:22 PM, Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)> wrote:

Hi Mike,

Thanks for reaching out. The Russell Road project should not impact the timeline for bringing the Old Dominion Blvd proposal to the September TPB meeting.

As an update, I spoke with Bruce Snapp and Don Bobby on July 31, and they confirmed that they are working on a letter of support for the project from NRCA.

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](http://Alexandriava.gov)

---

**From:** Mike Martini <[mmartini246@gmail.com](mailto:mmartini246@gmail.com)>

**Sent:** Wednesday, August 12, 2026 1:18 PM

**To:** Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)>; Layla Asplen <[layla.asplen@gmail.com](mailto:layla.asplen@gmail.com)>

**Subject:** Re: Thank You for Attending Community Discussion at Beverly Hills Community United Methodist Church

Hi Silas,

I'm (trying) to keep up with the Russell Road developments and curious about how that might impact your plans for bringing the Old Dominion Blvd plans to the traffic board in September. Any updates?

Thanks,  
Mike

On Fri, Jul 17, 2026 at 11:28 AM Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)> wrote:

Hi Mike,

Apologies for the delay – I have been out sick most of this week. I have finally some guidance to share on next steps. Upon guidance from my leadership, we will officially be taking this item before the Traffic and Parking Board for a public hearing at its September 28 meeting.

Regarding next steps, I am going to reach out to Bruce Snapp and Don Bobby to see if NRCA would consider a letter of support for the project. A letter from NRCA would go a long way to emphasize the neighborhood's support. I also am going to continue to work with Mr. Thompson and the BHCUMC community to see if they will consider formally supporting the project or at least consider withdrawing their initial letter of opposition that was submitted prior to our group discussion.

Feel free to reach out with any questions.

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](http://Alexandriava.gov)

---

**From:** Mike Martini <[mmartini246@gmail.com](mailto:mmartini246@gmail.com)>

**Sent:** Friday, July 10, 2026 1:31 PM

**To:** Silas Sullivan <[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)>

**Subject:** Re: Thank You for Attending Community Discussion at Beverly Hills  
Community United Methodist Church

Excellent write up and response to the community concerns. Looking forward to hearing about the finalize design concept and next steps. Is the parking board still on the docket for this month or next?

M

On Tue, Jul 7, 2026 at 12:04 PM Silas Sullivan

<[silas.sullivan@alexandriava.gov](mailto:silas.sullivan@alexandriava.gov)> wrote:

Hi all,

Thank you for joining the community discussion on Thursday, June 25 at Beverly Hills Community United Methodist Church. We would like to extend our sincere thanks to Mr. Thompson for hosting the meeting in the Fellowship Hall.

Daniel and I appreciated the opportunity to meet with you and discuss the resident-driven proposals for safety improvements. Following the meeting, we carefully reviewed the questions, comments, and ideas that were raised and evaluated the feasibility of each. Our responses to the outstanding questions are included in the attached document.

Based on this evaluation, staff are recommending **Revised Concept 1**, which includes the following treatments:

- Interim on-street sidewalk facility on 3600 block of Old Dominion Boulevard,
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- Intersection safety improvements at Tennessee Avenue and North Overlook Drive (includes stop sign relocation (~20 feet) and daylighting).

In addition, based on feedback received in the community discussion on June 25, staff would like to add the following to the recommendation:

- Conversion of existing 'No Parking' area (20' of space near BHCUMC entrance) to 'Loading Zone' to better accommodate loading and unloading for Church congregants
- Addition of "No Parking Here to Corner" signage on SE corner of Tennessee Avenue/North Overlook Drive intersection to further improve sightlines and visibility

If you have any questions or comments, please do not hesitate to reach out. We appreciate your continued engagement and thoughtful feedback throughout this process.

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

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## ATTACHMENT 9: Community Letters

**From:** [Kevin O'Brien](#)  
**To:** [Silas Sullivan](#)  
**Subject:** [EXTERNAL]Old Dominion Boulevard Safety Improvements  
**Date:** Monday, June 8, 2026 12:31:28 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 also writing to echo comments by the Alexandria Bicycle & Pedestrian Advisory Committee (BPAC) and express strong support for Option 2 of the City's proposed Old Dominion Boulevard Improvements.

Once again, Option 2 provides a safer crossing with the median refuge island. Additionally, please consider raising the crosswalk and making the northbound bike lane protected with either parking bays or bollards.

We do appreciate the City taking seriously its duty to provide safe access with projects like this and look forward to continuing to support however we can.

--

**Kevin O'Brien | Virginia Organizer**  
Washington Area Bicyclist Association  
2599 Ontario Rd NW, Washington, DC 20009  
202-964-5419  
[kevin.obrien@waba.org](mailto: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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**From:** [Ken Notis](#)  
**To:** [Silas Sullivan](#)  
**Subject:** [EXTERNAL]Old Dominion Safety Improvements  
**Date:** Monday, June 1, 2026 6:42:11 AM

---

You don't often get email from civ2kn@gmail.com. [Learn why this is important](#)

I previously wrote on my own behalf in support of Concept 2.

I am now writing to support the same concept (2) on behalf of the Alexandria Bicycle and Pedestrian Advisory Committee.

Thank you,  
Ken Notis

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# City of Alexandria, Virginia

## Traffic and Parking Board

**DATE:** September 28, 2026

**DOCKET ITEM:** 13

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

---

**REQUESTED BY:** Transportation Planning Division, T&ES

**LOCATION:** Russell Road, between West Oak Street and West Chapman Street;  
Johnston Place, between West Masonic View Avenue and Rucker Place

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

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

**BACKGROUND:** The Russell Road Safe Routes to School Project was considered by the Traffic and Parking Board in July 2026. While staff recommended Concept 1, the Board ultimately made a recommendation to the Director of T&ES to implement Concept 2 and staff return to the Board with proposals to provide additional on-street parking for ACPS teachers. The Director considered the Board's recommendation, public input, feedback from Naomi Brooks Elementary School staff, and the project's objectives, and ultimately proposed a solution that will significantly improve pedestrian safety while balancing neighborhood concerns and satisfy the Board's request that staff look for additional parking for the school. The Director's letter to the Board can be seen in attachment 3.

The project corridor spans streets near Naomi Brooks Elementary School, including Russell Road, from West Myrtle Street to West Maple Street, and Johnston Place, from West Masonic View Avenue to Rucker Place (see Attachment 1). Russell Road is a major collector that serves residential uses and provides access to Naomi Brooks Elementary School, and Rucker Place is a local street.

**DISCUSSION:** Proposed improvements include painted curb extensions, median crossing islands, high-visibility crosswalk markings, improved ADA curb ramps, and a new pedestrian crossing.

Parking modifications are sought at the following locations in the project area to enhance access to Naomi Brooks Elementary School for the school community. The proposed parking modifications are listed below and can be seen in attachment 2.

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

The Director’s decision was appealed to City Council and will be considered this fall. The parking modifications included in this docket were not part of the original project discussion; they are being brought to the Board in response to its July direction to develop proposals that would provide additional parking for teachers.

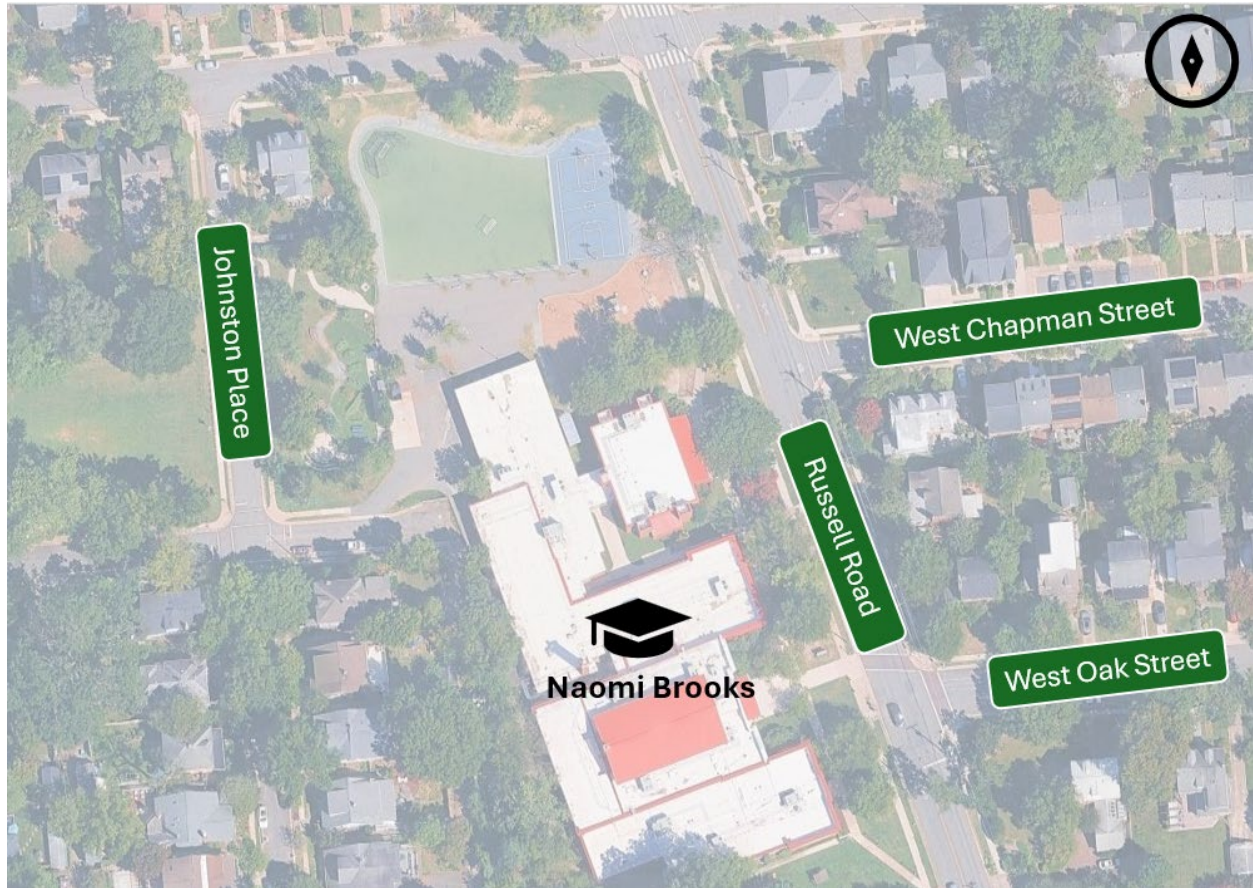
**OUTREACH:** Notice signs were posted in the project area ahead of the Traffic and Parking Board meeting.

Staff held meetings with the following stakeholders:

- Naomi Brooks Elementary School on August 4, and
- Rosemont Civic Association’s Planning, Environment, Land-use and Transportation Committee (PELT) on September 22.

Naomi Brooks Elementary School submitted a letter of support. Community letters can be seen in Attachment 4.

## ATTACHMENT 1: PROJECT LOCATION



## ATTACHMENT 2: PROPOSED PARKING MODIFICATIONS







## ATTACHMENT 3: TES DIRECTOR LETTER TO TRAFFIC AND PARKING BOARD



DEPARTMENT OF  
**TRANSPORTATION &  
ENVIRONMENTAL SERVICES**

2900 Business Center Dr.  
703.746.4025

August 7, 2026

Dear Chair Ebbers, Vice Chair Mihalik, and members of the Traffic and Parking Board,

I appreciate the thoughtful deliberation of the Traffic and Parking Board (Board) and recognize the Board's recommendation on the Russell Road Safe Routes to School Project at the July 27, 2026, meeting was based on a shared commitment to improving safety for all roadway users. I also acknowledge the significant public support expressed for Concept 2 and agree that median refuge islands can provide meaningful safety benefits, particularly when strategically located to serve areas with the greatest pedestrian activity.

After careful consideration of the Board's recommendation, public input, and the project's objectives, I have determined that pursuing a new alternative, "Alternative C," will significantly improve pedestrian safety while balancing neighborhood concerns, and satisfy the Board's request that staff look for additional parking to support Naomi Brooks Elementary School.

Alternative C will install painted curb extensions at the intersections of Russell Road with West Myrtle Street, West Chapman Street, West Oak Street, and West Maple Street to improve pedestrian visibility and reduce crossing distances. In addition, the project will install median refuge islands at the intersections of Russell Road with West Masonic View Avenue and West Walnut Street. By locating the refuge islands at the intersections closest to Naomi Brooks Elementary School, Alternative C concentrates these enhanced crossing treatments where pedestrian activity is greatest and where they can provide the greatest safety benefit for students and families walking to and from school.

Throughout the public engagement process, staff consistently heard concerns regarding the importance of preserving on-street parking for Naomi Brooks Elementary School faculty and staff as well as nearby residents. In developing Alternative C, Transportation and Environmental Services (T&ES) worked closely with the Fire Department and Naomi Brooks Elementary School leadership to identify modifications that both support school operations and maintain emergency access. As a result, the project includes on-street parking modifications listed below. The additions will be brought to the Board in September for consideration. The removal locations were considered by the Board during the July 27 meeting and will not be brought forth a second time.

- Removal of five on-street parking spaces on the 400 block of Russell Road
- Removal of five on-street parking spaces on the 500 block of Russell Road
- Removal of one on-street parking space on the 700 block of Russell Road
- Removal two on-street parking spaces on the 800 block of Russell Road
- **Addition** of five unrestricted on-street parking spaces on the 600 block of Russell Road
- **Addition** of two loading/unloading spaces on the 600 block of Russell Road, as requested by the school for parents and visitors needing short-term access
- **Addition** of six on-street parking spaces on Johnston Place

These modifications reduce overall parking impacts, improve parking availability immediately adjacent to the school, and maintain the project's pedestrian safety objectives. T&ES has also received written support for Alternative C from the Principal of Naomi Brooks Elementary School, reflecting the school's confidence that the proposal appropriately balances student safety with the operational needs of the campus.

I also recognize that the long-term success of safety projects depends not only on achieving engineering and safety objectives, but also on maintaining community support and stakeholder confidence. Alternative C advances the City's Safe Routes to School and Complete Streets goals by delivering targeted pedestrian safety improvements where they are needed most, preserving and enhancing parking opportunities for school staff and nearby residents where feasible, and reflecting the collaborative efforts of City staff, the Fire Department, school leadership, and the community. I believe this approach provides a balanced and practical solution that improves safety for students and other pedestrians while responding to the operational needs of the surrounding neighborhood.

The updated concepts can be reviewed in Attachment 1 and will be posted on the project website.

Sincerely,

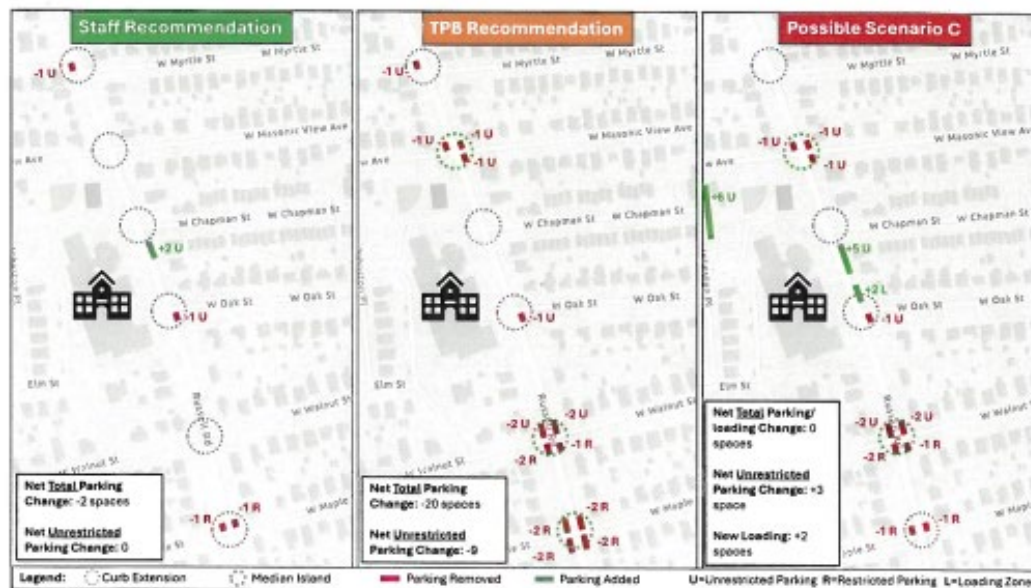


Leah Riley  
Director

cc: Jim Parajon, City Manager  
Emily A. Baker, Deputy City Manager  
Hillary Orr, Deputy Director, T&ES  
Alex Carroll, Complete Streets Program Manager, T&ES  
Silas Sullivan, Complete Streets Coordinator, T&ES

## Attachment 1 – Concept Comparison

| Option Comparison                                                               |            |                                                  |                                                  |                                                    |                                                   |
|---------------------------------------------------------------------------------|------------|--------------------------------------------------|--------------------------------------------------|----------------------------------------------------|---------------------------------------------------|
|                                                                                 | Existing   | Option 1                                         | Revised Option 1<br>(Staff Rec)                  | Option 2<br>(TPB Rec)                              | Alternative C                                     |
| Intersection Improvements with Curb Extensions                                  | 0/6        | 6/6                                              | 6/6                                              | 3/6                                                | 4/6                                               |
| Intersection Improvements with Median Islands                                   | 0/6        | 0/6                                              | 0/6                                              | 3/6                                                | 2/6                                               |
| SRTS Walk Audit Recommendations Implemented                                     | N/A        | 5                                                | 5                                                | 5                                                  | 5                                                 |
| Parking Removed                                                                 | N/A        | -4 spaces<br>(-2 restricted,<br>-2 unrestricted) | -4 spaces<br>(-2 restricted,<br>-2 unrestricted) | -20 spaces<br>(-11 restricted,<br>-9 unrestricted) | -13 spaces<br>(-5 restricted,<br>-8 unrestricted) |
| Parking Added                                                                   | N/A        | 0 spaces                                         | +2 spaces<br>(unrestricted)                      | 0 spaces                                           | +13 spaces<br>(11 unrestricted, 2 loading)        |
| Total Net Parking Change (%)                                                    | N/A        | -4 spaces (-3.3%)                                | -2 spaces (-1.7%)                                | -20 spaces (-17.8%)                                | -2 spaces (-1.7%)<br>(converted to loading)       |
| Total Parking Spaces from Summers Dr. to W Cedar St. + Johnston Pl. (10 blocks) | 122 spaces | 118 spaces                                       | 120 spaces                                       | 102 spaces                                         | 128 spaces                                        |
| Total Unrestricted Parking Spaces                                               | 58 spaces  | 56 spaces                                        | 58 spaces                                        | 49 spaces                                          | 61 spaces                                         |



## ATTACHMENT 4: COMMUNITY LETTERS

**From:** [Suzanne Hess](#)  
**To:** [Hillary Ort](#)  
**Cc:** [Silas Sullivan](#); [Alexandria Carroll](#)  
**Subject:** Re: Naomi Brooks Safe Routes to School  
**Date:** Wednesday, August 5, 2026 1:37:54 PM  
**Attachments:** [image001.png](#)

---

Hello,

Thank you for your email and for taking the time to meet with me yesterday. I truly appreciate the collaborative approach you and your team have taken throughout this process and your willingness to listen to and incorporate the concerns I shared.

I am very pleased to hear that the Fire Department supports the addition of parking on Johnston Place. The compromise you've outlined, including the additional teacher parking spaces and the two loading/unloading spaces on Russell Road, better balances the needs of our staff, visitors, and families while continuing to support the goals of the Safe Routes to School project.

Based on the updated proposal, I am supportive of moving forward with this compromise. Thank you for your responsiveness, your collaboration, and your commitment to finding a solution that addresses the needs of the Brooks community. I appreciate all of the work that has gone into developing this proposal and look forward to seeing the positive impact it will have for our school.

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/>

