

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** July 22, 2024

**DOCKET ITEM:** 8

**ISSUE:** South Pickett Street between Duke Street and Edsall Road Lane Removal, Speed Limit Reduction, Parking Removal and No Turn on Red Restrictions

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**REQUESTED BY:** T&ES Staff

**LOCATION:** South Pickett Street, from Duke Street to Edsall Road

**STAFF RECOMMENDATION:**

1. That the Board recommend the Director of T&ES implement the following changes to improve safety:
  - Remove one general purpose travel lane in each direction
  - Remove up to 10 on-street parking spaces
  - Implement No Turn on Red restrictions for all signalized intersection approaches
2. That the Board recommend the City Manager reduce the posted speed limit from 35 MPH to 25 MPH to improve safety.

**BACKGROUND:** In 2017, the City adopted the Vision Zero Action Plan to eliminate traffic fatalities and severe injuries. The City also employs a safe system approach when planning and engineering for traffic safety, which aligns with the U.S. Department of Transportation’s National Roadway Safety Strategy and involves taking preventative action to minimize crashes.

In 2021, the City adopted the Alexandria Mobility Plan to guide transportation investment and decision-making. Among the strategies espoused in the plan are to create a safe, well-maintained, walking and biking environment and to make transit easier to use by reducing or eliminating barriers to taking transit. The Alexandria Mobility Plan also includes a recommendation for an enhanced bicycle facility on South Pickett Street between Duke Street and Edsall Road.

In 2015, the City adopted the Eisenhower West Small Area Plan to guide development of the Eisenhower West area for the next 25 years with relation to urban design, land use, transportation, parks and open space, and more. The plan includes a recommended street cross-section for South Pickett Street, which consists of one travel lane in each direction, a left turn/median space, bicycle lanes, street trees, and sidewalks.

South Pickett Street is a major collector roadway that links South Van Dorn Street and Duke Street in the Eisenhower East/Landmark Van Dorn neighborhood (Attachment 1). There are a mix of land uses, including lower-density commercial buildings as well as high-density residential neighborhoods. Destinations that front the corridor include Cameron Square, Hillwood Condos, West End Village Shopping Center, multiple car dealerships, and more. The corridor also provides access to Samuel Tucker Elementary School, Armistead Boothe Park, Backlick Run Trail, and the surrounding Cameron Station neighborhood. According to the 2022 American Community Survey, approximately 20 percent of all households in this census tract have no vehicle available.

South Pickett Street east of Edsall Road is mostly a four-lane undivided roadway with intermittent on-street parking and a posted speed limit of 35 MPH. DASH route 32 provides transit service along the corridor every 30 minutes during peak hours and hourly during off-peak hours. There are also multiple ACPS bus stops along the corridor. South Pickett Street west of Edsall Road is largely a two-lane roadway with bicycle lanes, on-street parking, and a 25 MPH speed limit.

Currently, the City is developing the Duke Street Transitway project, which will install high-quality bus rapid transit (BRT) service on Duke Street between the former Landmark Mall site and King Street Metro Station. The project will include curbside improvements like improved sidewalks and protected bicycle lanes. It is important that residents can easily and safely access transit to ensure it is viable and supports the City's sustainability goals. However, South Pickett Street currently presents a barrier for people walking and biking to the future Duke Street Transitway. Considering this, the existing adopted recommendations for South Pickett Street, and crash history in this area, the City initiated the South Pickett Street Corridor Improvements Project.

In spring 2023, with endorsement from the Transportation Commission and City Council, the City was awarded a technical assistance grant from the Metropolitan Washington Council of Governments (MWCOG) to perform planning, analysis, outreach, and conceptual design for this project.

**DISCUSSION**: The project kicked off in fall 2023 with a goal of making it easier, safer, and more comfortable for people of all ages, abilities, and modes to travel on South Pickett Street. The project team performed data collection, site visits, and an initial community engagement period as part of the existing conditions assessment. Based on this work, staff identified several high-level takeaways:

- *Crash History*: Over 85 crashes have occurred since 2018, over half of which were angle crashes, and nearly a third of which resulted injury. There was also one fatal crash involving someone walking at the intersection of South Pickett Street and Duke Street. Most angle crashes appeared to result from drivers either turning left onto or from South Pickett Street.
- *Speed*: The 85<sup>th</sup> percentile speed is between 35 and 38 MPH. Most drivers adhere to the 35 MPH speed limit, but even these lawful speeds present a high risk to people walking

and biking on the corridor. Some extreme speeding was observed, with top speeds exceeding 60 MPH.

- *Access Management*: Numerous driveways within close proximity along the corridor, with minimal medians or turn restrictions, create many points of potential conflict.
- *Vehicle Delay*: There are some delays at both ends of the corridor during the AM and PM peak periods, but the corridor operates well under capacity for most of the day.
- *Nonmotorized Users*: Conditions are very uncomfortable for people walking and biking. On the south side of the street, a narrow 4-5' sidewalk directly abuts the roadway with no buffer from traffic. Designated crosswalks are approximately ¼ mile apart or more. There are no dedicated bicycle facilities.
- *Character*: The roadway design is in many ways incongruous with the developing character of the neighborhood. While many low-density, auto-oriented developments exist on the corridor, several parcels have redeveloped into higher-density, urban-style uses that tend to promote more walking, biking, and transit. With the approved Eisenhower West Small Area Plan, higher-density redevelopment is expected to continue.
- *Truck Traffic*: Trucks frequent the corridor to provide deliveries to car dealerships, Home Depot, the post office, and other commercial uses. Trucks of all sizes, including 2-axle, 6-tire single unit trucks up to 6-axle multi-trailers, comprise approximately 5% of all vehicle traffic on South Pickett Street. Of these, the most common truck type is a 2-axle, 6-tire single unit truck (such as a city delivery truck), which comprises approximately 75% of all truck traffic.
- *Community Input*: 214 residents provided initial input on the project. When asked about their concerns with the corridor, 58% said people drive too fast, 43% said lack of crosswalks, 43% lack of bicycle facilities, 26% said it's difficult to turn left, and 25% said there are too many traffic delays.

The project team developed concept designs based on adopted plans and the existing conditions described above, seeking to achieve a balance between safety, multimodal access, and traffic operations (Attachment 3). The concept designs include the following features:

- **Reduction of one general purpose lane** in each direction to slow vehicle speeds and create space for other important roadway features
- **New median space** to be used as a left-turn lane or a pedestrian refuge at various points along the corridor to simplify left turns, calm traffic, improve pedestrian safety, and provide opportunities for green space
- **Retained travel lanes** at all signalized intersection approaches to minimize vehicle delay
- **New crosswalks** at key locations to improve access for people walking and wheeling
- **Protected bicycle lanes** to provide a dedicated space for people biking and scooting and to calm traffic
- **Bus boarding islands** to improve bus boarding and alighting and mitigate conflicts between people biking and people riding the bus
- **Painted curb extensions** at key locations to reduce pedestrian crossing distance, improve sightlines, and reduce turning speeds.
- **Reduction of up to 9 on-street parking spaces** to allow appropriate sight distance for a new crosswalk, provide a continuous bike lane through the intersection of South Pickett Street and Edsall Road, and better align the travel lanes

- **Conversion of the through-left lane to a left-only lane** on the eastbound approach of South Pickett Street and Edsall Road to facilitate safer turns
- **No Turn on Red** restrictions at all signalized intersections to reduce conflicts between users and allow for Leading Pedestrian Intervals to be installed to enhance pedestrian safety
- **Speed limit reduction from 35 MPH to 25 MPH** to improve safety for all roadway users

Additionally, the concepts included two options for the intersection of South Pickett Street and Valley Forge Drive (Attachment 3). The first option is to have crosswalks with median refuge islands on both the north and south legs of the intersection. The second option is to have a crosswalk and median refuge island on the south side only to provide access for the bus stops and have a left-turn lane on the north side instead. After considering the various needs at this location, staff recommend the second option.

There were some concerns related to truck traffic that the project team took into account:

- *On-street truck parking.* The project team observed and heard from community comments that large car carrier trucks often park on-street to deliver vehicles to the three car dealerships on the corridor. On-street parking is not permitted in these areas, and “No Parking” signs are present to communicate this restriction. Additionally, each car dealership, per their approved site plan conditions, is prohibited from having loading/unloading occur within the right-of-way. After further review and coordination with the dealerships, it appears this activity occurs as a matter of convenience rather than necessity, as truck drivers are able to turn into each site but choose not to. The overbuilt nature of this roadway appears to encourage this behavior, since other motorists can simply change lanes and go around the parked trucks. However, this does lead to other risks for rear-ends, sideswipes, and general frustration and confusion.
- *Ability of trucks to access sites.* Due to the robust commercial activity on this corridor, it is essential that trucks be able to access their destinations for pick-ups and deliveries. Based on in-person observations, video observation, coordination with stakeholders, and geometric analysis and traffic simulation, staff determined that trucks will continue to be able to access their respective destinations, and in some cases do so more easily due to wider right-turn radii resulting from the protected bike lanes allowing trucks to begin their right turns further from the curb. The project team will continue to ensure that trucks are accommodated during the detailed design phase, which follows industry guidance on roadway design, particularly for urban and suburban areas.

The proposed treatments outlined above are aligned with industry guidance and best practice for the safe and equitable operation of streets in urban areas. Road diets, bicycle lanes, crosswalk visibility enhancements, medians and pedestrian refuge islands, leading pedestrian intervals, dedicated turn lanes, and appropriate speed limits have all been classified by the U.S. Department of Transportation’s Federal Highway Administration (FHWA) as proven safety countermeasures. Similarly, VDOT has listed road diets as a preferred safety countermeasure for four-lane undivided roadways in urban areas. According to FHWA, road diets can lead to a 19-47% reduction in total crashes and have the following benefits:

- Reduction of rear-end and left-turn crashes due to the dedicated left-turn lane.
- Reduced right-angle crashes as side street motorists cross three versus four travel lanes.
- Fewer lanes for pedestrians to cross.
- Opportunity to install pedestrian refuge islands, bicycle lanes, on-street parking, or transit stops.
- Traffic calming and more consistent speeds.
- A more community-focused, Complete Streets environment that better accommodates the needs of all road users.

FHWA guidance suggests that road diets for four-lane roadways can be feasible with average daily traffic (ADT) up to 25,000. Four-lane roadways with 10,000-15,000 ADT are considered a good candidate for a road diet in many instances, though agencies should conduct intersection analyses and consider signal retiming in conjunction with implementation. The project team, with support from MWCOG, performed a traffic analysis of the corridor based upon 2023 peak hour volumes to determine feasibility of the proposed changes and identify any associated impacts to vehicle traffic (Attachment 4). High-level takeaways include:

- South Pickett Street has between 13,000 and 15,000 vehicles per day.
- In the existing condition, all signalized movements experience less than 45 seconds of delay, with the exception of northbound Pickett Street at Duke Street, which on average experiences approximately 60 seconds of delay during the AM peak period. In the PM peak period, delay is less than 50 seconds for all intersection approaches.
- Because no lane reductions are proposed for the signalized intersection approaches, delay is expected to be virtually the same as today. Accounting for some signal timing modifications, the most significant expected change in delay is an increase of 8-9 seconds for the northbound approach to the South Pickett Street/West End Village Shopping Center intersection.
- Some additional queuing can be expected, particularly at the intersections of South Pickett Street/Edsall Road and South Pickett/West End Village Shopping Center. No additional queuing is expected at the intersection of South Pickett Street/Duke Street.
- Staff intend to continue to evaluate longer-term design solutions for the intersection of South Pickett Street and Edsall Road to further improve safety and operations.

In summary, the corridor operates acceptably under the proposed condition, and the project team has determined that any minimal increases in delay or queuing are a worthwhile tradeoff for the tremendous safety benefits under consideration.

**OUTREACH:** Prior to the start of this project, the City performed over a year of community engagement as part of the Eisenhower West Small Area Plan in 2014-2015 and the Alexandria Mobility Plan in 2020-2021.

In December 2023, the project team gathered initial input from residents to better understand their experiences traveling on South Pickett Street. Input was gathered via a multilingual, interactive [StoryMap](#), which allowed participants to learn about the project, provide comments on a map of the corridor, and respond to questions about their experience. The input opportunity was shared via eNews, social media, project signs along the corridor, and direct emails to

community associations in the project area. It was also carried in the local news. The feedback form received over 200 responses. Takeaways include:

- 80% of respondents report traveling the corridor by car. Up to 25% report using other modes, such as walking, wheeling, or riding the bus.
- 58% of respondents are concerned that people drive too fast. 43% are concerned about the lack of crosswalks and bicycle facilities. 25% are concerned about too much traffic congestion.
- Narrative comments included a mix of opinions about the corridor. There were numerous comments requesting more traffic calming and improved pedestrian, bicycle and transit infrastructure. There were also a number of comments expressing opposition to any potential changes to the corridor.

In April 2024, the project team held an additional community comment period to gather feedback on the conceptual designs. This consisted of an additional multilingual, interactive StoryMap, and a virtual community meeting. The comment period was advertised via eNews, social media, local news, and direct emails to community associations in the project area. Over 350 people responded to the feedback form. Takeaways include:

- When asked what they liked about the concept designs:
  - 60% liked the additional pedestrian crossings
  - 52% liked the speed limit reduction
  - 50% liked the planted medians
  - 46% liked the curb extensions
  - 45% liked the protected bike lanes
  - 42% liked the left-turn lanes
  - 39% liked the No Turn on Red restrictions
  - 25% liked nothing
- Additional features that were often requested in narrative comments include signalized pedestrian crossings, speed cameras, improved signal timing, removal of slip lanes, and additional trees or other greenery.
- When asked what people dislike about the concept designs, the most prominent concern in narrative comments was the reduction of travel lanes. Other things people disliked include retaining the slip lanes, narrow sidewalks, and insufficient consideration of large trucks.
- When asked about the importance of different project goals, the highest rated goal was to provide safe pedestrian crossings, which was rated as “very important” by 53% of respondents. An additional 16% rated it as “important”.

The project team presented the project to the Eisenhower West/Landmark Van Dorn Advisory Group, which is responsible for providing guidance on the implementation of the Eisenhower West Small Area Plan and the Landmark Van Dorn Corridor Plan and includes representation from the Planning Commission, Transportation Commission, Environmental Policy Commission, West End Business Association, the business community, and area residents.

Staff connected with numerous businesses or commercial building representatives along the corridor via phone and/or email to share project information and better understand any concerns they may have. Staff met with the West End Village Shopping Center, Greenhill Properties, Home Depot's Corporate Office, Passport Nissan of Alexandria, Pickett Center, and Cameron Square to share project information and address any questions or concerns. The project team offered two virtual business open houses for Pickett Center, which were not attended by any of the businesses except Pickett Center property management. The project team shared the project information with the West End Business Association but did not receive any consolidated comments from the organization. Finally, staff also went door-to-door to many businesses along the corridor and spoke with staff about the project. Takeaways from these conversations include:

- There is a mix of perspectives about the project that vary from business to business. Staff received both positive, negative, and neutral feedback from business representatives in the project area.
- Business representatives who liked the project indicated that safety is a problem on South Pickett Street, that people drive too fast, and that it's difficult to turn left or cross the street.
- Business representatives who disliked the project were primarily concerned about truck access and traffic congestion.
- Several businesses seemed largely neutral or indifferent and were primarily interested in ensuring access to their business would be preserved during project construction.

The project team received several statements from organizations on this project:

- Statements of support from:
  - Alexandria City Public Schools
  - Alexandria Police Department
  - Alexandria Transit Company
  - Alexandria Families for Safe Streets
- Statements of opposition from:
  - Passport Nissan of Alexandria

A full summary of community feedback is available in Attachment 5. Community letters are provided in Attachment 6.

**ATTACHMENT 1: PROJECT LOCATION**





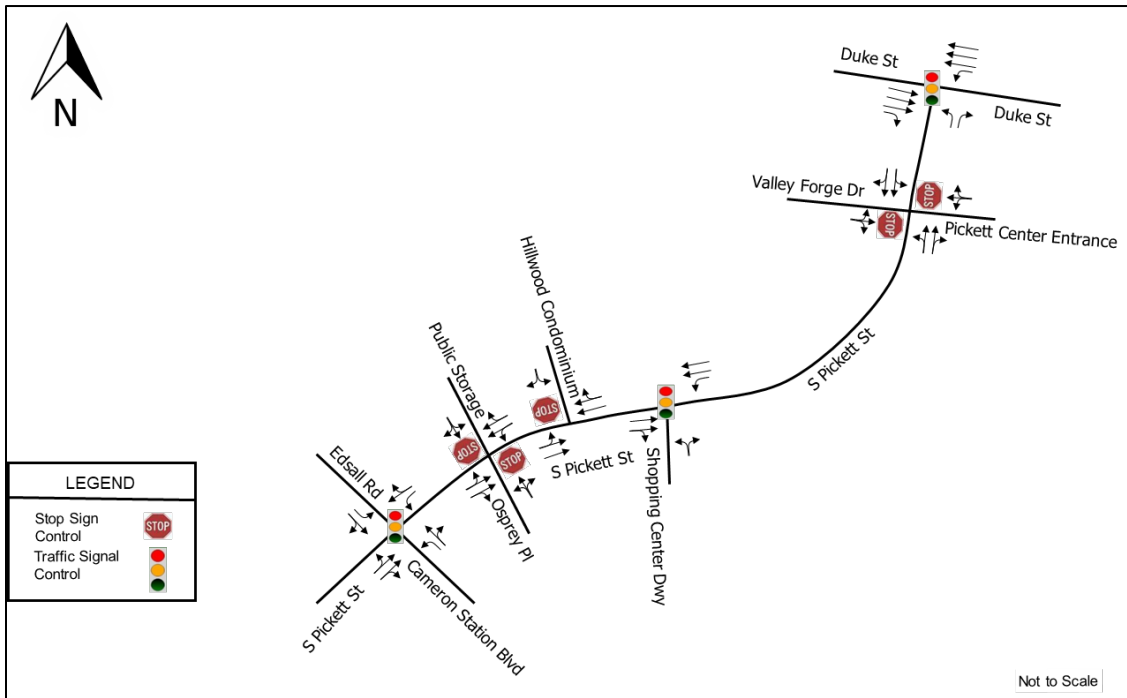
**ATTACHMENT 2: EXISTING CONDITIONS**

*Corridor Photos:*

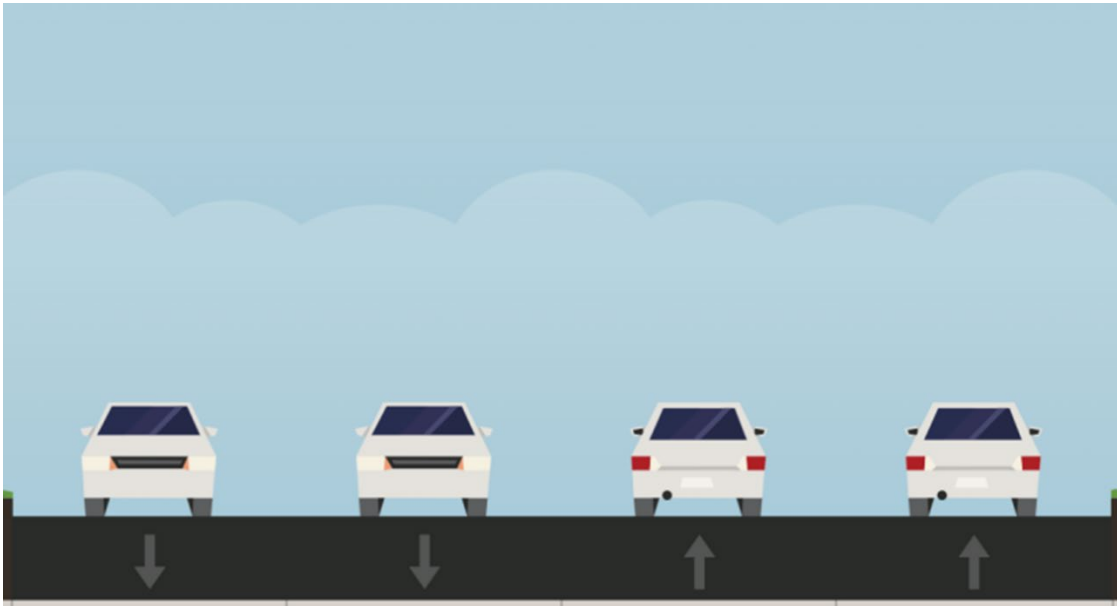




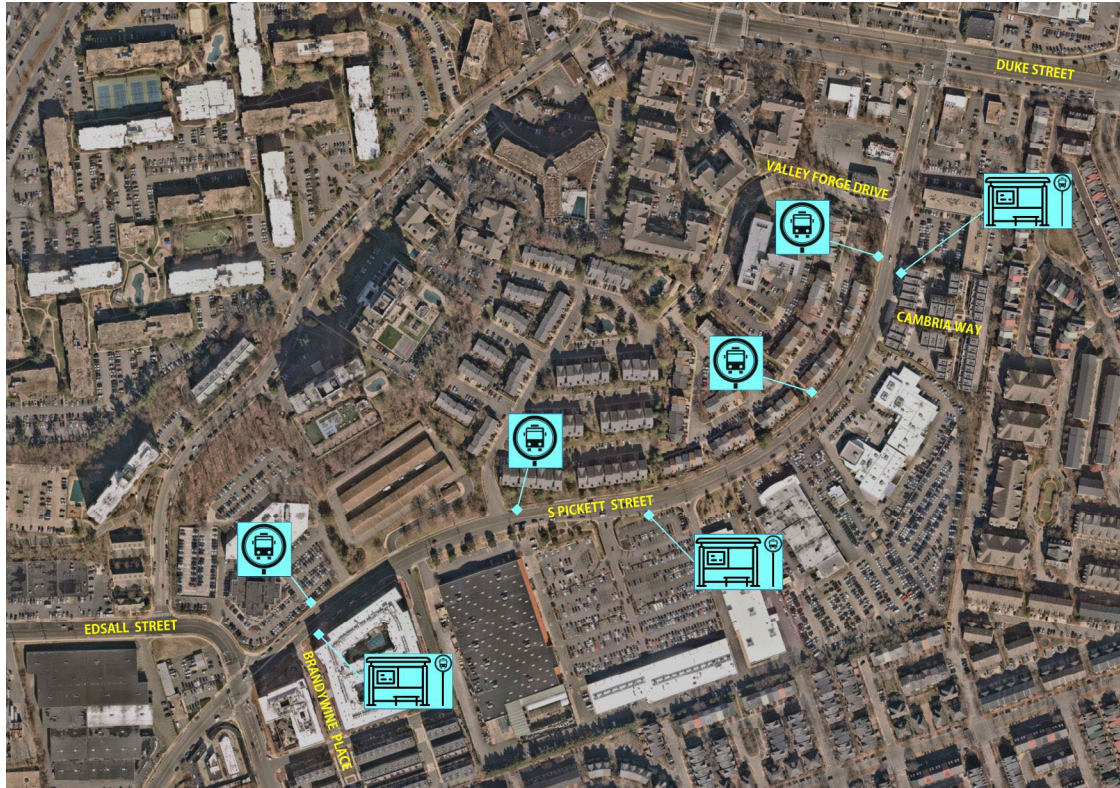
*Existing Lane Configurations and Intersection Controls:*



*Existing Typical Cross-Section*



*DASH Bus Stop Locations*



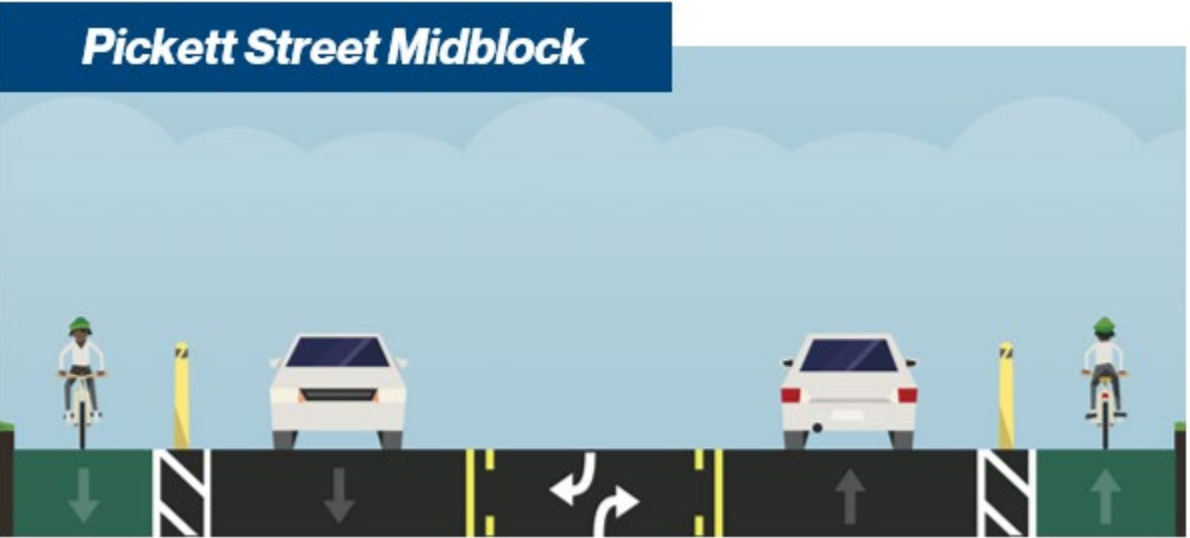
*Corridor Speeds & Volumes*

<b>S Pickett St Between Mercedes-Benz of Alexandria &amp; Passport Nissan Alexandria</b>	<b>Northbound</b>	<b>Southbound</b>
Average Daily Traffic (ADT)	7,845 VPD	7,600 VPD
Average Speed	30 MPH	32 MPH
85th Percentile Speed	35 MPH	38 MPH
Maximum Speed	between 50 - 55 MPH	
<b>S Pickett St Between Hillwood Condominiums Dwy &amp; Osprey Pl</b>	<b>Eastbound</b>	<b>Westbound</b>
Average Daily Traffic (ADT)	7,000 VPD	6,915 VPD
Average Speed	30 MPH	32 MPH
85th Percentile Speed	36 MPH	38 MPH
Maximum Speed	between 50 - 55 MPH	between 65 - 69 MPH

## Crash History Summary

Crashes 2018-2022			
Crash Factors		Number of Crashes	% of Total Crashes
		S Pickett St Corridor	
Crash Year	2018	23	26.7%
	2019	26	30.2%
	2020	9	10.5%
	2021	17	19.8%
	2022	11	12.8%
Subtotal		<b>86</b>	<b>100%</b>
Collision Type	Angle	49	57.0%
	Rear End	13	15.1%
	Head On	6	7.0%
	Sideswipe - Same Direction	5	5.8%
	Fixed Object - Off Road	5	5.8%
	Other	3	3.5%
	Ped	2	2.3%
	Sideswipe - Opposite Direction	2	2.3%
Subtotal		<b>86</b>	<b>100%</b>
Crash Severity	Fatal Injury	1	1.2%
	Visible Injury	21	24.4%
	NonVisible injury	5	5.8%
	Property Damage Only (PDO)	59	68.6%
Subtotal		<b>86</b>	<b>100%</b>
Weather Condition	No Adverse Condition (Clear/Cloudy)	76	88.4%
	Rain	8	9.3%
	Snow	1	1.2%
	Other	1	1.2%
Subtotal		<b>86</b>	<b>100%</b>
Lighting Condition	Daylight	61	70.9%
	Darkness - Road lighted	20	23.3%
	Dusk	4	4.7%
	Dawn	1	1.2%
Subtotal		<b>86</b>	<b>100%</b>
Surface Condition	Dry	77	89.5%
	Wet	8	9.3%
	Sand, Dirt, Gravel	1	1.2%
Subtotal		<b>86</b>	<b>100%</b>

ATTACHMENT 3: CONCEPT DESIGNS



**Pickett Street Midblock**



**Pickett Street at Duke Street**











The table below summarizes existing on-street parking and proposed changes. On-street parking is proposed to be removed on South Pickett Street west of Edsall Road to better align the travel lanes through the intersection and provide a continuous bicycle facility. One additional space is proposed to be removed between Brandywine Place and Osprey Place to provide sufficient sight distance for the proposed crosswalk.

<b>Proposed Changes to On-Street Parking Spaces</b>		
<b>Location</b>	<b>Existing</b>	<b>Proposed Reduction</b>
S. Pickett Street west of Edsall Road (WB)	8	8
S. Pickett St. west of Cameron Station Boulevard (EB)	5	1
Bay between Cameron Station Boulevard and Brandywine Place	4	0
Bay between Brandywine Place and Osprey Place	10	1
Bays adjacent to Cambria Way	5	0

ATTACHMENT 4: TRAFFIC ANALYSIS

S. Pickett Rd - Road Diet Concept																
#	Control Type	Intersection	Approach Label	Approach/Movement	AM Peak						PM Peak					
					Existing			Build			Existing			Build		
					Delay (veh/sec)	LOS	95th Percentile Queue (ft)	Delay (veh/sec)	LOS	95th Percentile Queue (ft)	Delay (veh/sec)	LOS	95th Percentile Queue (ft)	Delay (veh/sec)	LOS	95th Percentile Queue (ft)
1	Signalized	S Pickett St & Cameron Station Blvd/Edsall Rd	S Pickett	EBL	-	-	-	19.2	B	36	-	-	-	24.0	C	93
				EBTR	36.0	D	193	34.0	C	370	37.1	D	223	35.0	C	103
				<b>EB Overall</b>	36.0	D	-	32.9	C	-	37.1	<b>D</b>	-	32.3	C	-
			S Pickett	WBL	16.9	B	20	16.3	B	19	16.9	B	31	16.4	B	161
				WBTR	22.5	C	223	17.9	B	204	27.8	C	450	23.2	C	129
				<b>WB Overall</b>	22.2	C	-	17.8	B	-	27.2	<b>C</b>	-	22.8	C	-
			Cameron Station Blvd	NBL	30.2	C	115	37.3	<b>D</b>	140	27.0	C	79	33.5	C	70
				NBTR	40.6	D	161	42.4	D	170	35.8	D	98	37.0	D	387
				<b>NB Overall</b>	35.5	D	-	39.9	D	-	31.3	<b>C</b>	-	35.2	D	-
			Edsall Rd	SBL	23.8	C	20	36.8	<b>D</b>	122	23.4	C	137	30.2	C	29
				SBTR	36.2	D	223	44.2	D	172	33.7	C	122	35.0	C	430
				<b>SB Overall</b>	30.6	C	-	40.9	D	-	28.0	C	-	32.3	C	-
			<b>Overall Intersection</b>					<b>31.4</b>	<b>C</b>	<b>-</b>	<b>32.3</b>	<b>C</b>	<b>-</b>	<b>30.9</b>	<b>C</b>	<b>-</b>
2	Unsignalized	S Pickett St & Osprey Pl	S. Pickett	EBL	7.8	A	0	-	-	-	0.0	A	0			
				EBT/EBTR	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0
				EBR	0.0	A	0	-	-	-	0.0	A	-			
				<b>EB Overall</b>	0.0	A	-	0.0	A	-	<b>0.0</b>	A	-	0.0	A	-
			S.Pickett	WBL	8.2	A	2	8.2	A	2	8.6	A	3	8.7	A	4
				WBR	0.0	A	0	-	-	-	0.0	A	0			

				WBT/WBTR	0.0	A	2	0.0	A	0	0.0	A	3	0.0	A	0		
				<b>WB Overall</b>	0.6	A	-	0.6	A	-	<b>0.6</b>	A	-	0.6	A	-		
			<b>Osprey PI</b>	NBLTR	12.2	B	11	11.8	B	10	16.5	C	10	13.2	B	8		
				<b>NB Overall</b>	12.2	B	-	11.8	B	-	<b>16.5</b>	C	-	13.2	B	-		
			<b>Osprey PI</b>	SBL	14.3	B	0	12.7	B	0	22.9	C	0	15.2	C	0		
				SBR	9.1	A	0	9.9	A	0	10.1	B	0	12.0	B	-		
				<b>SB Overall</b>	11.7	B	-	11.3	B	-	<b>16.5</b>	C	-	13.6	B	-		
			<b>Overall Intersection</b>				<b>1.4</b>	<b>A</b>	<b>-</b>	<b>1.4</b>	<b>A</b>	<b>-</b>	<b>1.0</b>	A	<b>-</b>	<b>0.8</b>	<b>A</b>	<b>-</b>
3	Unsignalized	S Pickett St & Hillwood Condominium	<b>S Pickett</b>	EBT	0.0	A	1	0.0	A	0	0.1	A	2	0.0	A	0		
				EBL	7.9	A	1	7.9	A	1	9.0	A	2	9.1	A	2		
				<b>EB Overall</b>	0.2	A	-	0.2	A	-	<b>0.4</b>	A	-	0.3	A	-		
			<b>S Pickett</b>	WBL	0.0	A	0				0.0	A	0					
				WBT/WBTR	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0		
				<b>WB Overall</b>	0.0	A	-	0.0	A	-	<b>0.0</b>	A	-	0.0	A	-		
			<b>Hillwood Condominium</b>	SBLR	11.5	B	7	11.1	B	6	16.0	C	8	13.8	B	7		
				<b>SB Overall</b>	11.5	B	-	11.1	B	6	<b>16.0</b>	C	-	13.8	B	-		
			<b>Overall Intersection</b>				<b>0.8</b>	<b>A</b>	<b>-</b>	<b>0.8</b>	<b>A</b>	<b>-</b>	<b>0.6</b>	<b>A</b>	<b>-</b>	<b>0.5</b>	<b>A</b>	<b>-</b>
			4	Signalized	Home Depot Entrance & S Pickett St	<b>S Pickett</b>	EBT/EBTR	6.2	A	76	6.8	A	184	8.8	A	112	10.6	B
<b>EB Overall</b>	6.2	A					-	6.8	A	-	<b>8.8</b>	<b>A</b>	-	10.6	B	-		
<b>S Pickett</b>	WBL	2.3				A	25	2.3	A	25	3.6	A	37	4.6	A	45		
	WBT	2.1				A	25	2.2	A	57	3.6	A	146	4.7	A	182		
	<b>WB Overall</b>	2.1				A	-	2.2	A	-	<b>3.6</b>	<b>A</b>	-	4.7	A	-		
<b>Home Depot Entrance</b>	NBL	39.0				D	55	48.2	D	65	38.1	D	123	47.3	D	143		
	NBR	36.7				D	41	45.0	D	46	33.4	C	42	40.4	D	46		
	<b>NB Overall</b>	37.5				D	-	46.2	D	-	36.1	D	-	44.3	D	-		
<b>Overall Intersection</b>						<b>8.7</b>	<b>A</b>	<b>-</b>	<b>10.2</b>	<b>B</b>	<b>-</b>	<b>10.5</b>	<b>B</b>	<b>-</b>	<b>12.9</b>	<b>B</b>	<b>-</b>	
5	Unsignalized	S Pickett St & Valley Forge Dr/ Pickett Center				<b>Valley Forge Dr</b>	EBLTR	14.7	B	10	13.0	B	8	23.5	C	16	17.4	C
			<b>EB Overall</b>	14.7	B		-	13.0	B	-	<b>23.5</b>	C	-	17.4	C	-		
			<b>Pickett Center</b>	WBLTR	12.8	B	1	12.1	B	1	15.2	C	11	14.6	B	10		
				<b>WB Overall</b>	12.8	B	-	12.1	B	-	<b>15.2</b>	C	-	14.6	B	-		
			<b>S Pickett</b>	NBL	8.2	A	1	-	-	-	9.6	A	3					

				NBT/NBLTR	0.1	A	1	0.3	A	1	0.2	A	3	0.9	A	3
				NBR	0.0	A	0	-	-		0.0	A	-			
				<b>NB Overall</b>	0.3	A	-	0.3	A	-	<b>0.6</b>	A	-	0.9	A	-
			<b>S Pickett</b>	SBL	8.3	A	1	8.3	A	1	8.7	A	1	8.7	A	1
				SBT/SBTR	0.1	A	1	0.0	A	0	0.1	A	1	0.0	A	0
				SBR	0.0	A	0	-	-		0.0	A	-			
				<b>SB Overall</b>	0.5	A	-	0.4	A	-	<b>0.2</b>	A	-	0.2	A	-
			<b>Overall Intersection</b>		<b>1.2</b>	<b>A</b>	<b>-</b>	<b>1.1</b>	<b>A</b>	<b>-</b>	<b>1.6</b>	<b>A</b>	<b>-</b>	<b>1.5</b>	<b>A</b>	<b>-</b>
6	Signalized	S Pickett St & Duke St	<b>Duke St</b>	EBT	10.2	B	145	10.2	B	145	19.0	B	208	19.0	B	208
				EBR	9.6	A	31	9.6	A	31	17.8	B	56	17.8	B	56
				<b>EB Overall</b>	<b>10.1</b>	B	-	10.1	B	-	<b>18.7</b>	<b>B</b>	-	18.7	B	-
			<b>Duke St</b>	WBL	7.0	A	59	7.0	A	59	15.6	B	193	15.6	B	193
				WBT	4.6	A	154	4.6	A	154	7.2	A	126	7.2	A	126
				<b>WB Overall</b>	<b>5.2</b>	A	-	5.2	A	-	<b>9.7</b>	<b>A</b>	-	9.7	A	-
			<b>S Pickett</b>	NBL	77.8	E	283	77.8	E	174	48.5	D	233	48.5	D	260
				NBR	51.1	D	167	51.1	D	73	28.6	C	226	28.6	C	226
				<b>NB Overall</b>	<b>61.6</b>	E	-	61.6	E	-	36.7	D	-	36.7	D	-
			<b>Overall Intersection</b>		<b>19.0</b>	B	-	<b>19.0</b>	<b>B</b>	<b>-</b>	<b>18.9</b>	<b>B</b>	<b>-</b>	<b>18.9</b>	<b>B</b>	<b>-</b>

**ATTACHMENT 5: COMMUNITY ENGAGEMENT SUMMARY***Community Comment Period #1 Summary: Winter 2023*

<b>How Do You Typically Travel on South Pickett Street? (n=199)</b>		
<b>Response</b>	<b>Number of Responses</b>	<b>Percentage of Responses</b>
Private Vehicle or Motorcycle	173	80.5%
Walk or Mobility-assist Device	54	25.1%
Bicycle or Scooter	41	19.1%
Bus	20	9.3%
Other	2	1%

<b>Please Select the General Issues or Challenges that Apply to Your Experience in this Corridor (n=206)</b>		
<b>Response</b>	<b>Number of Responses</b>	<b>Percentage of Responses</b>
People drive too fast	124	58%
There are no dedicated bicycle facilities	92	43%
There is a lack of designated crossings at key locations (such as bus stops, businesses, or residential entrances)	92	43%
People driving do not stop for people walking	84	39%
It is difficult to cross the street at signalized intersections (e.g., Duke Street and/or Edsall Road)	71	33%
Left turns are difficult at unsignalized intersections	56	26%
There is too much traffic congestion	54	25%
The street is not accessible for people with disabilities	40	19%
The traffic signals are not timed well for people driving	40	19%
Other	35	16%

<b>Why do you typically travel along S. Pickett Street? (n=214)</b>		
<b>Percentage of Responses</b>	<b>Number of Responses</b>	<b>Percentage of Responses</b>
I shop on or near the corridor	145	67%
I live on or near the corridor	139	65%
I visit the nearby parks	57	27%
I travel through but don't stop along the corridor	33	15%
I work on or near the corridor	15	7%
Other	11	5%
My kids go to school on or near the corridor	9	4%

## Community Comment Period #2 Summary: Spring 2024

What do you like about the proposed improvements? (n=300)		
Response	Number of Responses	Percentage of Responses
Protected Bike Lanes	163	44.9%
Additional Pedestrian Crossings	217	59.8%
Planted Medians	180	49.6%
Curb Extensions	165	45.5%
Center Turning Lanes	151	41.6%
Speed Limit Reduction to 25MPH	190	52.3%
No Turn On Red Restrictions	141	38.8%
Nothing	89	24.5%

Please Tell Us How You Feel About the Following Priorities (n=296)					
Priorities	1	2	3	4	5
	< Least Important		Most Important >		
Minimizing motor vehicle delay	22.0%	9.9%	12.7%	7.2%	<b>43.8%</b>
Encouraging safe travel speeds	7.2%	6.9%	15.2%	19.3%	<b>46.3%</b>
Provide safe pedestrian crossings	4.7%	7.4%	14.9%	15.7%	<b>52.6%</b>
Providing a dedicated space for people to bike or scoot	<b>38.0%</b>	7.2%	5.5%	8.8%	35.3%
Making it easier and more comfortable to access bus stops	15.7%	11.3%	<b>26.5%</b>	15.4%	26.2%
Providing turn lanes for drivers	16.0%	14.1%	<b>28.9%</b>	18.5%	18.2%
Providing greenery to beautify the corridor	22.6%	9.9%	<b>24.5%</b>	16.8%	21.5%



**ATTACHMENT 6: COMMUNITY LETTERS**



*Raul Pedrosa*  
*Interim Chief of Police*

*City of Alexandria, Virginia*  
*Department of Police*  
*3600 Wheeler Avenue*  
*Alexandria, Virginia 22304*  
*Alexandriara.gov*



*Telephone 703.746.6662*

July 3, 2024

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

Chairperson James Lewis:

I write this letter in support of engineering projects that improve traffic and roadway safety within the City of Alexandria.

An overly simplistic viewpoint of law enforcement's role in public safety involves a reactive posture that is primarily enforcement based. Under that methodology, a police officer witnesses or responds to a crime, takes a report, makes an arrest, and moves on. The flaw of this viewpoint is that little analysis before or after the enforcement action occurs, and therefore, the conditions that created the crime are never addressed.

Similar logic can be applied to traffic and roadway safety. Traffic problems emerge, there is responsive police activity to abate the issue, and in this case, more tickets are issued. Eventually, the traffic problem fades away but returns once law enforcement pivots to another issue, but the original traffic safety issue has not been resolved.

For a public safety ecosystem to be successful, it must strive to create safer environments that do not require long-term police attention, intervention, and enforcement action. Enforcement alone is insufficient for ensuring traffic safety. Sustainability is a key consideration when deciding how to best allocate scarce law enforcement resources.

Deterrence, through enforcement, is an important component that contributes to traffic safety. However, an engineering solution that prevents the need for deterrence altogether is preferable. This is why I support viable engineering solutions that address traffic and roadway safety over enforcement.

Sincerely,

John East  
Lieutenant, Special Operations Division

*Accredited by the Commission on Accreditation for Law Enforcement Agencies, Inc.*

**From:** Sophie Huemer <sophie.huemer@acps.k12.va.us>  
**Sent:** Thursday, June 27, 2024 3:11 PM  
**To:** Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>  
**Cc:** mechale.johnson@acps.k12.va.us (Fire Contact) <mechale.johnson@acps.k12.va.us>  
**Subject:** [EXTERNAL]ACPS Support for South Pickett Street Corridor Improvements

Hi Alex - Please consider this email ACPS's support for the improvements included in the corridor study. The overall plan, if implemented, would provide safer walking and biking conditions for students and staff who live in the area to get to and from their schools. The redesign would also make bus stops along the corridor safer for those students and bus drivers.

Thank you and let me know if you have any questions.

**Sophie Huemer, AICP (*they/them*)**

**Director**

Office of Capital Programs, Planning & Design

Alexandria City Public Schools

Direct: 703-201-4365



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## ALEXANDRIA TRANSIT COMPANY

Chair James Lewis and Members of the Traffic & Parking Board  
City of Alexandria  
301 King Street  
Alexandria, VA 22314

June 12, 2024

Dear Chair Lewis and Members of the Traffic and Parking Board:

On behalf of the Alexandria Transit Company (ATC) Board of Directors, I am expressing strong support for the City's South Pickett Street Corridor Improvements project. We believe this project will enhance safety and access for DASH bus riders along South Pickett Street by making it easier to access bus stops and reducing the potential for collisions along the corridor. It is also an important step for maximizing the effectiveness of the Duke Street Transitway by making it easier, safer, and more comfortable for people to access useful, frequent, all-day transit, supporting the goals of the adopted Alexandria Transit Vision Plan.

Today, South Pickett Street is served by DASH line 32. There are few crosswalks along the corridor, which forces riders to make risky crossings across four undivided lanes to access the bus. This is not the experience we want for our riders. Reducing the number of lanes, providing median refuge islands, slowing vehicle speeds, and providing protected bicycle lanes as proposed by City staff would dramatically improve safety for people riding the bus. In the longer term, this would also benefit riders by reducing barriers for people to access the Duke Street Transitway. South Pickett Street is home to several high-density multifamily residential communities that are within a ½ mile of Duke Street, and facilitating access to fast, frequent transit service helps increase potential ridership and promote livability and sustainability in Alexandria.

The ATC Board of Directors strongly endorses the South Pickett Street Corridor Improvements Project and urges the Traffic & Parking Board to recommend approval of the staff recommendation.

Thank you for your consideration.

Sincerely,



David Kaplan, ATC Board of Directors, Chair



703.746.3274 

dashbus.com 

3000 Business Center Drive  
Alexandria, VA 22314 



June 13, 2024

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

Attn: James Lewis, Chairperson

Subject: South Pickett Street Corridor Improvements

Alexandria Families for Safe Streets (AFSS) supports the South Pickett Street Corridor Improvements as it implements the goals set forth in the Proposed Bicycle Network, Eisenhower West Small Area Plan, Alexandria Mobility Plan and Complete Streets Five-Year Work Plan. AFSS also supports the optional crossing at Valley Forge Drive. The South Pickett Corridor Improvements will 1) save lives, 2) connect a significant bike lane gap, and 3) help address climate change.

1. **Safety:** The proposed South Pickett Street improvements will make the street safer. Currently there are few crosswalks, coupled with a high crash risk for people crossing. Narrower lanes will reduce speeds, median improvements will make the street better, and more frequent crossings and protected bicycle lanes will improve safety.
2. **Connectivity:** The Eisenhower West Small Area Plan notes that South Pickett is an important link from Duke Street to Fairfax County, with no existing bike infrastructure. Pickett is an important link between Duke Street and the Van Dorn Metro Station.
3. **Sustainability:** Transportation is one of the leading causes of climate change and greenhouse gas emissions. Investing in protected bike lanes significantly reduces greenhouse gas emissions, lowers transportation costs, and prevents roadway deaths and serious injuries. Unfortunately, Alexandria has significant gaps in its infrastructure that discourage bicycles. South Pickett Street is one such place.

In conclusion, AFSS urges the City to build the proposed bike lanes and pedestrian improvements, including the optional Valley Forge crossing. Further, we urge the City to reject the “no build” option as unsafe.

Sincerely,

Dane Lauritzen,

AFSS Board Member

On behalf of the Board of Directors - AFSS

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

# PASSPORT



May 9, 2024

To Alexandria City Staff and City Council,

I have been a business owner at 150 and 160 South Pickett Street in Alexandria since 1998 and am a local Alexandrian by birth.

Picket Street is one of the most traveled and important streets in the western end of Alexandria. Generally the traffic flows nicely on Pickett Street during the day except in morning and afternoon rush hour, where it does get backed up.

To take away a lane or part of a lane would cause Huge traffic backups at all times of the day and be a total mess during rush hour where I could see backups a block long especially heading south west.

The speed limit on the street is 35 miles per hour which should be immediately reduced to 25 if there are concerns of speeding vehicles. This could have been done years ago and also will cost very little \$\$; just change the 12 X 18 or 12 X 24 metal sign heads. Why not do this tomorrow morning?

If the speed limit is changed to 25 MPH, the city could set up an electronic sign for like 60 days reading, "NEW Speed Limit of 25 MPH". I have seen these temporary electronic signs set up for races and walkathons, announcing construction time frames and detours etc. This is a common practice which I know all of you have seen.

Also for very little \$\$\$, the city could double the number of speed limit signs as there are very few of them posted on South Pickett Street.

Additionally, for a few more \$\$, the city could install pedestrian crosswalks with flashing lights. I see in many cities when I travel as I am sure you do also.

Thank you for coming up with Good solutions on Pickett Street and NOT closing down lanes or parts of them.

Sincerely,

Everett A. Hellmuth III, President

5001 Auth Way  
Suitland  
MD 20746-4339  
**301-423-8400**  
Fax 301-423-4339



June 13, 2024

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

Attn: James Lewis, Chairperson

Subject: South Pickett Street Corridor Improvements

Alexandria Families for Safe Streets (AFSS) supports the South Pickett Street Corridor Improvements as it implements the goals set forth in the Proposed Bicycle Network, Eisenhower West Small Area Plan, Alexandria Mobility Plan and Complete Streets Five-Year Work Plan. AFSS also supports the optional crossing at Valley Forge Drive. The South Pickett Corridor Improvements will 1) save lives, 2) connect a significant bike lane gap, and 3) help address climate change.

- 1. Safety:** The proposed South Pickett Street improvements will make the street safer. Currently there are few crosswalks, coupled with a high crash risk for people crossing. Narrower lanes will reduce speeds, median improvements will make the street better, and more frequent crossings and protected bicycle lanes will improve safety.
- 2. Connectivity:** The Eisenhower West Small Area Plan notes that South Pickett is an important link from Duke Street to Fairfax County, with no existing bike infrastructure. Pickett is an important link between Duke Street and the Van Dorn Metro Station.
- 3. Sustainability:** Transportation is one of the leading causes of climate change and greenhouse gas emissions. Investing in protected bike lanes significantly reduces greenhouse gas emissions, lowers transportation costs, and prevents roadway deaths and serious injuries. Unfortunately, Alexandria has significant gaps in its infrastructure that discourage bicycles. South Pickett Street is one such place.

In conclusion, AFSS urges the City to build the proposed bike lanes and pedestrian improvements, including the optional Valley Forge crossing. Further, we urge the City to reject the “no build” option as unsafe.

Sincerely,

Dane Lauritzen,

AFSS Board Member

On behalf of the Board of Directors - AFSS

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

**From:** [Alek Becker](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]S Pickett Changes  
**Date:** Wednesday, July 17, 2024 3:57:26 PM

---

*I support the staff recommendation, to redesign the street to maintain similar travel times as today while including one motor vehicle travel lane in each direction, safer pedestrian crossings with median islands, protected bicycle lanes, bus boarding islands, curb extensions, as well as no right turn on red and a 25MPH speed limit. This would make this growing area safer for pedestrians, and also help move the City towards a connected low stress bike network*

---

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**From:** [Alexander Skubel](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Support for S. Pickett Street Redesign - Docket Item #8  
**Date:** Wednesday, July 17, 2024 12:49:55 PM

---

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

Hello again!

I'm writing to express my support for the staff recommendation regarding the S. Pickett Street redesign, as outlined in Docket Item #8 for the upcoming Traffic and Parking Board meeting.

The proposed redesign for S. Pickett Street offers a comprehensive approach that:

1. Maintains current travel times with one vehicle lane in each direction
2. Enhances pedestrian safety through median islands and curb extensions
3. Incorporates protected bicycle lanes, advancing our low-stress bike network
4. Improves public transit with bus boarding islands
5. Increases overall safety with no right turns on red and a 25 MPH speed limit

This balanced design prioritizes safety for all road users while accommodating the needs of this growing area. It aligns well with Alexandria's vision for sustainable, multimodal transportation.

I strongly urge the board to approve this staff recommendation for S. Pickett Street. It represents a significant step towards a safer, more accessible city for all residents.

Thank you for your consideration of this important matter.

Sincerely,

Alex Skubel

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**From:** [Andrea Camardella](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]South Pickett Street Proposal  
**Date:** Wednesday, July 17, 2024 2:05:26 PM

You don't often get email from [acamardella27@yahoo.com](mailto:acamardella27@yahoo.com). [Learn why this is important](#)

Hi Ms. McGraw,

Just in case you did not receive the notification/email I submitted to City Council the other day, I wanted to send this to you since your name was given to me as a contact for the Traffic Board.

My submission to City Council voiced my disapproval of the S. Pickett Street proposal. I am an owner in Cameron Station. I, along with hundreds of others, frequent the stores/businesses along S. Pickett Street. Getting to those locations will be almost impossible (not to mention how this will economically impact those business owners). CS will also feel the impact of this change and I respectfully request that you take my disapproval into consideration and share this with your colleagues. The traffic and speeding (not to mention the fly thru's at stop signs) in CS has gotten worse and this will only increase dangerous driving/walking/biking conditions within this community.

Thank you for your time,  
Andrea Camardella

COU-Contact Mayor, Vice Mayor and/or City Council ([24-00020869](#)) service request has been created, updated, and/or requires your attention.

<b>Service Request Type:</b>	COU-Contact Mayor, Vice Mayor and/or City Council	<b>Status:</b>	Open
<b>Service Request Number:</b>	<a href="#">24-00020869</a>	<b>Created By:</b>	Customer Site Guest User
<b>Priority:</b>	Standard	<b>SLA Detail:</b>	5 Business Days
<b>Method Received:</b>	Web	<b>Submitted On:</b>	7/13/2024 2:09 PM
<b>Location:</b>		<b>Overdue On:</b>	7/19/2024 2:09 PM
<b>Description:</b>	I hereby respectfully request that you DO NOT change the current 2 lanes each way on S. Pickett down to one lane each way. There are numerous businesses along that stretch of road between Duke Street and Edsall Rd/CS Blvd. How are those people, who frequent those businesses, to get in and out easily, not to mention the numerous car dealers along that stretch of road. Please DO NOT make this change!!		

**Contact Information:**

<b>Name:</b>	Andrea Camardella	<b>Primary Phone:</b>	+1 (301) 226-3434
<b>Email:</b>	<a href="mailto:acamardella27@yahoo.com">acamardella27@yahoo.com</a>	<b>Social Persona:</b>	

**Service Questions:**

Question	Answer
Which Council Member would you like to contact?	All Members
What is the nature of your request?	Legislative or Policy Issues
Is your request related to the upcoming public hearing or Council meeting?	Yes

---

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**From:** [Brianna Calculofulger](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]South Pickett Street  
**Date:** Wednesday, July 17, 2024 8:17:53 AM

---

*I support the staff recommendation, to redesign the street to maintain similar travel times as today while including one motor vehicle travel lane in each direction, safer pedestrian crossings with median islands, protected bicycle lanes, bus boarding islands, curb extensions, as well as no right turn on red and a 25MPH speed limit. This would make this growing area safer for pedestrians, and also help move the City towards a connected low stress bike network*

---

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**From:** [Cameron Station Civic Assn.](#)  
**To:** [Sheila McGraw](#)  
**Cc:** [Alyia Gaskins](#); [James Lewis](#)  
**Subject:** [EXTERNAL]Opposition to Road Diet on South Pickett Street Between Duke Street and Edsall Rd.  
**Date:** Thursday, July 18, 2024 5:51:26 PM

---

The board of the Cameron Station Civic Association is sending these comments in opposition to City staff's recommendation for a road diet on South Pickett Street between Edsall Road and Duke Street while supporting a number of the safety measures proposed by City staff.

The Cameron Station Civic Association continues to support Alexandria's efforts to engage the community in connection with designs for corridor improvement on South Pickett Street between Edsall Road and Duke Street to address roadway safety issues. This section of South Pickett Street is a known traffic congestion area due to a number of reasons, including numerous car dealerships, high-density apartments and an active shopping center anchored by the Home Depot. As a result, car and tractor trailer traffic is quite heavy. Cars are often backed up from the left turn lane off of Duke Street onto South Pickett all the way into the intersection of Duke and Cameron Station Boulevard. Additionally, tractor trailers and numerous trucks enter and exit the trafficway to access businesses like Eastern Automotive Group, Passport Nissan of Alexandria, BMW of Alexandria, Mercedes-Benz of Alexandria, Wiygul Automotive Clinic and Home Depot throughout the day. Reducing the thoroughfare to only one lane in each direction, might cause traffic to come to a standstill.

In such a highly congested area, the Alexandria Complete Street Design Guidelines set forth other safety measures more suitable than a road diet when designing a road, repaving, or contemplating other safety-driven corridor improvements. The initial plans by City staff already include many safety measures that will accomplish these goals without the unnecessary expense and intrusion of a road diet. For example, the proposed design alternatives include: Posted speed limit reduction to 25 mph; New pedestrian crossings at key locations; Traffic calming measures; Upgrades to pedestrian ramps; and, Lead Pedestrian Intervals and no turn on red restrictions at signalized intersections. Moreover, there are already bike paths nearby. Further, the Proposed Bicycle Network in the adopted Mobility Plan does not require a dedicated bike lane on South Pickett Street nor does the Eisenhower West Small Area Plan.

Based on the foregoing considerations, we recommend that the Traffic and Parking Board not implement a road diet along this portion of South Pickett Street and approve the following safety measures proposed by City staff: Posted speed limit reduction to 25 mph; New pedestrian crossings at key locations; Traffic calming measures; Upgrades to pedestrian ramps; and, Lead Pedestrian Intervals and no turn on red restrictions at signalized intersections.

Should you have any questions, please feel free to contact the undersigned at [aimpastato239@gmail.com](mailto:aimpastato239@gmail.com) or 703-963-7503.

Respectfully submitted,

/s/

Arthur Sash Impastato  
First Vice President

## Cameron Station Civic Association

This communication may contain confidential and proprietary information. If you are not the intended addressee, this message has been sent to you in error, and you are therefore prohibited from relying upon, disclosing, distributing or copying the context of this email, including any and all attachments. If you have received this email in error, please delete and notify the sender via email immediately.

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source.**

**From:** [Carolyn Dew](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]  
**Date:** Tuesday, July 16, 2024 9:58:56 PM

---

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

Hello,

In regards to South Pickett Street, I support the staff recommendation to redesign the street to maintain similar travel times as todayl while including:

- \* one motor vehicle travel lane in each direction
- \* safer pedestrian crossings with median islands
- \* protected bicycle lanes
- \* bus boarding islands
- \* curb extensions
- \* as well as no right turn on red and a 25MPH speed limit.

I regularly ride my own bike from the Seminary Hill area to the Home Depot on South Pickett and the shops within that area — I can fit a lot on an electric cargo bike! However when I get to Pickett Street I do not feel comfortable riding in traffic lanes and end up riding on the sidewalk, which isn't equipped for both pedestrian and bicycle travel. I'd love to see this street redesigned to support more, and greener, modes of transportation.

Thank you,  
Carolyn Dew

---

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**From:** [Elaine Gullotta](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Letter for Alexandria Traffic and Parking Board Meeting scheduled for Mon, 22 July at 7pm  
**Date:** Thursday, July 18, 2024 10:31:33 PM

---

You don't often get email from elainegullotta8@gmail.com. [Learn why this is important](#)

Greetings Ms McGraw,

Please submit my letter below for inclusion in discussion of the next meeting of the Alexandria Traffic and Parking Board

Thank you.

Dear Board Members,

Subject: Opposition to Road Diet on South Pickett Street Between Duke Street and Edsall Rd.

As a resident of Cameron Station who observes the congestion at this intersection on a routine basis, I am requesting that you reconsider the plans to add bike lanes to South Pickett Street between Edsall Road and Duke Street. This section of South Pickett Street is a known traffic congestion area due to a number of reasons, including numerous car dealerships, high-density apartments and an active shopping center anchored by the Home Depot. As a result, car and tractor trailer traffic is quite heavy. Cars are often backed up from the left turn lane off of Duke Street onto South Pickett all the way into the intersection of Duke and Cameron Station Boulevard in front of my home. This traffic back up causes an additional back up inside Cameron Station because cars wanting to turn onto Duke and then again onto Picket often can not do so. To compensate, these cars either sit at the light and wait, or they turn left onto Duke past the left hand turn onto Picket only to making a u-turn further up Duke St causing congestion at that location and increasing the risk of accidents. This busy area will only become more congested as the new hospital and homes are constructed in the former Landmark Mall area.

In such a highly congested area, the Alexandria Complete Street Design Guidelines set forth other safety measures more suitable than a road diet when designing a road, repaving, or contemplating other safety-driven corridor improvements. The initial plans by City staff already include many safety measures that will accomplish these goals without the unnecessary expense and intrusion of a road diet. One example, that is proposed includes: reduction in posted speed limit to 25 mph. That suggestion along with shorter lights along Duke Street will not only improve congestion but reduce frequent speeding and loud "race car" noise complaints that have increased along Duke Street at this location in the past 3 years.

Based on the foregoing considerations, I recommend that the Traffic and Parking Board not implement a road diet along this portion of South Pickett Street and approve the following safety measures proposed by City staff: Posted speed limit reduction to 25 mph; New pedestrian crossings at key locations; Traffic calming/quieting measures along Duke St.

Respectfully submitted,

Elaine M Gullotta  
106 Cameron Station Blvd

---

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**From:** [Ellen Clark](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]South Pickett  
**Date:** Wednesday, July 17, 2024 8:37:41 AM

---

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

Dear Ms. McGraw,

I am writing in support of protected bike lanes and safer pedestrian crossings on South Pickett. I live in Cameron Station with my husband and two small children. We are a one car family and our two children are signed up for various activities during the week. When one of us has the car with one kid, the other is either biking, walking, or on the bus. Biking is sometimes the quickest of those three options. I also use my bike to run errands. More bike lanes and particularly more protected bike lanes have my support as a biker for those reasons, but also as a driver. When I'm driving, I want the people biking around me to be safe, too!

I have lived in Cameron Station for four years. During that time, I have witnessed all kinds of dangerous driving in and around our neighborhood, particularly speeding and running stop signs. I want my family to be able to go outside on our bikes or by foot without worrying about getting hit by a car. Right now, that is not the case. For that reason, I support more traffic calming measures anywhere around our neighborhood, and hope that the city's next proposed plans will include Cameron Station Blvd, too!

Thank you,

Ellen Clark

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**From:** [Faith Kanno](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Opposition to Road Diet on South Pickett Street Between Duke Street and Edsall Rd.  
**Date:** Friday, July 19, 2024 3:55:33 PM

---

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

I want to register my strong objection to the current city recommendation and design for corridor improvement on South Pickett Street between Edsall Road and Duke Street to address roadway safety issues. This section of South Pickett Street is a known traffic congestion area for many reasons, including numerous car dealerships, high-density apartments, as well as an active shopping center anchored by the Home Depot. As a result, car and tractor-trailer traffic is quite heavy. Cars are often backed up from the left turn lane off of Duke Street onto South Pickett into the Duke St., N. Pickett/Cameron Station Blvd. intersection. Additionally, tractor-trailers and numerous trucks enter and exit S. Pickett St. to access businesses like Eastern Automotive Group, Passport Nissan of Alexandria, BMW of Alexandria, Mercedes-Benz of Alexandria, Wiygul Automotive Clinic, and Home Depot throughout the day. Reducing the thoroughfare to only one lane in each direction will most likely cause traffic to come to a standstill frequently throughout each day.

In such a highly congested area, the Alexandria Complete Street Design Guidelines set forth other safety measures more suitable than a road diet when designing a road, repaving, or contemplating other safety-driven corridor improvements. The initial plans by City staff already include many safety measures that will accomplish these goals without the unnecessary expense and intrusion of a road diet. For example, the proposed design alternatives include: Posted speed limit reduction to 25 mph; New pedestrian crossings at key locations; Traffic calming measures; Upgrades to pedestrian ramps; and, Lead Pedestrian Intervals with no turn-on red restrictions at signalized intersections.

Bike lanes are unnecessary as there are existing bike paths nearby. Further, the Proposed Bicycle Network in the adopted Mobility Plan does not call for a dedicated bike lane on South Pickett Street. Nor does the Eisenhower West Small Area Plan.

Those of us who use this roadway daily have a vested interest in the city getting this right. The current plan will create additional issues on S. Pickett that will make a bad situation worse. Please reconsider the road diet and approve the following safety measures proposed by City staff: Posted speed limit reduction to 25 mph; New pedestrian crossings at key locations; Traffic calming measures; Upgrades to pedestrian ramps; and, Lead Pedestrian Intervals and no turn on red restrictions at signalized intersections.

Respectfully submitted,  
Faith Kanno

---

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**From:** [JacquelineD](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Opposition to Road Diet on South Pickett Street Between Duke Street and Edsall Rd.  
**Date:** Friday, July 19, 2024 1:09:50 PM

---

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

Greetings - We have been residents of Alexandria City for 30+ years and love the city. We are asking that South Pickett Street stay the way it is now with two traffic lanes on either side. It is already heavily congested as it is, imagine a one lane on either side.

Thank you

Concerned residents of Alexandria City

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**From:** [Janis Timberlake](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Opposition to the proposed road diet on South Pickett Street between Edsall Rd and Duke Street  
**Date:** Thursday, July 18, 2024 9:17:15 PM

---

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

Dear Ms McGraw,

I continue to support Alexandria's efforts to engage the community in connection with designs for corridor improvement on South Pickett Street between Edsall Road and Duke Street to address roadway safety issues. This section of South Pickett Street is a known traffic congestion area due to a number of reasons, including numerous car dealerships, high-density apartments and an active shopping center anchored by the Home Depot. As a result, car and tractor trailer traffic is quite heavy.. Cars are often backed up from the left turn lane off of Duke Street onto South Pickett all the way into the intersection of Duke and Cameron Station Boulevard. Additionally, tractor trailers and numerous trucks enter and exit the trafficway to access businesses like Eastern Automotive Group, Passport Nissan of Alexandria, BMW of Alexandria, Mercedes-Benz of Alexandria, Wiygul Automotive Clinic and Home Depot throughout the day. Reducing the throughfare to only one lane in each direction, might cause traffic to come to a standstill.

In such a highly congested area, the Alexandria Complete Street Design Guidelines set forth other safety measures more suitable than a road diet when designing a road, repaving, or contemplating other safety-driven corridor improvements. The initial plans by City staff already include many safety measures that will accomplish these goals without the unnecessary expense and intrusion of a road diet. For example, the proposed design alternatives include: Posted speed limit reduction to 25 mph; New pedestrian crossings at key locations; Traffic calming measures; Upgrades to pedestrian ramps; and, Lead Pedestrian Intervals and no turn on red restrictions at signalized intersections. Moreover, there are already bike paths nearby. Further, the Proposed Bicycle Network in the adopted Mobility Plan does not call for a dedicated bike lane on South Pickett Street nor does the Eisenhower West Small Area Plan.

Based on the foregoing considerations, we recommend that the Traffic and Parking Board not implement a road diet along this portion of South Pickett Street and approve the following safety measures proposed by City staff: Posted speed limit reduction to 25 mph; New pedestrian crossings at key locations; Traffic calming measures; Upgrades to pedestrian ramps; and, Lead Pedestrian Intervals and no turn on red restrictions at signalized intersections.

Respectfully submitted,

Janis Timberlake

---

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**From:** [Katie Bowen](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]sheila.mcgraw@alexandriava.gov  
**Date:** Friday, July 19, 2024 2:09:01 PM

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

Good afternoon,

I continue to support Alexandria's efforts to engage the community in connection with designs for corridor improvement on South Pickett Street between Edsall Road and Duke Street to address roadway safety issues. This section of South Pickett Street is a known traffic congestion area due to a number of reasons, including numerous car dealerships, high-density apartments and an active shopping center anchored by the Home Depot. As a result, car and tractor trailer traffic is quite heavy. Cars are often backed up from the left turn lane off of Duke Street onto South Pickett all the way into the intersection of Duke and Cameron Station Boulevard. Additionally, tractor trailers and numerous trucks enter and exit the trafficway to access businesses like Eastern Automotive Group, Passport Nissan of Alexandria, BMW of Alexandria, Mercedes-Benz of Alexandria, Wiygul Automotive Clinic and Home Depot throughout the day. Reducing the thoroughfare to only one lane in each direction, might cause traffic to come to a standstill.

In such a highly congested area, the Alexandria Complete Street Design Guidelines set forth other safety measures more suitable than a road diet when designing a road, repaving, or contemplating other safety-driven corridor improvements. The initial plans by City staff already include many safety measures that will accomplish these goals without the unnecessary expense and intrusion of a road diet. For example, the proposed design alternatives include: Posted speed limit reduction to 25 mph; New pedestrian crossings at key locations; Traffic calming measures; Upgrades to pedestrian ramps; and, Lead Pedestrian Intervals and no turn on red restrictions at signalized intersections. Moreover, there are already bike paths nearby. Further, the Proposed Bicycle Network in the adopted Mobility Plan does not call for a dedicated bike lane on South Pickett Street nor does the Eisenhower West Small Area Plan. Based on the foregoing considerations, we recommend that the Traffic and Parking Board not implement a road diet along this portion of South Pickett Street and approve the following safety measures proposed by City staff: Posted speed limit reduction to 25 mph; New pedestrian crossings at key locations; Traffic calming measures; Upgrades to pedestrian ramps; and, Lead Pedestrian Intervals and no turn on red restrictions at signalized intersections.

Further, this road diet will shift traffic to Cameron Station Blvd, which is already plagued by people cutting through, speeding and ignoring cross walks. The children in Cameron Station are at risk if you proceed with the South Pickett road diet.

Respectfully submitted,

Katie Bowen

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**From:** [Futbol Jorge](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Support for the plan to improve the South Pickett corridor btwn Duke Street and Edsall Road  
**Date:** Friday, July 19, 2024 7:49:09 AM

---

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

Ms. McGraw:

I fully support the City's plan for the Pickett Street corridor.

The draft email to you that the Cameron Station Civic Association circulated does not represent the reality of the situation and I would urge you and the City to not credit emails based on that draft. I believe it represents the views of a very portion of the members of the Cameron Station Civic Association who take advantage of the fact they control the email and, therefore, the message.

I would also like to know the status of taking out one of the lanes of traffic on Cameron Station Boulevard.

Just earlier this week, I was in the left lane going around the circle and a car was in the right lane and it could not navigate the circle without impinging on my lane.

I believe that circle is so tight that it barely meets that requirements for two cars to be side-by-side going around that traffic circle.

It is even more of a problem if one or both cars are behemoth SUVs.

I would appreciate a response on that.

Thank you,

Marta Campos  
futboljorge@yahoo.com

Sent from my iPhone!

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**From:** [Martin Menez](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Opposition to Road Diet on South Pickett Street Between Duke Street and Edsall Rd.  
**Date:** Thursday, July 18, 2024 7:30:59 PM

---

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

Ms. McGraw,

Good evening.

I continue to support Alexandria's efforts to engage the community in connection with designs for corridor improvement on South Pickett Street between Edsall Road and Duke Street to address roadway safety issues. This section of South Pickett Street is a known traffic congestion area due to a number of reasons, including numerous car dealerships, high-density apartments and an active shopping center anchored by the Home Depot. As a result, car and tractor trailer traffic is quite heavy. Cars are often backed up from the left turn lane off of Duke Street onto South Pickett all the way into the intersection of Duke and Cameron Station Boulevard. Additionally, tractor trailers and numerous trucks enter and exit the trafficway to access businesses like Eastern Automotive Group, Passport Nissan of Alexandria, BMW of Alexandria, Mercedes-Benz of Alexandria, Wiygul Automotive Clinic and Home Depot throughout the day. Reducing the thoroughfare to only one lane in each direction, might cause traffic to come to a standstill.

In such a highly congested area, the Alexandria Complete Street Design Guidelines set forth other safety measures more suitable than a road diet when designing a road, repaving, or contemplating other safety-driven corridor improvements. The initial plans by City staff already include many safety measures that will accomplish these goals without the unnecessary expense and intrusion of a road diet. For example, the proposed design alternatives include: Posted speed limit reduction to 25 mph; New pedestrian crossings at key locations; Traffic calming measures; Upgrades to pedestrian ramps; and, Lead Pedestrian Intervals and no turn on red restrictions at signalized intersections. Moreover, there are already bike paths nearby. Further, the Proposed Bicycle Network in the adopted Mobility Plan does not call for a dedicated bike lane on South Pickett Street nor does the Eisenhower West Small Area Plan. Lastly, imposing a road diet on South Pickett will likely result in an increase in cut through traffic in Cameron Station.

Based on the foregoing considerations, we recommend that the Traffic and Parking Board not implement a road diet along this portion of South Pickett Street and approve the following safety measures proposed by City staff: Posted speed limit reduction to 25 mph; New pedestrian crossings at key locations; Traffic calming measures; Upgrades to pedestrian ramps; and, Lead Pedestrian Intervals and no turn on red restrictions at signalized intersections.

Martin Menez  
Mobile: [+1-703-609-4560](tel:+17036094560)  
Email: [Martin.Menez@att.net](mailto:Martin.Menez@att.net)

---

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**From:** [Randy Cole](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]In Support of Pickett's Staff Recommendation  
**Date:** Thursday, July 18, 2024 9:57:50 PM

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[You don't often get email from [randy.cole.n1@gmail.com](mailto:randy.cole.n1@gmail.com). Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Hi Shiela,

Pickett is horrible for anyone biking, walking or driving. Just today I drove the road to get passed by a speeding post office truck. Seconds after passing we were waiting at the same light. The dude was slaloming to nowhere.

Please make picket safe for everyone and pass staffs recommendation

- randy

Sent from my iPhone

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**From:** [Hillary Orr](#)  
**To:** [Sheila McGraw](#)  
**Subject:** FW: [EXTERNAL]S. Pickett St. will push speeders through Cameron Station  
**Date:** Thursday, July 18, 2024 8:25:41 AM

---

**Hillary Orr** (*she/hers*)

Deputy Director, Transportation  
Department of Transportation & Environmental Services

**City of Alexandria**

301 King Street, Suite 4100 | Alexandria | VA | 22314

(O) [703.746.4017](tel:703.746.4017) | (C) [703.229.2593](tel:703.229.2593)

[Hillary.Orr@AlexandriaVA.gov](mailto:Hillary.Orr@AlexandriaVA.gov)

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**From:** Alyia Gaskins <[alyia.gaskins@alexandriava.gov](mailto:alyia.gaskins@alexandriava.gov)>  
**Sent:** Wednesday, July 17, 2024 11:33 PM  
**To:** Hillary Orr <[Hillary.Orr@alexandriava.gov](mailto:Hillary.Orr@alexandriava.gov)>  
**Cc:** Adriana Castañeda <[adriana.castaneda@alexandriava.gov](mailto:adriana.castaneda@alexandriava.gov)>  
**Subject:** FW: [EXTERNAL]S. Pickett St. will push speeders through Cameron Station

Hi Hillary,

Hope all is well. I am passing along this resident's concerns. Can you please share with the Traffic and Parking Board.

Alyia

Alyia Gaskins, Councilmember  
Alexandria City Council  
Cell: 703-244-3312  
[Alyia.gaskins@alexandriava.gov](mailto:Alyia.gaskins@alexandriava.gov)

Please note that Christine Macey is my aide. She can be contacted at:  
[Christine.macey@alexandriava.gov](mailto:Christine.macey@alexandriava.gov)

---

**From:** Tom Kopko <[tkopko@gmail.com](mailto:tkopko@gmail.com)>  
**Sent:** Wednesday, July 17, 2024 2:14 PM  
**To:** Alyia Gaskins <[hello@alyiaforalexandria.com](mailto:hello@alyiaforalexandria.com)>; Alyia Gaskins <[alyia.gaskins@alexandriava.gov](mailto:alyia.gaskins@alexandriava.gov)>  
**Subject:** [EXTERNAL]S. Pickett St. will push speeders through Cameron Station

Aliya, please prevent TES & the Parking Board from narrowing S. Pickett St. at the July 22 meeting.

Just to create bike lanes that no one will use...? It will encourage cut through traffic in

Cameron Station.

There is already tons of cut-through speeders! Surely you've seen them. Residents are very scared to cross Cameron Station Blvd... I hear that all the time at the HOA Board Meetings and on Social Media. I see speeders all the time, who then blow through stop signs. APD enforces once in a while but obviously have higher priorities.

Therefore, we can't have more traffic from 2-lane S Pickett pushed through to our 4-lane picturesque Cameron Station Blvd. These are accidents being created and waiting to happen, and for no real benefit over on S. Pickett.

Please, tell the Parking Board that the current TES plan isn't acceptable.

Thank you!

Tom Kopko  
703-395-9985  
[tkopko@gmail.com](mailto:tkopko@gmail.com)

On Jul 17, 2024, at 11:00 AM, Alyia Gaskins <[hello@alyiaforalexandria.com](mailto:hello@alyiaforalexandria.com)> wrote:

Alyia for Alexandria



Hi Tom-

This is my [July Council Report](#), highlighting key actions and decisions from the past month.



In June, Alexandria City Council took significant steps toward our climate goal of reducing emissions by 50% by 2030. We approved a public-private partnership for up to 27 electric vehicle charging stations on city property and authorized an application for federal funds to support this infrastructure. This expansion will make it easier for residents to go electric.

I also collaborated with developers and city planners at the Hoffman Site in Eisenhower East to include community space in the plan, as this area currently lacks public facilities such as a rec center or library. This adjustment creates opportunities for these or other needed community services.

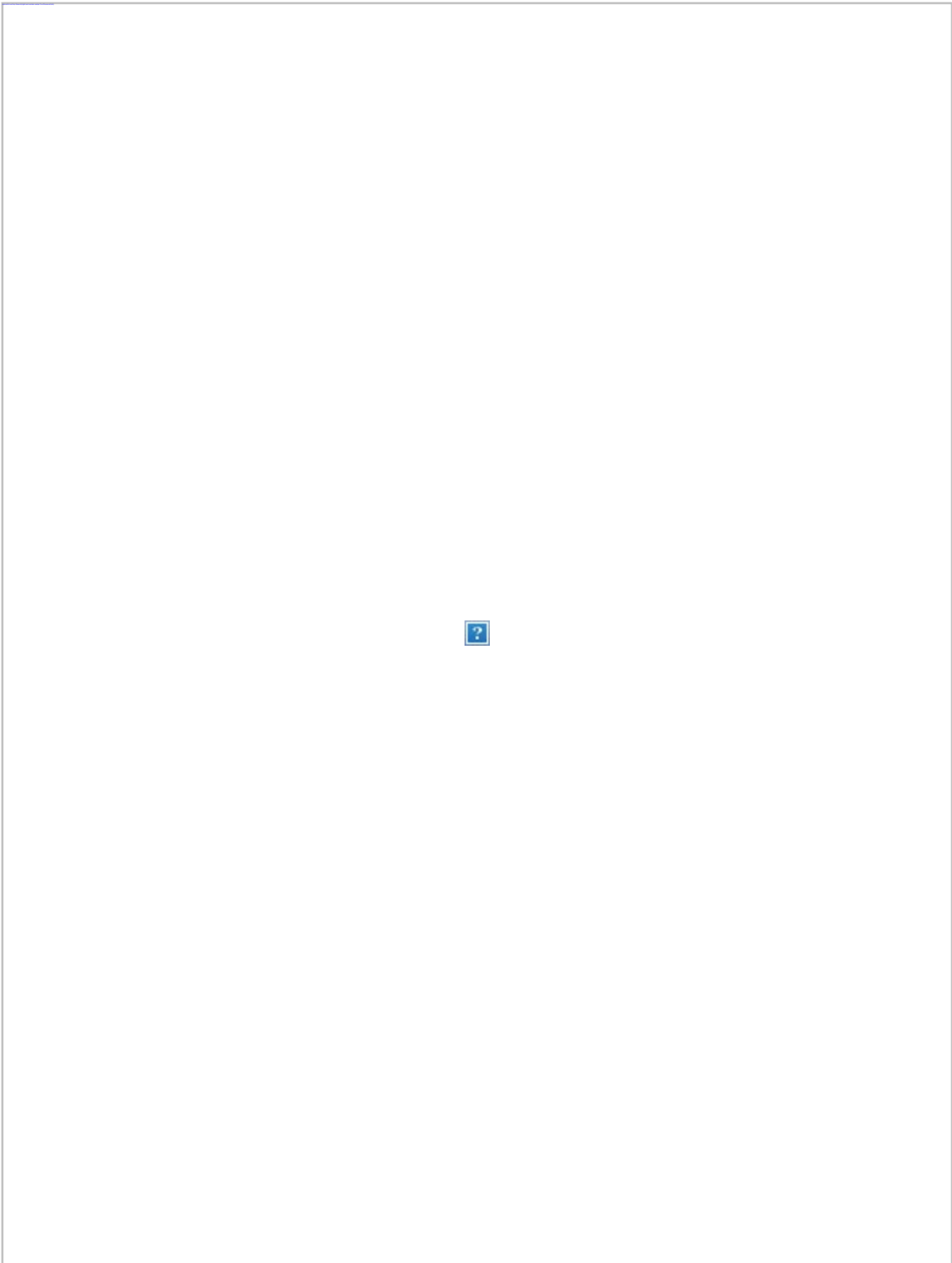
Additionally, city staff released the draft for the AlexWest Small Area Plan, which includes everything west of 395 and a part of Seminary Road just east of 395. In my meetings with residents, housing, tenants' rights, open space, and community spaces were their top concerns. To address these priorities, the plan must balance our city's growth while preventing displacement and protecting diverse communities and businesses.

Please review and share your thoughts on the AlexWest plan. The comment period is open through July at [Alexandria West Planning | City of Alexandria, VA \(alexandriava.gov\)](https://alexandriava.gov/alexwest-planning).

As we move into July, I invite you to watch the [video](#) of the Council Report for a comprehensive look at our council's actions and achievements. I also encourage you to listen to my recent interview on *The Politics Hour with Kojo Nnamdi* [here](#).



Alyia on *The Politics Hour* with Kojo Nnamdi.



Alyia with host Kojo Nnamdi (right) and resident analyst Tom Sherwood (left).

Thank you for your continued support and engagement.



Onward to July,

Alyia Gaskins



Alyia Gaskins

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**Alyia for Alexandria**

*Paid for by Friends of Alyia S.P. Gaskins*

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**From:** [Trevor Bissler](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]South Pickett Street Project  
**Date:** Thursday, July 18, 2024 9:21:54 PM

---

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

Dear Members of the Traffic and Parking Board,

I am Trevor Bissler, the store manager at Wiygul Automotive Clinic on South Pickett Street. I am writing to express my concern regarding the proposed removal of one car lane in each direction on South Pickett Street. South Pickett Street is crucial for smooth traffic flow and accessibility for emergency vehicles, public transportation, and daily commuters.

Reducing lanes will likely increase congestion, travel times, and accident risks, especially during peak hours. This change could also negatively impact local businesses, including ours, by deterring customers due to perceived accessibility issues, ultimately harming our local economy. Additionally, increased traffic congestion will lead to higher pollution levels with cars idling in more traffic... and most importantly safety concerns. When Pickett Street Dealerships (BMW, Mercedes and Nissan) have their new cars delivered, the trucks completely block the road and are a huge safety concern currently. That proposed design would make it even more dangerous than it already is.

Promoting alternative transportation methods is essential, Instead of removing lanes use I propose exploring other traffic-calming measures, such as enhanced crosswalks, better signal timing, and bike lanes similar to Arlington without compromising the current traffic lanes.

<https://www.arlnow.com/2010/08/06/county-rolling-out-shared-bike-lanes/>

I urge the Traffic and Parking Board to engage in further dialogue with the community to find a balanced solution.

Thank you for considering my concerns.

Sincerely,  
Trevor Bissler, Store Manager  
Wiygul Automotive Clinic  
310 South Pickett St.  
703-751-6766

---

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**From:** [Ken Notis](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Docket Item #8, Lane Removal, Speed Limit Reduction, Parking Removal, No Turn on Red Restrictions - South Pickett Street between Duke Street and Edsall Road  
**Date:** Friday, July 19, 2024 4:29:01 PM

---

Ms. McGraw,

I am writing on behalf of Alexandria Bicycle and Pedestrian Advisory Committee. We support the changes to South Pickett that are recommended by staff, and urge the Traffic and Parking Board to approve them. Please share this with the Board.

Ken Notis  
Chair, Alexandria Bicycle and Pedestrian Advisory Committee

---

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**From:** [fran.vogel@verizon.net](mailto:fran.vogel@verizon.net)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Subject: Opposition to Road Diet on South Pickett Street Between Duke Street and Edsall Rd. - PUBLIC HEARING ITEM 8.  
**Date:** Saturday, July 20, 2024 1:47:35 PM  
**Importance:** High

---

Chairman Lewis, Vice Chairperson Tucker and Board Members,

I am writing as a concerned Alexandria resident about this corridor improvement project and the vote before you. I utilize South Pickett Street frequently go to the West End Village to go to the Post Office as well as shop at the Home Depot and other stores. It is convenient for those of us in the West End. I also utilize this street to access Van Dorn to travel to the Fairfax section of Alexandria to access the Inova health complex, Manchester Lakes area and larger Wegmans off Telegraph Road. It is also a conduit to Springfield to the Springfield Plaza Shopping Center which I have reason to frequent. The ability to access and travel South Pickett and Van Dorn is essential to many residents.

I continue to support Alexandria's efforts to engage the community in connection with designs for corridor improvement on South Pickett Street between Edsall Road and Duke Street to address roadway safety issues. This section of South Pickett Street is a known traffic congestion area due to a number of reasons, including numerous car dealerships, high-density apartments and an active shopping center anchored by the Home Depot. As a result, car and tractor trailer traffic is quite heavy. Cars are often backed up from the left turn lane off of Duke Street onto South Pickett all the way into the intersection of Duke and Cameron Station Boulevard. Additionally, tractor trailers and numerous trucks enter and exit the traffic way to access businesses like Eastern Automotive Group, Passport Nissan of Alexandria, BMW of Alexandria, Mercedes-Benz of Alexandria, Wiygul Automotive Clinic and Home Depot throughout the day. Reducing the thoroughfare to only one lane in each direction, might cause traffic to come to a standstill.

In such a highly congested area, the Alexandria Complete Street Design Guidelines set forth other safety measures more suitable than a road diet when designing a road, repaving, or contemplating other safety-driven corridor improvements. The initial plans by City staff already include many safety measures that will accomplish these goals without the unnecessary expense and intrusion of a road diet. For example, the proposed design alternatives include: Posted speed limit reduction to 25 mph; New pedestrian crossings at key locations; Traffic calming measures; Upgrades to pedestrian ramps; and, Lead Pedestrian Intervals and no turn on red restrictions at signalized intersections. Moreover, there are already bike paths nearby. Further, the Proposed Bicycle Network in the adopted Mobility Plan does not call for a dedicated bike lane on South Pickett Street nor does the Eisenhower West Small Area Plan.

Based on the foregoing considerations, I strongly recommend that the Traffic and Parking Board **not** implement a road diet along this portion of South Pickett Street and approve the following safety measures proposed by City staff: Posted speed limit reduction to 25 mph; New pedestrian crossings at key locations; Traffic calming measures; Upgrades to pedestrian ramps; and, Lead Pedestrian Intervals and no turn on red restrictions at signalized intersections.

Respectfully submitted,

Fran Vogel  
41 N. Earley Street  
Alexandria, VA 22304

---

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**From:** [Frank.](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]YES to bike lanes on South Pickett  
**Date:** Monday, July 22, 2024 5:03:43 AM

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

Hello Sheila,

I'm a Cameron Station resident and somehow Sash Impastato (head of our Civic Association) thinks he speaks for all CS residents and is trying to mount a campaign against the city's plan to put in a bike lane along South Pickett St. As an avid biker, I'm writing in complete support of this plan and to express that I hope the city will not back down. If King St can go on a road diet, so can South Pickett.

To that end, I was very disappointed that the city did not put in a bike lane on Cameron Station Blvd when it was recently re-paved. I don't understand the reasoning behind backing down on that front considering the natural fit it would have been for putting one in through our residential neighborhood.

Please don't let a few squeaky wheels ruin our quality of life when we know the data supports that reducing traffic speeds is good for everyone; drivers, bikers and pedestrians alike. Crossing CS Blvd at Kilburn is often a test of wills between drivers that are trying to speed and cut through CS and others that plan to roll through the stop sign at the CS Blvd circle. At the very least I was hoping the new cross walks lines after repaving were going to be the much more pronounced "continental" type, not just the outlines we ended up with.

Best,  
Frank Rathgeber

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**From:** [Judy Cooper](#)  
**To:** [Sheila McGraw](#)  
**Subject:** re: Proposed changes to S. Pickett St. between Duke St. and Edsall Rd.  
**Date:** Sunday, July 21, 2024 5:38:58 PM

---

You don't often get email from jcooper731@gmail.com. [Learn why this is important](#)

Dear Ms. McGraw,

This email is to request that the Traffic and Parking Board reconsider the proposed changes on S. Pickett St. between Duke St. and Edsall Rd.

I travel this road at least six times a week during different time periods of the day. Current travel to the businesses at the shopping center, including Home Depot, the U. S. Post Office, and other numerous businesses including the car dealerships, require all of the road space presently available. To decrease the current travel lanes would create extensive congestion and unsafe travel. Vehicles, exiting Duke St. from east or west onto S. Pickett St., would be backed up even further, than at present, on Duke St. Alexandrians and the businesses need the current available lanes and a reduction in lanes could have a negative impact on businesses and tax implications for Alexandria.

Please do not decrease the travel lanes on S. Pickett St., however, a reduction in speed is needed.

Sincerely,

Judy Cooper  
1007 N. Van Dorn St.  
Alexandria, VA

**From:** [Liz Hujsak](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Opposition to Road Diet on South Pickett Street Between Duke Street and Edsall Rd.  
**Date:** Saturday, July 20, 2024 3:04:01 PM

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>

> I continue to support Alexandria's efforts to engage the community in connection with designs for corridor improvement on South Pickett Street between Edsall Road and Duke Street to address roadway safety issues. This section of South Pickett Street is a known traffic congestion area due to a number of reasons, including numerous car dealerships, high-density apartments and an active shopping center anchored by the Home Depot. As a result, car and tractor trailer traffic is quite heavy. Cars are often backed up from the left turn lane off of Duke Street onto South Pickett all the way into the intersection of Duke and Cameron Station Boulevard. Additionally, tractor trailers and numerous trucks enter and exit the trafficway to access businesses like Eastern Automotive Group, Passport Nissan of Alexandria, BMW of Alexandria, Mercedes-Benz of Alexandria, Wiygul Automotive Clinic and Home Depot throughout the day. Reducing the thoroughfare to only one lane in each direction, might cause traffic to come to a standstill.

>

> In such a highly congested area, the Alexandria Complete Street Design Guidelines set forth other safety measures more suitable than a road diet when designing a road, repaving, or contemplating other safety-driven corridor improvements. The initial plans by City staff already include many safety measures that will accomplish these goals without the unnecessary expense and intrusion of a road diet. For example, the proposed design alternatives include: Posted speed limit reduction to 25 mph; New pedestrian crossings at key locations; Traffic calming measures; Upgrades to pedestrian ramps; and, Lead Pedestrian Intervals and no turn on red restrictions at signalized intersections. Moreover, there are already bike paths nearby. Further, the Proposed Bicycle Network in the adopted Mobility Plan does not call for a dedicated bike lane on South Pickett Street nor does the Eisenhower West Small Area Plan. Lastly, imposing a road diet on South Pickett will likely result in an increase in cut through traffic in Cameron Station.

>

> Based on the foregoing considerations, we recommend that the Traffic and Parking Board not implement a road diet along this portion of South Pickett Street and approve the following safety measures proposed by City staff: Posted speed limit reduction to 25 mph; New pedestrian crossings at key locations; Traffic calming measures; Upgrades to pedestrian ramps; and, Lead Pedestrian Intervals and no turn on red restrictions at signalized intersections.

Thank you

Liz Hujsak  
400 Cameron Station Blvd, Unit 408  
Alexandria, VA 22304  
c: 703-785-8452

---

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**From:** [Nathan McAfee](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Regarding the South Pickett Street Road diet  
**Date:** Saturday, July 20, 2024 10:12:58 AM

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

Good morning,

I continue to support Alexandria's efforts to engage the community in connection with designs for corridor improvement on South Pickett Street between Edsall Road and Duke Street to address roadway safety issues. This section of South Pickett Street is a known traffic congestion area due to a number of reasons, including numerous car dealerships, high-density apartments and an active shopping center anchored by the Home Depot. As a result, car and tractor trailer traffic is quite heavy. Cars are often backed up from the left turn lane off of Duke Street onto South Pickett all the way into the intersection of Duke and Cameron Station Boulevard. Additionally, tractor trailers and numerous trucks enter and exit the trafficway to access businesses like Eastern Automotive Group, Passport Nissan of Alexandria, BMW of Alexandria, Mercedes-Benz of Alexandria, Wiygul Automotive Clinic and Home Depot throughout the day. Reducing the thoroughfare to only one lane in each direction, might cause traffic to come to a standstill.

In such a highly congested area, the Alexandria Complete Street Design Guidelines set forth other safety measures more suitable than a road diet when designing a road, repaving, or contemplating other safety-driven corridor improvements. The initial plans by City staff already include many safety measures that will accomplish these goals without the unnecessary expense and intrusion of a road diet. For example, the proposed design alternatives include: Posted speed limit reduction to 25 mph; New pedestrian crossings at key locations; Traffic calming measures; Upgrades to pedestrian ramps; and, Lead Pedestrian Intervals and no turn on red restrictions at signalized intersections. Moreover, there are already bike paths nearby. Further, the Proposed Bicycle Network in the adopted Mobility Plan does not call for a dedicated bike lane on South Pickett Street nor does the Eisenhower West Small Area Plan. Based on the foregoing considerations, we recommend that the Traffic and Parking Board not implement a road diet along this portion of South Pickett Street and approve the following safety measures proposed by City staff: Posted speed limit reduction to 25 mph; New pedestrian crossings at key locations; Traffic calming measures; Upgrades to pedestrian ramps; and, Lead Pedestrian Intervals and no turn on red restrictions at signalized intersections.

Further, this road diet will shift traffic to Cameron Station Blvd, which is already plagued by people cutting through, speeding and ignoring cross walks. The children in Cameron Station are at risk if you proceed with the South Pickett road diet.

Respectfully submitted,

Nathan McAfee

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**From:** [roger.ritter@att.net](mailto:roger.ritter@att.net)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]No Road Diet on South Pickett  
**Date:** Monday, July 22, 2024 10:07:37 AM

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City staffers have decided we all need to ride our bikes on South Pickett, despite what the rest of us think, including the people who live nearby. This is nuts! I drove along South Pickett recently to go to a body shop: it is awash with trucks!

*It is a commercial thoroughfare.*

No road diet on South Pickett!

Roger Ritter  
Cameron Station

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**From:** [Sherri Mahlik](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]July 22 hearing  
**Date:** Saturday, July 20, 2024 7:20:52 PM

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

Hello Ms. McGraw,

I am a Cameron Station resident and I was made aware of a hearing on July 22nd that will include a change to South Pickett Street between Duke Street and Edsall Road. Another resident provided your email address and advised this is the contact for reaching the Traffic Board in regard to this matter. If you/this email is not correct, if you could forward my email or provide me with the correct way to send my concerns forward.

I do not have any objection to what is being proposed as I read it. My concern is why something more has never been proposed or done regarding Cameron Station Boulevard. Maybe something was proposed in the past and a decision made not to make it safer, but I've lived here (directly on Cameron Station Blvd) for 15 years and I do not recall any changes ever being proposed.

These are my concerns regarding Cameron Station Boulevard (CSB):

- The speed limit has always been 25 mph, but there are so many drivers, both residents and non-residents, that do not observe this and drive upwards of 50 mph on the street, specifically between Duke Street and the circle.

- There are no speed bumps to slow traffic as there are on Somerville which only has 1 lane in each direction and CSB has 2 lanes in each direction. I'm not sure why this option has never been considered/implemented.

- There is no stop sign at the intersection of CSB and Donovan/John Ticer, which could serve to slow the traffic speeding on this stretch of CSB.

- Because there is on-street parking on CSB, it makes it extremely difficult for those on Donovan, attempting to pull out, to have a clear view of those traveling on CSB from Duke Street towards the circle. If a 4 way stop was implemented at this intersection, it would make the intersection safer.

- This same intersection is also dangerous for pedestrians. Many cars do not stop even when they see pedestrians in the crosswalk. And if one car in one lane stops, and the pedestrian is starting to cross in front of it while another car is traveling in the second lane in the same direction, they may not have a clear view of the pedestrian. I have seen this happen many times. The pedestrian had to quickly stop and sometimes jump back because the second car did not pay attention to why the other car traveling in the same direction had stopped, and the view of the pedestrian was blocked. A stop sign at this intersection would make this much safer for pedestrians to cross.

- Lastly, I do not understand why 2 lanes in each direction is needed in a community with a 25 mph speed limit. The flow of traffic would never be impeded for very long if a car were to stop because they needed to turn across oncoming traffic, and certainly would not impede traffic when they slowed down to turn right. Having one lane in each direction would also

allow those of us who drive the speed limit, to slow the flow of traffic of those behind us who are not obeying the speed limit and trying to drive faster. It seems that what has been done on Seminary Road and now proposed for S. Pickett Street, is exactly what should have been in existence in Cameron Station for many years since we've always had a 25 mph speed limit.

Separate from this, the No Turn on Red at CSB and Duke Street, is disregarded by almost every car exiting Cameron Station and APD does not enforce it.

I live at 131 Cameron Station Blvd and have been in this community for 15 years. Since I am located in the first block of CSB at the Duke Street entrance, I have witnessed all of this first hand and have been very upset and frustrated having to see this occur all the time. I've been told our HOA board has tried to address this with the City but there have never been any changes. I would be happy to discuss this with the appropriate person(s) and if there is any additional information I can provide, I would be happy to do so. I would appreciate some type of response to these concerns, or guidance on how to provide my concerns through whatever process is available to City residents.

Thank you for your time.

Best,  
Sherri  
**Sherri Mahlik**  
**(703) 314-6503**

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**From:** [Sunny](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]South Pickett Street  
**Date:** Saturday, July 20, 2024 7:16:03 PM

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I support Alexandria's efforts to engage the community in connection with designs for corridor improvement on South Pickett Street between Edsall Road and Duke Street to address roadway safety issues. This section of South Pickett Street is congested due to a number of reasons, including numerous car dealerships, high-density apartments, and an active shopping center.

As a result, cars and tractor trailer traffic is quite heavy, particularly during rush hour. Cars are often backed up and clog the entrance at Edsall Road and Cameron Station Boulevard. Cars are often backed up from the left turn lane off of Duke Street onto South Pickett all the way into the intersection of Duke and Cameron Station Boulevard. Additionally, tractor trailers and numerous trucks enter and exit the trafficway to access businesses like Eastern Automotive Group, Passport Nissan of Alexandria, BMW of Alexandria, Mercedes-Benz of Alexandria, Wiygul Automotive Clinic and Home Depot throughout the day. Reducing the thoroughfare to only one lane in each direction will surely cause traffic to come to a standstill.

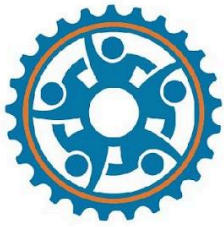
The Alexandria Complete Street Design Guidelines proposed safety measures more appropriate than a road diet. The City's initial plans included many safety measures. For example the proposed design alternatives to a road diet include: pedestrian crossings at key location, reducing the speed limit from 35 mph to 25 mph, upgrades to pedestrian ramps, traffic calming measures, and no turn on red restrictions at intersections. Further, there are bike paths nearby. Moreover, the Proposed Bicycle Network in the adopted Mobility Plan and the Eisenhower West Small Area Plan do not require a dedicated bike lane on South Pickett Street.

I recommend that the Traffic and Parking Board adopt the City's safety measures and not implement a road diet on South Pickett Street.

Respectfully,  
Sunny Pietrafesa  
Cameron Station

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**WABA**  
WASHINGTON AREA  
BICYCLIST ASSOCIATION

July 22, 2024

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

**Re: South Pickett Street Corridor Improvements (Docket Item #8)**

Dear Chairperson Lewis,

I am writing on behalf of the Washington Area Bicyclist Association (WABA) and our more than 5,000 members across the City of Alexandria and the Washington metropolitan area to express our support for the recommended South Pickett Street Corridor Improvements, echoing the sentiments of our partners at the Alexandria Bicycle & Pedestrian Advisory Committee (BPAC) and Alexandria Families for Safe Streets (Alexandria FfSS).

The proposed improvements effectively implement the goals set forth in the City's Proposed Bicycle Network, Eisenhower West Small Area Plan, Alexandria Mobility Plan and Complete Streets Five-Year Work Plan. WABA also supports the optional crossing at Valley Forge Drive. The South Pickett Corridor Improvements will 1) save lives, 2) connect a significant bike lane gap, and 3) help address climate change.

1. **Safety:** Simply put, the proposed South Pickett Street improvements will make the street safer for all road users. At present, the street is overly wide which encourages excessive vehicle speeds and lacks safe facilities for both bicyclists and pedestrians. Narrowing the roadway and reducing the number of travel lanes will help to limit dangerous speeds while the addition of new and safer crossings and dedicated bike facilities will make this corridor easier and safer to navigate for non-car travelers.
2. **Connectivity:** The Eisenhower West Small Area Plan notes that South Pickett is an important link from Duke Street to Fairfax County. The addition of dedicated bike facilities here meaningfully expands the City's bike network and adds destinations that can be safely accessed by bike to the benefit of both residents and passersby.
3. **Sustainability:** Transportation is one of the leading causes of climate change and greenhouse gas emissions. Investing in protected bike lanes significantly reduces greenhouse gas emissions, lowers transportation costs, and prevents roadway deaths

and serious injuries. Unfortunately, Alexandria has significant gaps in its infrastructure that discourage bicycles. South Pickett Street is one such place.

In conclusion, WABA urges the City to approve and construct the proposed bike lanes and pedestrian improvements, including the optional Valley Forge crossing. Further, we emphatically urge the City to reject the “no build” option as unsafe.

Sincerely,

Kevin O'Brien, Virginia Organizer

July 22, 2024

Via Email: [sheila.mcgraw@alexandriava.gov](mailto:sheila.mcgraw@alexandriava.gov)

James Lewis, Chairperson  
and Members of the Alexandria Traffic and Parking Board  
c/o Department of Transportation and Environmental Services  
Alexandria, VA 22314

RE: Proposed South Pickett Street Corridor Improvements

Dear Mr. Lewis and Members of the Traffic and Parking Board:

Greenhill Realty Capital Corporation owns several properties at or near the intersection of S. Pickett Street and Edsall Road and we've owned these properties for decades. We have seen a number of changes in the area, most of them for the good. We met with Alex Carroll as part of the outreach on the proposed changes to the S. Pickett Street corridor. And while we understand the City is attempting to improve S. Pickett Street with the changes you are considering at tonight's hearing, we continue to have significant concerns related to those proposed changes. We remain concerned about how the improvements will negatively impact the ability of their tenants, and the vehicles that deliver to those tenants, to get in and out of their sites based on the reduction in the lanes and the installation of a dedicated bike lane. We are also concerned about the increase in delays along S. Pickett Street, particularly at the intersection of S. Pickett and Edsall.

We own properties in Bethesda in Montgomery County where the County installed bike lanes and claimed that the new lanes would not increase traffic delays on their roads. What we have experienced is the exact opposite of that, there are significant delays in traffic due to the installation of the bike lanes and the bike lanes are not being heavily utilized. We are concerned that this same experience is going to come to the S. Pickett Street corridor if you approve these proposed changes and we would ask that you not approve them at tonight's meeting.

Sincerely,



Richard Greenberg  
Greenhill Realty Capital Corp.



**From:** [alek.becker91@everyactioncustom.com](mailto:alek.becker91@everyactioncustom.com) on behalf of [Alek Becker](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Support staff recommended complete streets projects at your upcoming meetings  
**Date:** Wednesday, July 17, 2024 12:34:25 PM

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Dear Curbside and Parking Program Manager Sheila McGraw,

I strongly support the proposed complete streets improvements recommended by staff for Eisenhower Avenue, S. Pickett Street, Holland Lane, King-Bradlee, and Duke Street. Please vote to advance all of these critical safety projects that foster better walking, biking, and transit access – while minimizing traffic delay and crashes.

Specifically, please vote to advance the staff recommendations for Eisenhower Avenue, South Pickett Street, and Holland Lane. Reallocating excess vehicle lane capacity to provide safety benefits (for all modes) and more space for comfortable, safer biking and pedestrian crossings just makes sense. The lower speed limits will also benefit all travelers.

In addition, I ask the Mayor and Council to advance the two projects recommended by the Traffic and Parking Board in June:

- King Street-Bradlee Safety & Mobility Enhancements: staff preferred concept Alternative 2 one-way traffic and bus lane (unanimous recommendation).
- Duke Street Improvements: Cambridge Rd intersection, cycle track, and Wheeler Ave/S. Quaker Ln bus queue jump lane (recommended by vote of 6-1).

These areas of Alexandria have lacked the safe conditions for walking, biking, transit access – and even driving – that places like Del Ray, Rosemont and Old Town have long enjoyed. It's time to improve safety, accessibility, and more travel options in these other areas of the city.

City staff have conducted extensive outreach and technical analysis that show the many benefits for all travelers. All of these projects support multiple policies and strategies in the Alexandria Mobility Plan and Environmental Action Plan 2040 and are needed to implement them.

Thank you for your past support of safer, complete streets in Alexandria.

Sincerely,  
Mr Alek Becker  
1201 Braddock Pl Apt 1008 Alexandria, VA 22314-1674  
[alek.becker91@gmail.com](mailto:alek.becker91@gmail.com)

**From:** [alek.becker91@everyactioncustom.com](mailto:alek.becker91@everyactioncustom.com) on behalf of [Alek Becker](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Support staff recommended complete streets projects at your upcoming meetings  
**Date:** Monday, July 1, 2024 11:10:21 AM

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Dear Curbside and Parking Program Manager Sheila McGraw,

I strongly support the proposed complete streets improvements recommended by staff for Eisenhower Avenue, S. Pickett Street, Holland Lane, King-Bradlee, and Duke Street. Please vote to advance all of these critical safety projects that foster better walking, biking, and transit access – while minimizing traffic delay and crashes.

Specifically, please vote to advance these concepts:

- Eisenhower Ave: staff recommendations at Van Dorn/Metro Rd, and the Metro Rd to Holmes Run section Option 1: 5-lane to 3-lane conversion with center turn lane.
- S. Pickett St: Proposed Concept Design presented at April public meetings.
- Holland Ln: Concept Option 1: bike lanes and crossing improvements.

In addition, I ask the Mayor and Council to advance the two projects recommended by the Traffic and Parking Board in June:

- King Street-Bradlee Safety & Mobility Enhancements: staff preferred concept Alternative 2 one-way traffic and bus lane (unanimous recommendation).
- Duke Street Improvements: Cambridge Rd intersection, cycle track, and Wheeler Ave/S. Quaker Ln bus queue jump lane (recommended by vote of 6-1).

These areas of Alexandria have lacked the safe conditions for walking, biking, transit access – and even driving – that places like Del Ray, Rosemont and Old Town have long enjoyed. It's time to improve safety, accessibility, and more travel options in these other areas of the city.

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Thank you for your past support of safer, complete streets in Alexandria.

Sincerely,

Mr Alek Becker

1201 Braddock Pl Apt 1008 Alexandria, VA 22314-1674

[alek.becker91@gmail.com](mailto:alek.becker91@gmail.com)

**From:** [allen.irwin@everyactioncustom.com](mailto:allen.irwin@everyactioncustom.com) on behalf of [Allen Irwin](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Support staff recommended complete streets projects at your upcoming meetings  
**Date:** Wednesday, July 17, 2024 5:23:48 PM

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Dear Curbside and Parking Program Manager Sheila McGraw,

I strongly support the proposed complete streets improvements recommended by staff for Eisenhower Avenue, S. Pickett Street, Holland Lane, King-Bradlee, and Duke Street. Please vote to advance all of these critical safety projects that foster better walking, biking, and transit access – while minimizing traffic delay and crashes.

Specifically, please vote to advance the staff recommendations for Eisenhower Avenue, South Pickett Street, and Holland Lane. Reallocating excess vehicle lane capacity to provide safety benefits (for all modes) and more space for comfortable, safer biking and pedestrian crossings just makes sense. The lower speed limits will also benefit all travelers.

In addition, I ask the Mayor and Council to advance the two projects recommended by the Traffic and Parking Board in June:

- King Street-Bradlee Safety & Mobility Enhancements: staff preferred concept Alternative 2 one-way traffic and bus lane (unanimous recommendation).
- Duke Street Improvements: Cambridge Rd intersection, cycle track, and Wheeler Ave/S. Quaker Ln bus queue jump lane (recommended by vote of 6-1).

These areas of Alexandria have lacked the safe conditions for walking, biking, transit access – and even driving – that places like Del Ray, Rosemont and Old Town have long enjoyed. It's time to improve safety, accessibility, and more travel options in these other areas of the city.

City staff have conducted extensive outreach and technical analysis that show the many benefits for all travelers. All of these projects support multiple policies and strategies in the Alexandria Mobility Plan and Environmental Action Plan 2040 and are needed to implement them.

Thank you for your past support of safer, complete streets in Alexandria.

Sincerely,  
Allen Irwin  
1023 Vernon St Alexandria, VA 22314-1349  
[allen.irwin@gmail.com](mailto:allen.irwin@gmail.com)

**From:** [ionicsodium@everyactioncustom.com](mailto:ionicsodium@everyactioncustom.com) on behalf of [Andrew Peter](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Support staff recommended complete streets projects at your upcoming meetings  
**Date:** Tuesday, July 2, 2024 5:32:32 PM

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Dear Curbside and Parking Program Manager Sheila McGraw,

I strongly support the proposed complete streets improvements recommended by staff for Eisenhower Avenue, S. Pickett Street, Holland Lane, King-Bradlee, and Duke Street. Please vote to advance all of these critical safety projects that foster better walking, biking, and transit access – while minimizing traffic delay and crashes.

Specifically, please vote to advance these concepts:

- Eisenhower Ave: staff recommendations at Van Dorn/Metro Rd, and the Metro Rd to Holmes Run section Option 1: 5-lane to 3-lane conversion with center turn lane.
- S. Pickett St: Proposed Concept Design presented at April public meetings.
- Holland Ln: Concept Option 1: bike lanes and crossing improvements.

In addition, I ask the Mayor and Council to advance the two projects recommended by the Traffic and Parking Board in June:

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City staff have conducted extensive outreach and technical analysis that show the many benefits for all travelers. All of these projects support multiple policies and strategies in the Alexandria Mobility Plan and Environmental Action Plan 2040 and are needed to implement them.

Thank you for your past support of safer, complete streets in Alexandria.

Sincerely,  
Andrew Peter  
2500 Clarendon Blvd Arlington, VA 22201-3850  
[ionicsodium@gmail.com](mailto:ionicsodium@gmail.com)

**From:** [rebeccatiffany@everyactioncustom.com](mailto:rebeccatiffany@everyactioncustom.com) on behalf of [Becky Tiffany](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Support staff recommended complete streets projects at your upcoming meetings  
**Date:** Wednesday, July 17, 2024 9:00:45 PM

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Dear Curbside and Parking Program Manager Sheila McGraw,

I strongly support the proposed complete streets improvements recommended by staff for Eisenhower Avenue, S. Pickett Street, Holland Lane, King-Bradlee, and Duke Street. Please vote to advance all of these critical safety projects that foster better walking, biking, and transit access – while minimizing traffic delay and crashes.

Specifically, please vote to advance the staff recommendations for Eisenhower Avenue, South Pickett Street, and Holland Lane. Reallocating excess vehicle lane capacity to provide safety benefits (for all modes) and more space for comfortable, safer biking and pedestrian crossings just makes sense. The lower speed limits will also benefit all travelers.

In addition, I ask the Mayor and Council to advance the two projects recommended by the Traffic and Parking Board in June:

- King Street-Bradlee Safety & Mobility Enhancements: staff preferred concept Alternative 2 one-way traffic and bus lane (unanimous recommendation).
- Duke Street Improvements: Cambridge Rd intersection, cycle track, and Wheeler Ave/S. Quaker Ln bus queue jump lane (recommended by vote of 6-1).

These areas of Alexandria have lacked the safe conditions for walking, biking, transit access – and even driving – that places like Del Ray, Rosemont and Old Town have long enjoyed. It's time to improve safety, accessibility, and more travel options in these other areas of the city.

I live on Eisenhower and walk on Holland lane very frequently. My family eagerly supports traffic calming, lane reductions of any kind, protected bike lanes, more robust pedestrian infrastructure and anything else that can slow traffic and improve safety. Currently these streets are designed like drag strips and have very little traffic so it's often used like a drag strip off-hours. We have a high volume of pedestrian traffic - often outnumbering cars. We also have a very high volume of cyclists, scooter/skateboard/micromobility commuters and people with disabilities using mobility devices/wheelchairs. Dozens of children get on the bus in front of my building - crossing this dangerous road every day. Recently with the cities "improvements" to Eisenhower, I've witnessed several crashes and many more close calls than we had before the widening. Drivers just simply change their behavior and drive more chaotically with all of that extra asphalt. It's much worse now with these "improvements" than it was when the intersections were narrower. The city's vision for the Carlyle neighborhood needs to be centered on foot traffic coming to & from the metro station as well as residents walking to the shops, micromobility users commuting through the neighborhood, kids accessing transportation and people living their lives here outside of cars. Lots of us who live here barely drive. But the neighborhood is designed more for the Maryland cut-through traffic than it is for people who live & work here. We have this big, wide, dangerous, unpleasant road cutting through a neighborhood of people who moved here to live next to the train and the USPTO/offices and stores. There's never a time where we have an overwhelming volume of traffic from residents. It's only highway traffic backups. And even then I'd rather we had an extra hour of gridlock every day here than a wide empty drag strip the rest of the day, making it unsafe for kids and unpleasant for residents. I'd be happiest if Eisenhower & Holland only had one lane for cars in each direction and the rest were dedicated to public and active transportation - in the model we've seen to be highly successful in cities around the world. This is a truly urban neighborhood in Alexandria and does not need the suburban car-oriented mindset in its planning. And for the rest of the city -my family would like to see contiguous dedicated bus lanes and protected separated bike networks competed so we can access the entire city safely.

Thank you for your past support of safer, complete streets in Alexandria.

Sincerely,  
Ms. Becky Tiffany  
750 Port St Apt 910 Alexandria, VA 22314-2489  
rebeccatiffany@gmail.com

**From:** [djaygold@everyactioncustom.com](mailto:djaygold@everyactioncustom.com) on behalf of [Donna Gold](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Support staff recommended complete streets projects at your upcoming meetings  
**Date:** Wednesday, July 17, 2024 2:38:56 PM

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Dear Curbside and Parking Program Manager Sheila McGraw,

I strongly support the proposed complete streets improvements recommended by staff for Eisenhower Avenue, S. Pickett Street, Holland Lane, King-Bradlee, and Duke Street. Please vote to advance all of these critical safety projects that foster better walking, biking, and transit access – while minimizing traffic delay and crashes.

Specifically, please vote to advance the staff recommendations for Eisenhower Avenue, South Pickett Street, and Holland Lane. Reallocating excess vehicle lane capacity to provide safety benefits (for all modes) and more space for comfortable, safer biking and pedestrian crossings just makes sense. The lower speed limits will also benefit all travelers.

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These areas of Alexandria have lacked the safe conditions for walking, biking, transit access – and even driving – that places like Del Ray, Rosemont and Old Town have long enjoyed. It's time to improve safety, accessibility, and more travel options in these other areas of the city.

City staff have conducted extensive outreach and technical analysis that show the many benefits for all travelers. All of these projects support multiple policies and strategies in the Alexandria Mobility Plan and Environmental Action Plan 2040 and are needed to implement them.

Thank you for your past support of safer, complete streets in Alexandria.

Sincerely,  
Donna Gold  
2908 Richmond Ln Alexandria, VA 22305-1618  
[djaygold@comcast.net](mailto:djaygold@comcast.net)

**From:** [jonathan@everyactioncustom.com](mailto:jonathan@everyactioncustom.com) on behalf of [Jonathan Krall](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Support staff recommended complete streets projects at your upcoming meetings  
**Date:** Thursday, July 11, 2024 3:31:23 PM

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Dear Curbside and Parking Program Manager Sheila McGraw,

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I'm happy to say that, unlike in past years, the Traffic and Parking Board supports these projects. Because of the interdependence of transit and access to transit (biking/walking), the importance of robust bicycling and walking networks cannot be overstated if we are to reach our transportation equity, climate, and economic goals. Because we simply can't add any more cars to our roads, economic expansion requires adding high-capacity transportation (transit/cycling/walking) and depending less on cars.

Finally, please keep in mind that it makes no sense to "compromise" between cars and everything else. Because so many corporations make so much money from cars, the car people get a) a robust network of roads, b) maps, and c) apps to aid their travel. People on bicycles get a map (google bicycle layer) but not a robust network because what few bike lanes we have are full of gaps. People who depend on the ADA-compatible sidewalk network don't even get a map.

Thank you for your past support of safer, complete streets in Alexandria.

Sincerely,  
Jonathan Krall  
6 A E Mason Ave Alexandria, VA 22301-1908  
[jonathan@jonathankrall.net](mailto:jonathan@jonathankrall.net)



**From:** [kaitlyngolden1@everyactioncustom.com](mailto:kaitlyngolden1@everyactioncustom.com) on behalf of [Kaitlyn Golden](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Support staff recommended complete streets projects at your upcoming meetings  
**Date:** Monday, July 1, 2024 9:29:51 PM

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City staff have conducted extensive outreach and technical analysis that show the many benefits for all travelers. All of these projects support multiple policies and strategies in the Alexandria Mobility Plan and Environmental Action Plan 2040 and are needed to implement them. As a community member - and someone who walks to run most daily errands - perambulatory safety is very important.

Thank you for your past support of safer, complete streets in Alexandria.

Sincerely,  
Kaitlyn Golden  
552 N West St Alexandria, VA 22314-2160  
[kaitlyngolden1@gmail.com](mailto:kaitlyngolden1@gmail.com)

**From:** [ljfues@everyactioncustom.com](mailto:ljfues@everyactioncustom.com) on behalf of [Lisa Fues](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Support staff recommended complete streets projects at your upcoming meetings  
**Date:** Wednesday, July 17, 2024 10:06:43 PM

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Dear Curbside and Parking Program Manager Sheila McGraw,

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Sincerely,  
Ms. Lisa Fues  
9 A W Caton Ave Alexandria, VA 22301-1519  
[ljfues@hotmail.com](mailto:ljfues@hotmail.com)

**From:** [wildmarcimlay@everyactioncustom.com](mailto:wildmarcimlay@everyactioncustom.com) on behalf of [Marc And Alice Imlay](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Support staff recommended complete streets projects at your upcoming meetings  
**Date:** Monday, July 1, 2024 6:55:43 PM

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Sincerely,  
Marc And Alice Imlay  
2321 Woodberry Dr # 20616 Bryans Road, MD 20616-3256  
[wildmarcimlay@gmail.com](mailto:wildmarcimlay@gmail.com)

**From:** [mollyrwilliams@everyactioncustom.com](mailto:mollyrwilliams@everyactioncustom.com) on behalf of [Molly Pugh](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Support staff recommended complete streets projects at your upcoming meetings  
**Date:** Monday, July 1, 2024 6:43:27 PM

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

Dear Curbside and Parking Program Manager Sheila McGraw,

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I have personal experiences that support my requests above.

My family, my students (Episcopal High School students) and I frequently walk and bike to Bradlee Shopping Center. We want it to be as safe and pleasant as possible.

We also go to Sportrock on Eisenhower Ave, and I believe that the proposed Eisenhower Ave improvements would make driving safer. We also bike and take transit there on occasion, and the Eisenhower concept above would make doing so nicer as well.

I ride on Holland Lane as a way to connect from Old Town to Eisenhower Ave on the trail but it often feels unsafe.

Thank you for your past support of safer, complete streets in Alexandria.

Sincerely,  
Molly Pugh  
1200 N Quaker Ln Alexandria, VA 22302-3004  
[mollyrwilliams@gmail.com](mailto:mollyrwilliams@gmail.com)

**From:** [psnodgrass@everyactioncustom.com](mailto:psnodgrass@everyactioncustom.com) on behalf of [Paul Snodgrass](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Support staff recommended complete streets projects at your upcoming meetings  
**Date:** Thursday, July 11, 2024 3:03:48 PM

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Dear Curbside and Parking Program Manager Sheila McGraw,

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Sincerely,  
Paul Snodgrass  
4401 4th St S Arlington, VA 22204-1405  
[psnodgrass@mac.com](mailto:psnodgrass@mac.com)

**From:** [aparjd@everyactioncustom.com](mailto:aparjd@everyactioncustom.com) on behalf of [Robert Duffy](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Support staff recommended complete streets projects at your upcoming meetings  
**Date:** Wednesday, July 17, 2024 12:02:20 PM

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Dear Curbside and Parking Program Manager Sheila McGraw,

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Thank you for your past support of safer, complete streets in Alexandria.

Sincerely,  
Robert Duffy  
809 Devon Pl Alexandria, VA 22314-1214  
[aparjd@comcast.net](mailto:aparjd@comcast.net)

**From:** [rlburgess23@everyactioncustom.com](mailto:rlburgess23@everyactioncustom.com) on behalf of [Ryan Burgess](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Support staff recommended complete streets projects at your upcoming meetings  
**Date:** Monday, July 1, 2024 9:52:19 AM

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Dear Curbside and Parking Program Manager Sheila McGraw,

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Sincerely,  
Mr. Ryan Burgess  
2702 Wisconsin Ave NW Washington, DC 20007-4670  
[rlburgess23@gmail.com](mailto:rlburgess23@gmail.com)

**From:** [sab.robin.eason@everyactioncustom.com](mailto:sab.robin.eason@everyactioncustom.com) on behalf of [Sabrina Eason](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Support staff recommended complete streets projects at your upcoming meetings  
**Date:** Friday, July 12, 2024 10:28:51 AM

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I personally have moved here for work as an engineer, heavily because of the walk ability and bike-ability of Alexandria. I actually learned to ride a bike on the linear park trail between the Braddock and king street metros this past spring, and use that path on part of my commute to work. Allowing more bike-ability, especially options that are safe for the high percent of people who aren't comfortable riding on most streets, will help reduce traffic on roads, improve health and wellness, reduce economic pressures on many demographics, and increase the sense of community and belonging that makes Alexandria safe and special. We are looking to buy a condo in the next 1-3 years here, and are looking at bike-ability of the surrounding area as a large factor.

Thank you for your past support of safer, complete streets in Alexandria.

Sincerely,  
Sabrina Eason  
505 E Braddock Rd Alexandria, VA 22314-2162  
[sab.robin.eason@gmail.com](mailto:sab.robin.eason@gmail.com)



**From:** [SNJongerius@everyactioncustom.com](mailto:SNJongerius@everyactioncustom.com) on behalf of [Sebastian Jongerius](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Support staff recommended complete streets projects at your upcoming meetings  
**Date:** Monday, July 1, 2024 9:46:29 AM

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Dear Curbside and Parking Program Manager Sheila McGraw,

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Thank you for your past support of safer, complete streets in Alexandria.

Sincerely,  
Sebastian Jongerius  
2141 P St NW Apt 505 Washington, DC 20037-1048  
[SNJongerius@gmail.com](mailto:SNJongerius@gmail.com)

**From:** [sbinfo14@everyactioncustom.com](mailto:sbinfo14@everyactioncustom.com) on behalf of [Steve Banashek](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Support staff recommended complete streets projects at your upcoming meetings  
**Date:** Monday, July 1, 2024 11:14:31 AM

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Dear Curbside and Parking Program Manager Sheila McGraw,

I strongly support the proposed complete streets improvements recommended by staff for Eisenhower Avenue, S. Pickett Street, Holland Lane, King-Bradlee, and Duke Street. Please vote to advance all of these critical safety projects that foster better walking, biking, and transit access – while minimizing traffic delay and crashes.

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As a long-time City resident I appreciate the continued improvement to enable multi-mode transportation be residents and visitors and I think these projects will build on that success. City staff have conducted extensive outreach and technical analysis that show the many benefits for all travelers. All of these projects support multiple policies and strategies in the Alexandria Mobility Plan and Environmental Action Plan 2040 and are needed to implement them.

Thank you for your past support of safer, complete streets in Alexandria.

Sincerely,  
Steve Banashek  
16 W Spring St Alexandria, VA 22301-2451  
[sbinfo14@yahoo.com](mailto:sbinfo14@yahoo.com)

**From:** [Asa Orrin-Brown](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]for the Traffic and Parking Board  
**Date:** Wednesday, July 17, 2024 6:21:25 AM

---

Hi Sheila,

I have prepared the following comments for the July Traffic and Parking Board meeting. Please forward them to the members. I will be attending via zoom, and hope to speak in support of all three of these projects.

Best,  
Asa

Dear Traffic and Parking Board members,

I am writing in support of the safety improvement projects on S Pickett, Holland Ln, and Eisenhower. I think that the T&ES plans are thoughtful and considerate, drawing from community input, previous small area planning, our Vision Zero goals and the 2016 Pedestrian and Bicycle plan. As a bike based business owner on Duke street with a studio on S Pickett, I am especially excited about the plans to fully connect both halves of my business with bike lanes along S Pickett from Edsal to Duke. This will greatly improve my ability to conduct business for years to come in Alexandria.

Furthermore, my 16 year old daughter and I both use the Eisenhower multi-use trail regularly to get to school and many other destinations. The improvements to the connection with the addition of bike lanes along Holland Ln, and replacing the sub standard trail on Eisenhower with one that meets modern design standards, will go a long way towards supporting safe bicycle mobility in Alexandria into the future. My daughter and I recently cataloged the trip hazards along the old Holmes Run multi-use trail and there are currently 416 cracks and bumps that exceed the safe standards for ADA and OSHA trip hazard compliance. The Parks and Rec department is taking steps to address these hazards, but it will be costly and slow going. Replacing the old trail with a contiguous North side multi-use trail is a very reasonable cost-effective alternative.

I think the design concept to reduce 2 lanes in the middle section of Eisenhower, replacing it with a multi-use trail and linear park is really innovative. Speeding and cut through traffic have long been problems along that corridor, and given the lack of available land for additional development, and the proximity to a vulnerable waterway, I think the plan to add green space and trees while reducing storm runoff is a brilliant one. The proximity of the future linear park to homes and businesses along Eisenhower makes it an especially valuable greenspace. It will provide a great invitation for people living in the Carlyle area to venture West to enjoy all of the great businesses further down Eisenhower, and vice versa. I sincerely believe it will become one of our Cities most treasured natural resources. I appreciate the innovation and vision of Dan Scolese and the rest of the T&ES staff who developed this idea.

As always, thank you for your time and consideration.

Sincerely,

Asa Orrin-Brown

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source.

**From:** [Alexandria Carroll](#)  
**To:** [Sheila McGraw](#)  
**Cc:** [Hillary Orr](#)  
**Subject:** FW: Recent Road Projects  
**Date:** Thursday, July 18, 2024 2:18:16 PM

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Sheila, could you please include the email from the Fire Department below in the comments for TPB for Eisenhower, Pickett, and Holland?

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

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**From:** Dan McMaster <Dan.McMaster@alexandriava.gov>  
**Sent:** Thursday, July 18, 2024 2:08 PM  
**To:** Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Daniel Scolese <daniel.scolese@alexandriava.gov>  
**Subject:** Recent Road Projects

Hello Alex and Dan,

Thanks for the catch-up meeting and keeping Fire in the loop on the status of your ongoing projects throughout the city. We truly appreciate the opportunity to see your proposals and to provide input from our perspective. In my time in this position, every single member of your team has been eager to hear from us and genuinely interested in how your plans will affect our operations. When we make suggestions, your team is always receptive and responsive. It is very encouraging to continually hear your team advocate for the needs of the fire department, even though we know you hear from many stakeholders with many competing visions.

To recap our recent discussions regarding your projects involving Pickett St., Holland Ln. and Eisenhower Ave., I am confident that the needs of Fire are adequately met. Our basic needs when considering changes to existing streets are: the maintenance of 11' travel lanes, the ability to overtake and pass vehicles during response, adequate available turning radius into complexes or onto cross streets, and the use of mountable surfaces vs. solid physical barriers. The plans you shared for Pickett, Holland and Eisenhower adequately meet those four needs. We can offer no further suggestions to those plans and we support them fully.

Thanks again for your assistance and congratulations on bringing these long processes to a successful conclusion.

Daniel McMaster

Deputy Fire Chief—Community Risk Reduction  
Alexandria Fire Department  
C: (571)259-2674



*The City of Alexandria's 275<sup>th</sup> Anniversary*

**From:** [Kathryn Cahir](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]streets redesign  
**Date:** Friday, July 19, 2024 11:06:25 AM

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Please prioritize pedestrian and a safe bicycle network in the selection of street design options.

I support staff recommendations to redesign Eisenhower Ave, Pickett St, Holland Lane to include safer pedestrian crossings, protected bicycle lanes, bus boarding islands, curb extensions, as well as no right turn on red and a 25MPH speed limit.

These are important measures that will improve equity and help Alexandria move toward sustainability goals.

As a regular bicycle commuter, I recognize that I'm fortunate to live in a location where I can ride in certain directions safely, enabling me to have access to work and recreational ridges. However, I frequently am forced to drive for errands because safe roadways are not available connecting to large swaths of Alexandria. It's apparent that people who live in more affordable parts of the city have less access to safe riding options.

Thank you for your consideration,

Kathryn Cahir

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**From:** [Shantae Taylor](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Walking and Biking Infrastructure  
**Date:** Friday, July 19, 2024 11:24:08 AM

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[You don't often get email from [taylor.s2184@gmail.com](mailto:taylor.s2184@gmail.com). Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Good Morning,

I am a cyclist in the Northern Virginia area, Alexandria to be exact. Just yesterday My wife and I rode from Potomac yards to Aslin on South Picket. For most of our ride we had great bike/pedestrian path which we love for its safety while also allowing vehicle traffic to keep moving. This all changed once we hit Eisenhower and South Picket streets. Traveling as a cyclist on these roads is very unsettling, the intersections are massive with turns allowed on red, and traffic is going at least 10 mph over posted speed limits. My wife is not as confident on a bike and this really rattled her. The other option is to ride on the sidewalks but that becomes dangerous for walkers. We ended up walking the last .5 mile because there's just no safe way to traverse that area on bikes. With the growth of this city and its cycling community I feel it is necessary to invest in safe pedestrian and cycling avenues allowing for everyone to move about in their respective way safely and efficiently. Please consider investing in this life saving infrastructure that will benefit all community members. Thank you for your time.

Respectfully,

Shantae Taylor  
Sent from my iPhone

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**From:** [S Kim](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]More bike lanes in Alexandria, VA  
**Date:** Friday, July 19, 2024 1:27:27 PM  
**Attachments:** [image.png](#)  
[image.png](#)  
[image.png](#)

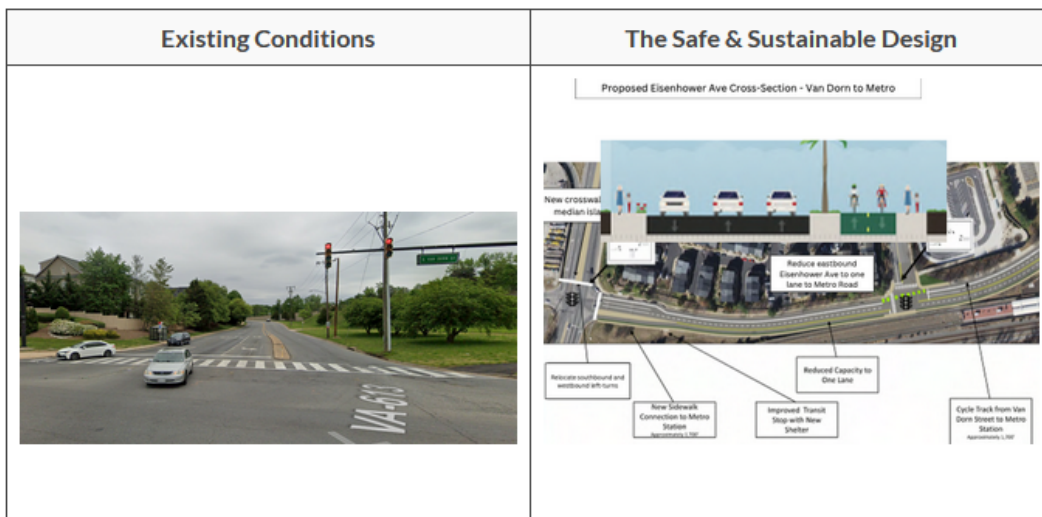
You don't often get email from 445kim@gmail.com. [Learn why this is important](#)

Dear Ms. McGraw,

Hello. *I support the staff recommendation to modify ANY and ALL streets to promote biking safety. I support the redesign of the street to maintain similar travel times as today (and even to reduce congestion at the intersection with Van Dorn Street) while including one motor vehicle travel lane in each direction, a center turn lane, a lane of parking, safer pedestrian crossings, protected bicycle lanes, a new sidewalk near the metro stations, as well as no right turn on red and a 25 MPH speed limit. This would make this growing area safer for pedestrians, and also help move the City towards a connected low stress bike network"*

## Use your First Amendment Right to petition the Government for a redress of grievances on Eisenhower Ave.

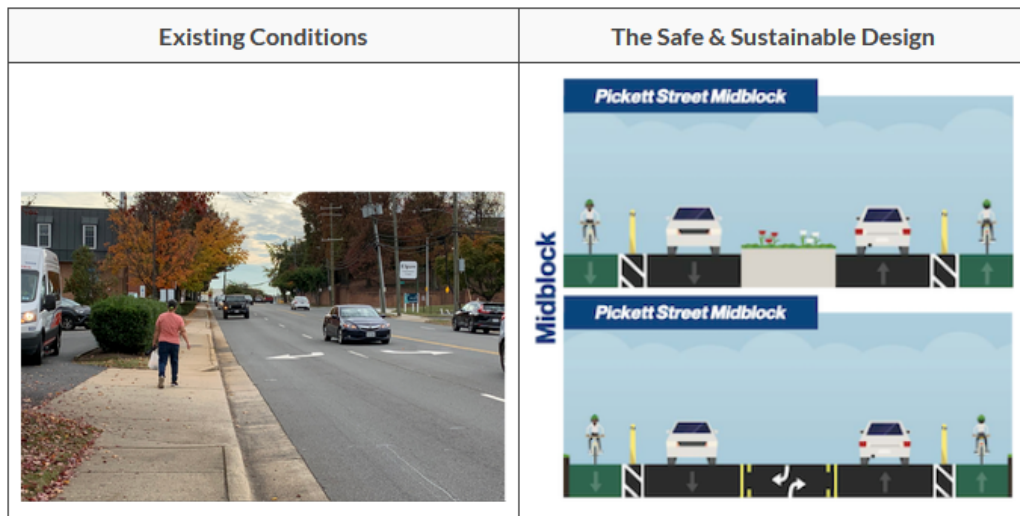
**Our Petition: A Safe and Sustainable Eisenhower Ave.**



# Action Alert: South Pickett Street

Use your First Amendment Right to petition the Government for a redress of grievances on South Pickett Street

Our Petition: A Safe and Sustainable S. Pickett Street



## Holland Lane



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source.

**From:** [Phoebe Coy](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Pickett St redesign  
**Date:** Monday, July 22, 2024 5:26:57 PM

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

Good evening,

If it's not too late for tonight's meeting, I'd like to express my enthusiastic support of the staff recommendation for the South Pickett St redesign to make it safer for all users. I live nearby and either drive, walk or take the bus down Pickett St nearly every day, so I'm hopeful and excited that these changes will make it safer to use.

I also enthusiastically support the staff recommendations for Holland Lane and Eisenhower Avenue to make those safer to use.

Sincerely,  
Phoebe Coy

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**WALSH COLUCCI  
LUBELEY & WALSH PC**

M. Catharine Puskar  
(703) 528-4700 Ext. 5413  
cpuskar@thelandlawyers.com

July 22, 2024

Mr. James Lewis, Chair  
City of Alexandria Traffic and Parking Board  
301 King Street  
Alexandria, VA 22301

Re: Docket Item #8 - South Pickett Street Corridor Improvements Project

Dear Mr. Lewis:

On behalf of my client, the Trade Center LLC, I am writing to provide feedback regarding the proposed modifications associated with the South Pickett Street Corridor Improvements Project (the "Project") along the frontage of its property located at 300 S. Pickett St. and known as the West End Village Shopping Center (the "Center"). My client has owned the 15-acre regional shopping center since 1975 and has created significant value for Alexandria residents and the City's tax base through the variety of successful businesses located at the Center over the years. Most notably, the Center has been home to Home Depot, a thriving, bustling, home improvement retailer, since the 1990's.

My client understands and appreciates the City's efforts to enhance traffic flow, improve safety, and promote sustainable transportation options through the Project. However, as I am sure the Board is aware, Home Depot and other retailers in the Center, receive and deliver goods via multiple tractor trailers and other smaller sized trucks throughout the day. In addition, the Center attracts a high volume of customer trucks and single occupancy vehicles on a daily basis. As such, there are a few concerns that need to be addressed to ensure the success and safety of the Project for all community members, including our tenants, their businesses, and their customers.

The safety of both cyclists and drivers is of utmost importance. While my client appreciates the lane and signal improvements to the intersection at the Center's main entrance, there is an overall concern regarding the inherent conflict between bicycles traveling along this side of S. Pickett Street and trucks turning into and out of the Center, particularly at the access point to the drive aisle behind the Home Depot. There is an enhanced risk for accidents where semi-trailers must

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maneuver across bike lanes to enter or exit the shopping center. To enhance safety, we recommend the implementation of additional signage, advanced warning systems, and clear road markings to alert both cyclists and truck drivers of potential crossing points. Technologies such as sensor-based detection systems could also be explored to improve visibility and awareness at these intersections. We also recommend a traffic light on the west side of Osprey Lane near the proposed pedestrian crosswalk as it would contribute to the overall safety of the Project. Installing a light that is timed/synced with the existing light at the main entrance of the Center could create an additional safety mechanism not only for cyclists and truck drivers, but also for the community at Cameron Square.

In addition, my client is concerned with the impact of the Project on business operations during construction, particularly for tenants who rely on deliveries from semi-trailer trucks. Although the proposed changes do not appear to limit the ability of these trucks to make the appropriate turning maneuvers safely and efficiently once the project is complete, we ask the City to ensure there is no disruption to business activity in the Center during the construction phase of the project as well. There is a high volume of semi-trucks that make turning maneuvers into the drive aisle behind the Home Depot to access a number of different businesses. The trucks need to maintain the ability to avoid blocking or maneuvering into oncoming traffic during construction. Once construction is complete, ensuring trucks are not running over any modified curbs and ensuring they will avoid any physical barriers used for bike lanes is also critical.

Finally, we request that the City commit to a post-implementation review of the improvements. Gathering and analyzing data on traffic flow, safety incidents, and the overall impact on businesses will help assess the effectiveness of the Project and identify any adjustments that may be necessary or desirable. We believe that this collaborative approach will help address any unforeseen issues and ensure the Project's long-term success.

While we support the City's initiative to improve road safety and enhance mobility options, we urge careful consideration of the concerns raised. We look forward to working together to find solutions that balance the needs of the community, businesses, and all road users. Thank you for your attention to this matter.

Very truly yours,

WALSH, COLUCCI, LUBELEY & WALSH, P.C.

M. Catharine Puskar