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9-12-22  
submitted by  
Oscar Gonzalez

I am writing to strongly support Ordinance 22-0974, Reducing Speed Limits in Business and Residence Districts. This ordinance will support various city policies such as Vision Zero and Complete Streets as well as the Alexandria Mobility and Environmental Action Plans. This ordinance will support pedestrian and bicycle safety by reducing speeds. High speeds have been shown and documented to be very dangerous and detrimental to vulnerable road users. This ordinance will encourage residents to walk and bike more and feel safer thereby relying less on single occupant vehicle trips. I would also urge the city to quickly implement slow speed streets as has been done throughout NoVa, DC and across the country. Thank you for taking this important first step but please continue to take concrete actions now to improve bike and ped safety throughout the city.

8  
3-12-22

**Gloria Sitton**

**From:** Nicole Radshaw <nicole.radshaw@gmail.com>  
**Sent:** Saturday, March 12, 2022 10:26 AM  
**To:** Gloria Sitton  
**Subject:** [EXTERNAL]Public comment in writing for March 12, 2022 meeting Item #8

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March 12, 2022  
Nicole Radshaw

Good morning, Mayor Wilson, Council Members Jackson, Aguirre, Bagley, Chapman, Gaskins, and McPike! Thank you for your service.

My name is Nicole Radshaw and I live over on West End in Brookville-Seminary Valley. I am here today to voice my support of making it easier to lower speed limits to 25 mph, or even 15 mph.

As others have and will point out, lower speed limits result in safer streets. The likelihood of death or severe injury with collision impact decreases dramatically with lower speed limits. According to AAA's Brian Tefft's data, a person is about 70 percent more likely to be killed if they're struck by a vehicle traveling at 30 mph versus 25 mph. In addition, drivers have a wider range of vision when driving at lower speed limits. The slower you drive, the more pedestrians, cyclists, and other vulnerable road users that drivers will see and be able to avoid.

Some of the stretches of road that I suggest that you begin your speed limit studies are ALL school zones- they should permanently should be 15 mph. In addition, Braddock from Van Dorn to Quaker. Van Dorn to 25. Seminary from Beauregard over the 395 overpass by Hammond to Jordan.

Changing a speed limit sign may certainly alter some driver's behavior but to create a lasting impact and to shift driver behavior, more actions need to occur at the level of road design. Besides typical treatments like speed cushions, the following infrastructure designs would reduce speeding, traffic, and car usage to make the roads safe for all users.

- Corner bump outs decrease a driver's turn radius, so they will have to slow down. Maybe even stop at stop signs.
- Eliminating right turns on red.
- Leading pedestrian intervals need to be long enough for the person to cross at least half way across the road.
- More protected bike lanes.
- Eliminate free parking.
- Link vehicle infraction fines to the cost of the car.

Moreover, when considering Vision Zero and road design, please pay extra attention to lower-income areas, especially on the West End. For example, recently residents of Southern Towers addressed council about how their kids can walk safely to school. On Van Dorn and Seminary, we don't have the grid system and packed parking of Old Town to force people to slow down. Start your transportation studies on the West End to make our roads safe.

In conclusion, I support this change! Thank you to Council Member Chapman for his Facebook post about this topic that inspired me to organize my thoughts!

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