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**[EXTERNAL] Please vote YES on Braddock Road Corridor Improvements (May 16)**

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**From** Rebecca Turner <rebeccadianeturner@gmail.com>

**Date** Wed 5/13/2026 12:00 PM

**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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

Dear Mayor Gaskins, Vice Mayor Bagley, and members of Council,

I'm writing to urge you to support the safety improvements on Braddock Road.

As a resident of Del Ray, I frequently drive and walk on this corridor. As a driver, I would much prefer bicycles to have dedicated space of their own. I have lost a loved one to a crash on a road similar to Braddock and am all too aware of how unsafe the current shared lanes are.

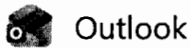
As a pedestrian, I especially appreciate the safety improvements in the plan related to shorter crossings. Sidewalks and crosswalks in the city bordering busy roads regularly feel unsafe, especially with a stroller. I hope that by the time my children are in school they will have safer routes to get there.

Creating safe routes for bikes, pedestrians, and cars should be a priority, especially on a route connecting to metro. Connectedness to transit and creating opportunities for modes other than driving are huge benefits to the community as a whole. As someone who only drives when I have to, I value our walkability and would love to bike if I felt safe to do so.

I urge you to please vote yes.

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**[EXTERNAL] Please vote YES on Braddock Road Corridor Improvements (May 16)**

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**From** Nora Lovrien Buehler <nor\_lovrien@hotmail.com>

**Date** Wed 5/13/2026 9:40 AM

**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

Some people who received this message don't often get email from nor\_lovrien@hotmail.com. [Learn why this is important](#)

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I've seen so many distracted drivers and dangerous crossings for both pedestrians and cyclists at the two cross walks on Braddock on either side of the Metro and Train bridges. It's scary! My children have biked to school at Jefferson Houston for six years, crossing twice a day and I am always worried with the Braddock crossing. I believe more children could cycle to school (both GW and JH) if Braddock were safer for pedestrians and cyclists.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Nora

(Del Ray resident)

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Outlook

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

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**From** Emily Mitzner <emitzner@gmail.com>**Date** Wed 5/13/2026 12:02 PM**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing. Please don't let the voices of a few people drown out the decision you already made - and the direction that is right for the majority of Alexandrians.

Our kids should be able to bike to school - it's such a low threshold, and yet right now, it's not safe for us to bike on Braddock Road to Naomi Brooks Elementary with our son, nor would it be safe for him to bike to high school when old enough. This change would connect two existing bike lanes and make that possible - I understand the inconvenience for the homes used to storing their cars on the street, but that's not enough to overwhelm general public access.

I support this project because:

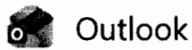
- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Emily  
Old Town North

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**[EXTERNAL]Item 12 - Support Safety Improvements on Braddock Road**

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**From** Megan R. Fox <megand.doyle@gmail.com>

**Date** Wed 5/13/2026 8:46 AM

**To** CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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Please support staff's recommendation to improve safety for all on Braddock Road.

This project supports the city's goals on Vision Zero, climate action, public health, multimodal transportation, and the economic recommendations in the ALX Forward Framework. It's consistent with the platforms you all ran on, and the expressed desires of voters both across Alexandria and in the specific precincts where the project is located.

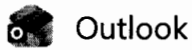
I hope you will stand by your own campaign platform, the city's approved plans & values, and the desires of Alexandria voters. Please vote to uphold the Traffic & Parking Board's approval of staff's recommendation on Braddock Road.

Thank you!

Megan Fox, Alexandria resident

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**[EXTERNAL]Strong Support for Braddock Road Bike Lanes and Safety Improvements**

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From Ralph Buehler <ralph.buehler@gmail.com>

Date Wed 5/13/2026 8:39 AM

To Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I have been biking along Braddock almost daily since 2008, when I moved to Alexandria. In addition, for the last 6 years I biked there daily with my children to school--we live in DelRay and they attend JH and more recently GW. There were several harrowing and dangerous moments for me and the children in those years along Braddock. Still today, when the children are not home after school on time, I worry that something may have happened along Braddock. It is time to make Braddock Road safe for all users.

In addition, my work, as professor for urban planning at Virginia Tech in Arlington with a focus on transport planning shows that it needs complete and safe cycling networks to encourage more risk averse users to ride their bikes. They will not ride if it does not feel safe. There are so many benefits for the community and the individual (e.g. physical and mental health) from increased cycling and physical activity.

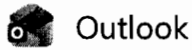
Please vote yes on the Braddock Road Improvements. Drivers can park along almost all roads in Alexandria and they can drive on virtually all roads (minus three blocks on King). There should be some space for cyclists as well.

Sincerely,

Ralph Buehler  
Resident, DelRay and Professor of Urban Planning at Virginia Tech

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Outlook

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

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**From** Alison Walters <akwalters31@gmail.com>**Date** Wed 5/13/2026 8:28 AM**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

You don't often get email from akwalters31@gmail.com. [Learn why this is important](#)

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

As a resident of Del Ray, it's disappointing and alarming to hear about the number of incidents of pedestrians hit. I'd love a safer Braddock Road to feel comfortable walking with my family.

I support this project because:

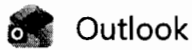
- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Del Ray

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**[EXTERNAL] Please vote YES on Braddock Road Corridor Improvements (May 16)**

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**From** Reed White <reedgwhite@icloud.com>

**Date** Wed 5/13/2026 8:15 AM

**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I've got two young kids and walk and bike back and forth to the metro to go to work every single day.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

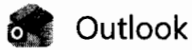
City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Reed  
Rosemont

- reed

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

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From Kristina Himmelberg <khimmelberg23@gmail.com>

Date Wed 5/13/2026 7:22 AM

To Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

[You don't often get email from khimmelberg23@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I have two young children. It's very important to me that this neighborhood feels safe to walk and bike around.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

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Kristina  
Rosemont

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Outlook

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**[EXTERNAL] Please vote YES on Braddock Road Corridor Improvements (May 16)**

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**From** Steve Skladany <steve@skladany.net>**Date** Wed 5/13/2026 6:49 AM**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I live just off Braddock and use it daily to walk to the metro. I never feel safe crossing at the cross walks. Cars drive much too fast and are inattentive. I've been honked at before for crossing, in the crosswalk, while I had the crossing light and was nearly hit!

See my complaint! [https://alex311.alexandriava.gov/customer/s/service-request-details?c\\_srNumber=8e5cc1808d568a1d59d9a20556b96745dPwVwUwnEz8bFjBwNp3EZg%3D%3D5cde884ba6d538a24210cb7d2e1751584bff7ef5abd161519423f748d5b34419&c\\_prePageName=Home](https://alex311.alexandriava.gov/customer/s/service-request-details?c_srNumber=8e5cc1808d568a1d59d9a20556b96745dPwVwUwnEz8bFjBwNp3EZg%3D%3D5cde884ba6d538a24210cb7d2e1751584bff7ef5abd161519423f748d5b34419&c_prePageName=Home)

I'd also love to bike down Braddock if it had dedicated bike lanes.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
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City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Steve Skladany  
Braddock Rd

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Outlook

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

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**From** Steve Skladany <steve@skladany.net>**Date** Wed 5/13/2026 6:49 AM**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I live just off Braddock and use it daily to walk to the metro. I never feel safe crossing at the cross walks. Cars drive much too fast and are inattentive. I've been honked at before for crossing, in the crosswalk, while I had the crossing light and was nearly hit!

See my complaint! [https://alex311.alexandriava.gov/customer/s/service-request-details?c\\_srNumber=8e5cc1808d568a1d59d9a20556b96745dPwVwUwnEz8bFjbnp3EZg%3D%3D5cde884ba6d538a24210cb7d2e1751584bff7ef5abd161519423f748d5b34419&c\\_prePageName=Home](https://alex311.alexandriava.gov/customer/s/service-request-details?c_srNumber=8e5cc1808d568a1d59d9a20556b96745dPwVwUwnEz8bFjbnp3EZg%3D%3D5cde884ba6d538a24210cb7d2e1751584bff7ef5abd161519423f748d5b34419&c_prePageName=Home)

I'd also love to bike down Braddock if it had dedicated bike lanes.

I support this project because:

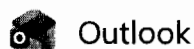
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Steve Skladany  
Braddock Rd

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

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**From** Samarth Kishor <samarthkishor1@gmail.com>

**Date** Tue 5/12/2026 11:41 PM

**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I frequently visit a close friend who lives on E Myrtle St and walk to his house from the Braddock Rd metro station, which involves crossing the road on foot. I regularly see drivers speeding, failing to observe pedestrian signals, and nearly hitting cyclists. It's ridiculous and Braddock Rd badly needs infrastructure to make it safer for people outside a car.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Samarth Kishor

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Outlook

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**[EXTERNAL]Item 12 - Support Safety Improvements on Braddock Road**

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**From** Tim Enright <timenright7@gmail.com>**Date** Tue 5/12/2026 10:47 PM**To** CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

You don't often get email from timenright7@gmail.com. [Learn why this is important](#)

Please support staff's recommendation to improve safety for all on Braddock Road.

This project supports the city's goals on Vision Zero, climate action, public health, multimodal transportation, and the economic recommendations in the ALX Forward Framework. It's consistent with the platforms you all ran on, and the expressed desires of voters both across Alexandria and in the specific precincts where the project is located.

I hope you will stand by your own campaign platform, the city's approved plans & values, and the desires of Alexandria voters. Please vote to uphold the Traffic & Parking Board's approval of staff's recommendation on Braddock Road.

Thank you!

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**[EXTERNAL]Written Testimony in Support — Braddock Road Corridor Improvements, May 16 Public Hearing**

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**From** Tim Laderach <tim.laderach@gmail.com>

**Date** Tue 5/12/2026 10:01 PM

**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>

**Cc** CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of City Council,

I am writing in strong support of the Braddock Road Corridor Improvements Project ahead of Saturday's public hearing. I am unable to testify in person, but I want my support for the project on the record.

I testified before the Traffic and Parking Board in February and have advocated for this project as a community member, as President of the Del Ray Citizens Association, and as a candidate in the February Democratic firehouse primary. Completing the bike and pedestrian circuit along this corridor —i.e. connecting the Potomac Yard Trail, the Metro Linear Trail, and the Braddock Road Metro station —was a central piece of my platform, as reflected in my BPAC survey response and in my public testimony.

As you know, the Traffic and Parking Board voted 6-0 in favor. VDOT has designated this segment a top statewide priority for pedestrian and bicycle safety. The project has gone through extensive community engagement. The data and planning process both point clearly in one direction.

And as you also know, Sandy Marks and I were the top two finishers in the February primary race, both of us having expressed clear support for the goals of this project and for safe, connected cycling and pedestrian infrastructure in Alexandria. That is not a small thing. It reflects where the Democratic electorate in this city stands on these investments.

I urge Council to uphold the Traffic and Parking Board's unanimous decision and move this project forward.

Respectfully submitted,

Tim Laderach

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Outlook

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

**From** Michael Freeman <michbfreeman@gmail.com>**Date** Tue 5/12/2026 8:50 PM**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

An easier bike ride for all, encouraging lower emissions and a healthier community.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

---

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Outlook

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**[EXTERNAL]Item 12 - Support Safety Improvements on Braddock Road**

---

**From** Soren Smallwood <soren.smallwood@gmail.com>

**Date** Tue 5/12/2026 8:23 PM

**To** CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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

Please support staff's recommendation to improve safety for all on Braddock Road.

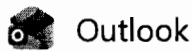
This project supports the city's goals on Vision Zero, climate action, public health, multimodal transportation, and the economic recommendations in the ALX Forward Framework. It's consistent with the platforms you all ran on, and the expressed desires of voters both across Alexandria and in the specific precincts where the project is located.

I hope you will stand by your own campaign platform, the city's approved plans & values, and the desires of Alexandria voters. Please vote to uphold the Traffic & Parking Board's approval of staff's recommendation on Braddock Road.

Thank you!

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Outlook

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

**From** Karl Fisher <karl.fisher.e@gmail.com>**Date** Tue 5/12/2026 5:47 PM**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I have seen numerous near misses at the crosswalks, especially by aggressive drivers during rush hour.

If successful, these traffic calming measures could also decrease the volume of vehicles using this street as a cut-through, by removing the incentive of it being a faster alternative route.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

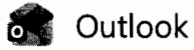
City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Karl  
Parker Grey

Sent from my iPhone

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---

**[EXTERNAL]Item 12 - Support Safety Improvements on Braddock Road**

---

From Phoebe Coy <phoebeacoy@gmail.com>

Date Tue 5/12/2026 4:54 PM

To CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

Good afternoon members of Council,

I do not use Braddock Road very often, but I do help to pay for it as an Alexandria taxpayer. I believe that our taxpayer-funded roads should give all Alexandrians the right to decide how they'd like to safely get around. Please vote yes on improvements to Braddock Road for transportation choice and safety.

Thank you for all you do,  
Phoebe Coy

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[EXTERNAL]Please vote YES on Braddoc...

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# [EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)

[EXTER] Corrido

MR Mary-Jane Roth <greenst@comcast.net> To: Alyia Gaskins; Sarah Bagley; Canek Aguirre; John C Tue 5/12/2026 4:18 PM

MR

The digital signature on this message can't be verified. This message has a digital signature, but it wasn't verified because the S/MIME extension isn't installed. Please contact your IT administrator for help installing the extension.

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

As a Senior Citizen who doesn't drive I want to to feel safe walking along and crossing Braddock Road. The staff plan for traffic calming will help with that.

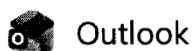
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- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Mary-Jane  
Potomac Greens

Reply Reply all Forward



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**[EXTERNAL]Support for Braddock Road Corridor Improvements Project**

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**From** Ikra Anwar <ikra.anwar@gmail.com>

**Date** Tue 5/12/2026 2:12 PM

**To** CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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

Hi,

I am sending this email to express my support for the Braddock Road Corridor Improvements, as approved by the Traffic and Parking Board of February 24.

As someone who bikes frequently for work and pleasure, is currently living in Carlyle, and will be moving to the Braddock metro area, the addition of safe bike lanes is very important to me. While Old Town benefits from reasonable car speeds, some separated bike lanes, and narrow streets that facilitate bike access, most of Alexandria west of the train tracks feels inaccessible to anyone without a car.

There's a few points I want to emphasize:

1) While there may be a lack of bike usage in the Braddock road corridor currently, that is certainly not going to change unless there is separated bike lanes. People bike where they feel safe to bike. Current demand is a horrendous indicator of potential. I personally would use the bike lane if it was built. Let's not wait for someone to die to make basic safety improvements.

2) There is a tremendous amount of argument about how this affects the parking, including disabled parking, for the church, leaning heavily on pathos and very little on logos. There are more spots for disabled now, and that they are 150 ft instead of 25ft away is I think negligible. I've seen suburban churches with disabled parking in that range (e.g., 3305 Glen Carlyn Rd, Falls Church, VA 22041). At distance scales that small, you have to ask how far these people need to walk within the church as well...

Two things I do want to bring up as constructive criticism:

1) It may be worth working with the church to get a ADA accessible ramp built on Luray Ave entrance. I am not sure about the politics of this, but how hard can it be? If the church cares about disabled people, they'd improve their own infrastructure (sidewalks, ramps).

2) In the future, the change in bike lanes should solicit input not only from accessibility groups like the US Access Board, but from disabled Alexandrians (e.g., disabled church goers who use the parking space). In the end, both the opposers and the proponents are speaking on the behalf of disabled people rather than just letting them speak for themselves. I wonder if the people using the spot are being dropped off at the front entrance anyway, so the distance is even more negligible, or if they're driving themselves. Questions only they could answer.

Thanks,  
Ikra

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515 Mt. Vernon Avenue, Ste 200  
Alexandria, VA 22301

May 12, 2026

Revised

Dear Mayor Gaskins and Members of the Alexandria City Council,

I am writing to express my strong opposition to the Traffic & Parking Board's recent recommendation to remove turn lanes and reduce handicapped access along Braddock Road. As a local business owner, I am deeply concerned that the installation of protected bike lanes at the expense of motor vehicle infrastructure will cause irreparable harm to our local economy, resident quality of life, and community accessibility.

Yates have been in business in Alexandria for over 62 years, and we have grown alongside this community by providing essential services and reliable employment. However, the proposed plan threatens the viability of our restaurant, service station, dry cleaners, and convenience store. My opposition is rooted in the following critical concerns:

### **1. Misrepresentation of the Yates Position**

I must clarify a significant misunderstanding from the Traffic & Parking Board public meeting. It was suggested by staff that Yates was "okay" with the proposed plan; this is entirely inaccurate. During that meeting, our attorney was simply seeking to clarify that the parking in front of Lena's Wood-Fired Pizza & Tap would remain. This request for clarification on a specific detail should not have been interpreted—or represented to the public—as an endorsement of the overall project. We remain firmly opposed to the plan in its entirety.

### **2. Increased Congestion and Gridlock**

The technical reality of this plan is troubling. Removing the turn lanes at the intersection of Braddock Road and Mt. Vernon Avenue will cause massive queuing issues. We

anticipate that traffic will back up as far as West Street and Commonwealth Avenue. No one wants to live or work in a neighborhood defined by single-lane intersections and constant gridlock. The current level of congestion poses a significant threat to our operations, as it hinders our employees' ability to arrive on schedule and our patrons' ability to access our location.

### **3. Hardship for Braddock Road Residents**

Beyond the business impact, this plan places an unreasonable burden on the people who live on Braddock Road. Removing the ability to park in front of one's own home transforms basic daily tasks into grueling chores. Residents, including the elderly and families with young children, will be unable to efficiently unload groceries, transport heavy household goods, or access their homes with ease. A residential street should serve the people who live there, not prioritize pass-through amenities at the cost of basic home functionality.

### **4. Impact on Adjacent Neighborhoods and Safety**

The "gridlock" created by this plan will not stay on Braddock Road. Drivers seeking to avoid bottlenecks all the way up Braddock Road will inevitably divert into the quiet side streets adjacent to Braddock Road. These neighborhoods will be inundated with cut-through traffic, increasing noise, pollution, and safety risks for children and pedestrians on streets that were never designed to handle high volumes of diverted vehicles.

### **5. Conflict with Major Transit-Oriented Development**

The City cannot ignore the inevitable surge in traffic demand that will result from the two major development projects planned for the Braddock Road Metro station area. WMATA's proposed joint development and the anticipated high-density residential buildings in the immediate vicinity will bring hundreds of new residents and thousands of additional daily vehicle trips to this specific corridor. Reducing vehicle capacity by removing turn lanes while simultaneously funneling more traffic toward a reconfigured Metro station is a recipe for total gridlock. Furthermore, the city's plan to move the Kiss & Ride to on-street spaces on Braddock Road will only exacerbate these delays, as vehicles pulling in and out of those spots will further impede the flow of traffic to and from the Metro. It is irresponsible to implement a "road diet" on a critical artery exactly when its demand is projected to increase dramatically.

## **6. Accessibility and Equity**

Many of my customers and neighbors are elderly, live with disabilities, or are parents with small children. These residents rely on close-proximity parking and efficient vehicular access. By removing turn lanes and handicapped-accessible parking, this plan effectively creates physical and logistical barriers for our most vulnerable citizens. Discouraging vehicle access is a policy that unfairly discriminates against those who are not physically capable of using bicycles for transportation or carrying essential goods for multiple blocks.

## **7. Economic Vitality**

The goal of city planning should be to make neighborhoods more hospitable, not less. Reducing lanes and removing parking will discourage visitors from spending money in our community, leading to a decrease in local tax revenue and threatening the stability of local jobs. We should be prioritizing a balanced approach that respects the needs of all residents, especially those who have invested their lives and livelihoods into making Alexandria a thriving city.

I have spent my life growing my businesses responsibly and giving back to this community. I urge you to reject this recommendation and preserve the convenience, safety, and accessibility that Braddock Road currently provides to its residents and businesses alike.

Sincerely,

*Jason A. Yates*

Jason A. Yates

President

Yates Service, Inc.

Cc: Duncan Blair, Esquire

Wire Gill, LLP

**Mike Doyle:**

I am against the appeal and support the Braddock Road Redesign Project to promote multi-modal travel along Braddock.



---

**[EXTERNAL]Item 12 - Support Safety Improvements on Braddock Road**

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From Alek Becker <alek.becker91@gmail.com>

Date Tue 5/12/2026 12:07 PM

To CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

Please support staff's recommendation to improve safety for all on Braddock Road.

This project supports the city's goals on Vision Zero, climate action, public health, multimodal transportation, and the economic recommendations in the ALX Forward Framework. It's consistent with the platforms you all ran on, and the expressed desires of voters both across Alexandria and in the specific precincts where the project is located.

I hope you will stand by your own campaign platform, the city's approved plans & values, and the desires of Alexandria voters. Please vote to uphold the Traffic & Parking Board's approval of staff's recommendation on Braddock Road.

Thank you!

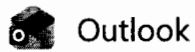
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**Mike Doyle:**

I am against the appeal and support the Braddock Road Redesign Project to promote multi-modal travel along Braddock.

Close



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[EXTERNAL]Item 12 - Braddock road - vote no

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From John Scott III <jms3rd@gmail.com>

Date Tue 5/12/2026 12:04 PM

To CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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Don't make a mess of Braddock road, it will become a traffic nightmare

Thank you!

Via phone

.... John S.

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**Asa Orrin-Brown:**

I care deeply about pedestrian safety, active transportation and the environment, and fully support the City's vision zero commitment and complete streets plan. I would like you to fully implement complete streets, including the section as designed by T&ES and approved unanimously by the TPB

[Close](#)

## **Healthy communities need safe transportation networks**

Our plans, created through our public process, require the development of transit and bike-lane networks. Our job is to implement these plans. While we must not proceed blindly, we must proceed.



We have great respect for Alexandrians who engage in the public process and for our city staff. They worked with the public to develop these plans. We should not dismiss their work lightly.

## **Compromise is good, but families need a cycling network without gaps**

Emerging constituencies, children playing in public[1], children on “bike buses” riding to school, and our many “car lite” families[2], need a bike-lane network without gaps.

In election after election, Alexandria votes for bike lanes. We need to deliver this time.[3]

## **Bike lanes are good for everyone: it's in the data**

The (flawed) Seminary Rd complete streets project reduced crashes, reduced extreme speeding, and increased cycling.[4] It did so even though it is not well-connected to a cycling network.

Because people cycling save money and get exercise, bike lanes are a great investment.[5]

## **We put bike lanes where they are needed**

Only five streets connect east to west in Alexandria: Eisenhower, Duke, Janney's/Seminary, King and Braddock.[3] At least one of these streets needs to work for everyone. None do yet.

## **The disability community is asking for 'universal design'**

Universal design includes everyone: walking, cycling, scooters, etc.[6] This project is far from perfect (the sidewalk network needs improvement) but it is a big step in the right direction.

## **Sources**

[1] <https://policycommons.net/artifacts/49262949/childlensdigital/50161683/>

[2] <https://betterbraddock.org/>

[3] <https://grassrootsalexandria.org/our-children-need-a-network-without-compromises/>

[4] <https://www.alexandriava.gov/sites/default/files/2022-11/Seminary%20Road%20Project%20Evaluation.pdf>

[5] <https://bikenewportri.org/roi-on-bike-investments/>

[6] <https://www.asla.org/focus-areas/diversity%2c-equity%2c-inclusion/universal-design-guide/universal-design-guide-streets>

## **Marta Schantz:**

I will be speaking in support of the Braddock Road Safety Improvement project, for reasons of safety, climate, and equity.

Close



Outlook

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

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**From** Thomas Schratwieser <thomas.c.schratwieser@gmail.com>**Date** Tue 5/12/2026 10:17 AM**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

My family all use Braddock to walk to the metro, and there have been a large number of times that drivers haven't stopped at crosswalks, that parked vehicles have pulled out without looking, and that we've been forced into walking down the road, itself, during heavy snow and ice storms.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Thomas  
Del Ray

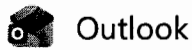
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## **Mallory Lawhorne:**

I am strongly in support of a safer Braddock road for everyone!

Close



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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

**From** Thomas Schratwieser <thomas.c.schratwieser@gmail.com>

**Date** Tue 5/12/2026 10:16 AM

**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

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City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Thomas  
Del Ray

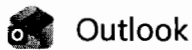
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**James Lovo:**

I support the appeal of the Braddock Road Plan decision

Close



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**Re: Braddock Road proposal comment**

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**From** Jordan Eccles <jordan.eccles@gmail.com>

**Date** Mon 5/11/2026 6:38 PM

**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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

Dear City Council Members,

Are you excited about this Saturday!? I am very excited. My sister and her family are coming to visit us, and we're going to see the baby elephant at the zoo! As a result, sadly you will not hear from me at what is sure to be a short, efficient City Council meeting. I wish you luck and hope you pack snacks.

I have a few more thoughts to add to my letter below. (These thoughts are shorter. Oh wait, they are not. Sorry.)

**On the current state vs. the anticipated state:**

On the side of folks advocating the improvements, we see *concrete* harms in the current state. Cyclists and pedestrians are in danger, people get hurt in intersections, and traffic is not optimized. People who want to use public infrastructure cannot do so safely. In particular, there is foreseeable physical injury for people not in cars with the current configuration.

On the side of folks against the plan, we see *anticipated* harms. They are inherently speculative, especially because by their nature they are not foreseeable physical injury, but rather inconvenience or economic preference.

The city has documented, ongoing, measurable harm to vulnerable road users, while the opposition is primarily asserting speculative inconvenience or preference for maintaining existing curb access arrangements.

As I said recently to some of you, this has strong echoes of the New York City congestion pricing debate – on the one hand, concrete (but diffuse) harms from congestion, on the other, speculative issues from a new configuration. *Data showed that congestion pricing would remedy the concrete harms.* *Data indicated* that the speculative issues – loss of business, inconvenience – would not be as severe as the opposition indicated. The evidence was right! The congestion pricing is a major policy change and a tremendous success! It is different, and some people don't like it, but overall, it is a win.

Here I will introduce the concept of the two-way door. Wait, you are probably saying inside your head, you are just describing a door! All doors are two-way, except that one that opened onto the roof that time and I got stuck up there because it locked behind me. (Did that happen to anyone else? Just me? Okay.) The phrase is really just meant to emphasize a decision that is not permanent. If you follow the data, the evidence, and the general preference of the majority of residents and vote to approve the plan, it's possible it will be miserable for everyone and

provide no measurable benefits! In that case, you can go back through the door and make adjustments to the plan. To me, the most compelling reason to make the change is to stop that foreseeable physical injury to the next person crossing one of those intersections. But we can also assess the degree of inconvenience or economic harm from the changes. A child injured at one of these intersections cannot be undone. Putting some paint on a street can be undone.

### **On compromise:**

I don't think any of the people with red signs in their yard wants to see children hurt. You've probably seen the "Braddock Road Creative Solutions" document circulated by opponents of the plan. I think these are genuine, and they reflect genuine intent to compromise. These are presented as options for that compromise – how the city can preserve parking and still keep people outside of cars safe.

I have limited experience with childbirth. My wife's birth plan was "Put drugs into me, take baby out of me." The drugs in question were those administered in the epidural, and by all reports, they are effective. I try to imagine if I came to her and said, "Okay, I know you wanted drugs, but I am uncomfortable with the size of that needle, so I got you some ibuprofen." I think the kindest thing she might have said to me would have been, "I appreciate that you are trying to help, but that is not what I need." That's how I feel about these proposals. I don't need to know I can bike with my kids down Oak St and not worry about traffic. I need to know that when they start going to middle school, they could walk or bike safely along the best route and get through those intersections without fear of injury or death.

The thing is, this plan *is* the compromise. Everyone wants to use the public commons! How do we balance all their interests? Well, we'd start a data-driven process where we gathered what those interests were, try to find ways to limit the pain of change while giving access to all the users, emphasize safety, etc. This process was really good! The traffic signal improvements will be great, and the intersection design means that despite emphasizing bike traffic and safety, travel times will basically be the same at peak times! The bike and pedestrian improvements will make this safer and better! The parking that will be lost could be much worse – there are driveways, side streets, more accessible spots! This proposal is a real win for compromise. Don't take the ibuprofen! It's not what we need!

### **On Compromise (reprise):**

I'll end with a slightly different take on compromise, using it in a different way: please don't compromise the goals of Vision Zero and the preferences of the majority of residents. When we take half-measures toward our goals, I get this kind of depressing thought, like "Well, we're going to have to fix that, too." There are so many areas where the city is taking great, uncompromised steps toward the future. Let's add this to the list!

Thank you for your consideration!

Jordan Eccles

Father of Sophia and Tori, husband of Stephanie Lavey, resident of Rosemont.

(I swear I have other interests besides biking.)

Dear City Council Members,

I am here from the future! It is one year from now, and after your courageous actions supporting an evidence-based approach to safety on Braddock Road, the bike lanes were installed and all the changes recommended unanimously by the Board were adopted. It is completely fine! People love it! The churches love their new accessible parking, the residents

realized that, as the surveys showed, there is indeed still plenty of parking, and most importantly, children and adults who wanted to walk or bike along this stretch of Braddock are able to do so safely. As with “Justin’s mess” along Janney’s lane, the negative impacts never materialized, and just like the Russell/King intersection, the traffic engineers were right and things are better. The grumbling has faded and no one has gotten hurt since the pedestrian was struck at the intersection of Braddock and Mt Vernon in early 2026.

As you might guess, I am writing to you to support the recommendations of the Traffic and Parking Board. I’ve been a resident of Rosemont for over ten years, and I am the 1<sup>st</sup> Vice President of the Rosemont Citizens Association and member of the Environmental Policy Commission. I have two little girls, ages 4 and 6, and my wife is one of the leaders of the Naomi Brooks Bike Bus, “Alexandria’s Finest Party on Wheels.” I have worked for the Council on Environmental Quality as a Presidential Innovation Fellow since 2024, and prior to that worked supporting the Air Force. I am a former teacher and Navy veteran. I ride a bike to work almost every day, about eight miles each way (with an electric bike, so this is not in any way impressive). It’s great! My route to work takes me along Alexandria’s Potomac Yard Trail, then along the Mt. Vernon Trail until I cross into DC and up along 15<sup>th</sup> street, which is in a protected bike lane (for the moment). When I don’t bike, I take the metro, but this takes a little longer and doesn’t give me exercise. I am occasionally one of those smug annoying bikers who looks at the traffic backed up on the parkway and whistles a jaunty tune as I zip past them.

On the weekends, we often take recreational rides with our kids – usually with them on the backs of our bikes, but our oldest daughter can now ride on her own. Every Friday, she and dozens of other kids join the Brooks Bike Bus, which is a flock of children on wheels winding through the neighborhood to school in the morning. The kids love it, and it’s one of the few times she can bike on the roads safely, since there are so many children and adults and there is no issue with cars not seeing us or driving aggressively. When we were looking to buy a new house this year, we went to see one in our neighborhood that we loved. My wife was surprised to see some Bike Bus gear in the closet, and called up her fellow leaders. One of them was selling the house! We wasted no time making an offer, and now we have our dream house just a block away from the school in our wonderful neighborhood.

If you’ve made it this far in my letter, great! This is the part where I finally talk about the Braddock Road Proposal. I was extremely impressed with the data and analysis collected by the City on the Braddock Road proposal. Changes like this have impacts that are not felt equally, and poor planning might lead to bad design that fails to preserve necessary features, like accessible parking. The Rosemont Citizen’s Association had at least two meetings dedicated to this topic, and I was very thankful to Alex Carroll for coming to the second one. She explained among other things that data had shown low parking utilization, widespread off-street parking for residents (only one house doesn’t have a driveway!), and support for churches increasing their accessible parking in the new plan. This was on top of rock-solid data showing that protected bike lanes save lives and prevent injuries. In fact, during my commute, I bike along a stunning success story in that regard – the 15<sup>th</sup> St bike lanes across the National Mall have reduced crashes by 46% and decreased cyclist injuries by 91%. It was also wonderful to hear that most survey respondents love the vision of a future Braddock Road that is accessible and useable by everyone, not just people in cars.

I am personally disheartened by the opposition to this project. In our first Rosemont Citizens Association meeting on the topic, I knew that there were few cycling advocates in attendance, so I told the story of how I was hit by a car biking with my then-four-year-old daughter on the bike behind me and how terrifying that was. I thought there would be an opportunity to persuade people if I just described how some of us are worried about death and injury and that maybe preventing that is worth a little bit of walking to get to your second car or to get to church. The City’s modeling shows that traffic will not be slower, and we can expect more

predictable and less frustrating intersections when we're in cars. But this has been very contentious! I think I'm frustrated that the good work the City did in planning and outreach is misrepresented – for example, many of the signs opposing the project say “Preserve... accessibility.” One of the strengths of the plan is the careful work preserving and expanding accessibility! This is upsetting! We should make decisions based on evidence and the common good.


I haven't joined many of the conversations in our neighborhood about this because I feel like I get too emotional. A couple weeks ago I was hit by a car again (along with another biker) while in an unprotected segment of a bike lane – not as badly injured this time, but it was another example of a driver breaking the law making an illegal turn and intruding on a space where we had a legal right to be. When I see drivers looking down at their phones or speeding or otherwise acting haphazardly, I find myself mumbling “please don't kill me.” If it were anything other than cars – if someone was keeping their yard equipment or old appliances in the road, we'd have a completely different reaction. Balancing the risk of injury against storage on public land should be easy, but in this case it is proving difficult. However, we know that safety improvements that help keep bikers and pedestrians safe work well. There will be no counterfactual future where we know how many injuries or deaths are prevented by your action, but it's going to save someone. I shared some of the details about our family's life because if you vote in favor of the proposal, you'll be saving someone like me, my wife, or my daughters. As I finished writing this, I saw the horrifying news that a pedestrian was struck and killed in Alexandria. Drivers are worried that bikers and pedestrians will make their trip take 30 seconds longer. Bikers and pedestrians are worried that cars will kill us. It's a rational fear.

The people advocating for this proposal are real! Please don't ignore us! I hope you will follow the data and evidence and vote in favor of the proposal.

Thank you,

Jordan Eccles

Jordan Eccles

 Outlook

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**[EXTERNAL]Support for the Braddock Road Corridor Improvements (Docket #12, 5/16/2026)**

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**From** Joe Fray <joseph.fray@gmail.com>

**Date** Mon 5/11/2026 5:58 PM

**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council:

I am writing today to express my support for the proposed Braddock Road Improvement Project and all of its elements. I live on Braddock Road, and this project will remove on-street parking from in front of my house and replace it with a bike lane. This project will improve safety for all users of Braddock Road, whether they are driving, biking, walking, using a wheelchair, or using a scooter. The current dedication of our public space to the storage of private vehicles at the expense of safety and usability is a mistake and a misuse of public resources, which this project will correct.

Many opponents of the project have opportunistically latched on to three arguments against the project, none of which stand up to scrutiny. First, these opponents claim that emergency vehicles will be unable to move quickly through the redesigned Braddock Corridor. The Alexandria Fire Department has explicitly rejected this concern. In a written assessment, Deputy Fire Chief Daniel McMaster explained that there were no issues with potential emergency response in Segments 2 and 3, where opposition has been focused. Specifically, he stated that "the Braddock Road project addresses these concerns well in all areas except the stretch of road around the rail track underpass" and that they are working with staff on concerns with the Segment 1 design.

Second, the opponents claim that the change to traffic patterns will cause increased traffic and gridlock. City staff performed a detailed traffic analysis that assessed possible changes to traffic flows as a result of the redesigned lanes on Braddock Road. This analysis found that every intersection will retain the same level or service it has today and which it is projected to have if this project does not proceed. The traffic engineers employed by the City have determined that these concerns are unwarranted.

Finally, the opponents claim that this project will decrease accessibility primarily due to the loss of a handicap spot at the Good Shepherd Lutheran Church. The proposed design increases the number of accessible spots at the church and extends the incomplete sidewalk to accommodate them. Additionally, the current layout of the sidewalks along Braddock are inaccessible at many spots to people using mobility devices. According to Anna Zivarts, director of Disability Rights Washington's Disability Mobility Initiative and author of the book *When Driving Is Not an Option*, disabled people are "more likely to get around [by] walking and rolling and taking transit." Therefore, the addition of bike lanes along this corridor will increase accessibility in Alexandria, not diminish it.

The real reason for this opposition is the loss of on-street parking. While it is understandable that people would oppose the loss of this city-provided benefit, which a few households are currently enjoying, it is the City's job to weigh some small private losses against the greater public good.

The opponents have proposed a number of alternatives that would not provide the benefits this project promises, while in fact, making traversing the corridor more dangerous. Several opponents have proposed alternative routes through the neighborhood to avoid putting a bike lane on Braddock. **This plan will not work and will not be safe.** While these side streets are quieter and have less traffic, it is very difficult to cross the major streets on them. For example, trying to get to George Washington Middle School from the west would require crossing major streets, such as Commonwealth Ave. and Mt. Vernon Ave. at two-way stops. I would not let my daughter bike to school if she, for example, had to dart across traffic at the corner of Nelson Ave. and Commonwealth Ave. An alternative route through the neighborhood is likely more dangerous because of these crossings than biking on Braddock Rd. in the current shared configuration.

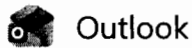
This project will increase safety and usability along Braddock Road at the expense of a few private homeowners needing to park their second car a short walk away. The balance between this minor inconvenience and this major public benefit weighs strongly in favor of approving the project as proposed and approved by the Traffic and Parking Board, and I encourage you to vote to deny this appeal.

Sincerely,

Joe Fray

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

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**From** Rachel Korykora <rkorykora@gmail.com>

**Date** Mon 5/11/2026 5:30 PM

**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

Nearly every morning and afternoon, I stop and wonder if today is the day I am going to get hit when crossing Braddock by 7/11. Drivers see the lights ahead and choose to speed through the intersection, often narrowly avoiding pedestrians. I've been yelled at for crossing and have too many times watch a child dart out of the way of a car.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

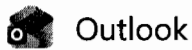
City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Rachel  
Rosemont

Sent from my iPhone

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

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**From** Jared Stephens <jstephens0967@gmail.com>

**Date** Mon 5/11/2026 5:29 PM

**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

My wife and I walk to the metro daily and cross Braddock rd. We also walk our dog around and use the cross walks which have had several near misses with cars not stopping or braking aggressively. Please also strongly consider roundabouts!

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
  - It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
  - The city's own modeling shows it reduces driver delay, not increases it
  - It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans
- Please also strongly consider roundabouts!

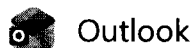
City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

We live in Rosemont

Jared Stephens

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

**From** Anna Lloyd <anna.o.lloyd@gmail.com>

**Date** Wed 5/6/2026 2:16 PM

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

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Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I shouldn't fear for my life when walking around my neighborhood. Braddock Road is a major street and it currently prioritizes drivers who too frequently are disregarding stop signs, making illegal right-on-reds, driving too fast, and staring at their phones instead of the road.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Anna  
Old Town

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Outlook

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

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From Mike Doyle &lt;mdoyle@novahilladvisors.com&gt;

Date Wed 5/6/2026 10:08 AM

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

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Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

Because all road users ought to have the right to travel safely. End the conflict between cyclists and drivers by providing safe bike paths (which will also end the conflict between cyclists and pedestrians on sidewalks).

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
  - It reduces conflicts between cyclists and pedestrians on sidewalks b/c cyclists won't have to use the sidewalks to avoid heavy traffic
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Mike

Michael E Doyle  
Managing Director  
Novahill Advisors, LLC  
1800 Diagonal Road, Suite 600  
Alexandria, VA 22314

Phone: (703) 946-8401  
Fax: (703) 647-6009  
e-mail: [mdoyle@novahilladvisors.com](mailto:mdoyle@novahilladvisors.com)  
[www.novahilladvisors.com](http://www.novahilladvisors.com)

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## Outlook

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

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**From** Lyle Ring <ringlyle@gmail.com>

**Date** Wed 5/6/2026 8:16 AM

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

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Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

With a large Middle School near by, it is imperative that we make this area safer for pedestrians and cyclists.

I support this project because:

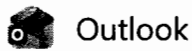
- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Lyle  
Old Town

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**[EXTERNAL]Changes to Braddock Rd Will Directly Affect Accessibility to My Home - A Residents Story**

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**From** Riley DePiano <rileydepiano@gmail.com>

**Date** Tue 5/5/2026 8:44 PM

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

**Cc** CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

1 attachment (27 KB)

050526\_RDePiano\_Braddock Rd. Project Feedback.docx;

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Mayor Gaskins, Vice Mayor Bagley, and Members of City Council,

Good evening. Please see attached for my letter opposing the changes on the Braddock Rd Improvement project. I'm one of the directly affected residents on Braddock (segment 3) and the project as outlined will affect my daily life and will make a busy street even more dangerous for me. I've also outlined some issues identified in the analysis of traffic patterns that makes me concerned that the flow will be worse after implementation.

Please consider the needs of residents in segments 2 and 3 who regularly use the streets for accessibility, deliveries, and maintenance as you make your decision.

Thank you for your service to the city.

Best,  
Riley DePiano

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May 5, 2026

Mayor Gaskins, Vice Mayor Bagley, and Members of City Council,

I'm writing to oppose the approval of the Braddock Road Corridor and Improvement project passed by the Traffic & Parking Board on February 23<sup>rd</sup>. As a resident who lives on the street, I will be directly impacted by this decision, and it will affect access to my home. Below I've outlined the intricacies of accessibility, disconnects in expected traffic flow, and potential alternative options.

### **Not all home infrastructure is the same**

My wife and I bought our home 4 years ago and were enamored by the quaintness of the neighborhood, charm of the 1940s cottage-style, and the accessibility to the local neighborhoods. While this home is not perfect, we continued to make it our own by investing in the necessary upgrades. However, one compromise we made was regarding parking. Our home does not have a designated driveway or garage; we have a single off-street spot and currently have on-street parking available. We have always had two cars as we are both working professionals who frequent many different parts of Virginia on a weekly basis. If this project proceeds our day-to-day will be significantly impacted. It's not solely about parking, its accessibility, which includes deliveries, contractors / trades for upkeep on an older home, and landscaping services that support local business.

Specifically, I live in segment 3 and while I do care about the entirety of our street, my focus will be on this stretch of road. Regarding the parking situation, my wife has already sent a letter outlining the difficulty we have accessing the off-street spot currently. I won't belabor the point, but this will only be exacerbated in the proposed design. There are two options for getting into this spot; 1) pulling in forward through the easement, which has a tight turning radius and requires cutting across both lanes of traffic to back out, and 2) backing in which blocks traffic flow and is inherently dangerous. To make it safer and easier, I consciously pull over to the curb and wait until traffic flow slows before trying to pull in. With the current design of bollards and bike lanes, this is no longer an option and will create extremely unsafe conditions.

### **Data accuracy tied to the recommendations**

It's clear from the proposal that some of the intricacies and complexities of Braddock have been overlooked. As an example, I attempted to have someone from the city review our off-street spot but never received a response. I'm assuming it was viewed as an available place to park; however, not all parking spaces are created equal.

I also have concerns with the way some of the data points from the March 2025 community feedback survey were presented. Using the results of neutrals and positives for buffered bike lanes in segment 3 represents a 63% agree, but one could easily use neutrals and opposed to

May 5, 2026

represent 54% against that option. Grouping data in a specific way can skew the outcome and associated recommendation, when in fact the data shows more of a balanced result.

I also must question the statement that there will be no meaningful impact on traffic with the proposed changes. As someone who drives this road every day and makes a left at Braddock and Russell, I can only imagine the drastic impact that will occur by removing the left turn lanes. In the morning, if you were to leave at 8AM you might have to wait through several light cycles or even be forced to risk running a red light. To validate this assumption, we have submitted FOIA's for most data points and through the support of City Council have received the Synchro modeling in a usable format. We identified that the traffic input used in the model under current conditions was understated and sourced from a single day of traffic counts. Using available AADT through VDOT, the updated figures run by the city show that Segment 3 has a level of service between D-E. As you continue east on the street it continues to worsen with E-F scores. If the turn lanes are eliminated, all the intersections will experience even more traffic delays, and the LOS grades will drop even further. This is also not just an isolated issue. There are several feeder roads that affect traffic on Braddock, and those impacts have not been modeled. It's worth asking the question that this should be a greater focus.

### **Safety, Optionality, and Alternatives**

I also want to provide thoughts on reducing the overall street speed. While specific studies may show that dedicated bike lanes can reduce driving speeds, not every street is the same. This decision is likely to create unintended consequences. Our neighborhood already sees the impact of cut-through traffic and neighbors on specific side streets have already written to City Council. Many of these side streets are narrow, some with parking on both sides of the street, and create another safety concern even without the implementation of these changes. On the narrowing of streets through bollards, one could argue that parked cars solve the same problem by narrowing the feel of the streets to drivers. There are additional alternative options that should be considered like enforcement, radar speed feedback signs, and cameras. As a motorist, I would think twice after seeing a police cruiser positioned on this stretch of roadway.

While Braddock is not a perfect street, you will see that most residents that live on this stretch of road are against the proposal. Traveling down the street, you will see red signs at ~95% of the homes that are not for these changes, along with another 1,600+ that have signed the petition. Greater consideration should be given to adopting aspects of the design where there is a need for improvements, like in segment 1. Most residents would agree there are potential issues at this larger intersection, and it should be the focus area. I would also add that increasing safety should be extended throughout this plan. There are currently no crosswalks that exist in segment 3 between the Russell and Commonwealth intersections. With two churches in this

May 5, 2026

section and frequent parking on the road, there should be at least a single area to cross instead of having to go to the opposite ends of the street.

I would also like to say that one of my key concerns as a resident is feeling that my voice is generally not being heard. Early on in this process, fellow residents did not feel like we had a voice, which is why we felt compelled to develop a coalition to get this issue the spotlight it deserved. The best part of this situation has been getting to know many of my neighbors with that common understanding.

I hope that City Council considers this input and votes no on the proposal in its current form so we can better understand the actual impact on this community. The traffic modeling inputs are very concerning on a street that already sees a large volume of traffic and is generally gridlocked during rush hour. I respectfully ask that you consider alternatives that truly consider the impacts to a major west to east connector and the spillover affects to this neighborhood.

Riley DePiano  
115 W Braddock Rd.



Outlook

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

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**From** Allen Irwin <allen.irwin@gmail.com>**Date** Tue 5/5/2026 8:24 PM**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; sandyforthecity@gmail.com <sandyforthecity@gmail.com>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.


I'll defer to the technical staff for the various ways these improvements enhance safety but want to give a parent's perspective. My family is just returning to the United States after years abroad in government service. One of my worries is how our kids can maintain the sense of security and freedom they had when they were not dependent on parents for transportation and could walk or ride bikes to friends' homes. I support this project because it will mean so much to my children to have a larger network of friends they can freely socialize with.

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Thank you,  
Allen Irwin

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 Outlook

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**[EXTERNAL]Support for Braddock Improvement Project and best use of public resources**

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**From** Ransom Smith <reedrsmith@gmail.com>

**Date** Tue 5/5/2026 6:53 PM

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

 2 attachments (2 MB)

IMG\_0212.jpg; IMG\_0211.jpg;

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Dear Alexandria City Council,

As I continue to reflect on the Braddock Corridor Improvement project, one theme that I keep coming back to is equity and the best/fairest use of our limited public resources.

I am encouraged by many of my neighbors who support reconfiguring Braddock to make it safer and usable for people walking, biking, and scooting. It is not currently usable for biking and scooting for most people, and it is very unpleasant for walking--I've done all 3 as I know councilmembers have too.

I see signs along Braddock like the two attached photos:

"ask me where I park now?"

"parking removed...data pending"

I'm disappointed in how disingenuous this is, in front of single family homes with visible off street parking, with vehicles, and space for another. I work at the Pentagon and occasionally walk by the Queen City memorial, reminding me of how careless we have historically been with equitable use of our public resources.

I really appreciated Alex Carroll including the City's Curb Space Prioritization Framework during her discussion on the City's parking policy:

# Curb Space Prioritization Framework

Priority:	Residential	Main Streets	Office & Commercial	Warehouse & Industrial
1: High	City Plan Priorities			
2	Access for People	Access for People	Access for People	Access for Goods
3	Parking	Access for Goods	Access for Goods	Access for People
4	Access for Goods	Activation	Parking	Parking
5: Low	Activation	Parking	Activation	Activation

The best use for this Residential public space--Braddock Road--is the City Plan Priorities, which drove Staff's recommendation. Next is access for people--also supported by Staff's recommendation.

My neighbors who want to preserve personal on-street parking are frankly not entitled to that exceedingly unfair carveout and I would respectfully request they park in their driveways, and when needed a short distance away like the rest of their neighbors.

Ransom Smith  
307 N. West St.

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**[EXTERNAL]Please Reconsider the Braddock Road Parking and Lane Changes**

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**From** Lacey, Nancy <nancy.lacey@corcoranmce.com>

**Date** Tue 5/5/2026 6:07 PM

**To** CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

**Cc** Nancy Lacey <nancy.lacey@corcoranmce.com>

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May 5, 2026

Dear Mayor Gaskins and Members of the Alexandria City Council,

I am writing to share my concerns about the recent decision by the Traffic and Parking Board to remove parking, turn lanes, and accessible parking along Braddock Road.

I grew up in Alexandria, raised my four children here, and have lived in West Alexandria for more than 25 years. Alexandria is home to me in every sense of the word. I have also worked in the real estate industry for the past 10 years, so I see firsthand how neighborhood access, parking, traffic flow, and quality of life affect residents, buyers, and home values.

I absolutely want Braddock Road to be safe for everyone. I support bicyclists and believe we should continue to make Alexandria safer and more accessible for all who live, work, and travel here. However, I do not believe that removing resident parking, accessible parking, and important turn lanes is the right answer. There are many quieter side streets and safer routes that bicyclists can use without creating such a significant burden on residents, churches, visitors, businesses, and service providers along Braddock Road.

Traffic in Alexandria is already difficult enough. Reducing lanes and removing parking will only add to congestion and make daily life harder for the majority of residents who rely on Braddock Road to get to work, school, church, appointments, and home. It will also make it more difficult for guests, caregivers, delivery drivers, contractors, emergency responders, and service trucks to access homes and businesses in the area.

As a Realtor, I am also very concerned about the impact this will have on property values. Parking and ease of access matter to buyers. If residents lose convenient parking and the ability to reasonably access their homes, it will absolutely affect how buyers view these properties. That is not fair to the homeowners who have invested in these neighborhoods and who depend on practical, everyday access to their homes.

I respectfully ask that you reconsider this decision and look for a solution that improves safety without taking away essential parking and access from the residents who live along Braddock Road. Alexandria works best when we balance safety, accessibility, and the real day-to-day needs of the people who call this city home.

Thank you for your consideration.

Sincerely,  
Nancy Lacey  
Realtor and Rosemont Resident

--

**Nancy Lacey** | Realtor® | Licensed in VA

---



c. 571.436.4961  
e. [nancy.lacey@corcoranmce.com](mailto:nancy.lacey@corcoranmce.com)  
109 South Pitt Street, Alexandria, VA 22314  
[NancyLacey.com](http://NancyLacey.com)



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Outlook

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

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**From** Jeanne Small <jeanne.rudzki.small@gmail.com>**Date** Tue 5/5/2026 3:49 PM**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; sandyforthecity@gmail.com <sandyforthecity@gmail.com>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

Please uphold the Traffic and Parking Board's approval of the Braddock Road safety project. The City's own record shows this project addresses documented speeding, crashes, unsafe crossings, and gaps in bike access—without creating a parking shortage.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

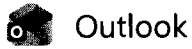
Jeanne

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Jeanne Small  
206-660-5102 mobile

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**[EXTERNAL]Opposition to Proposed Changes to Braddock Road**

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**From** Sarah Reiter <sarahreitergriffis@gmail.com>

**Date** Tue 5/5/2026 3:11 PM

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

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Dear Members of the Alexandria City Council,

I am writing as a home owner in Rosemont and as a parent of a George Washington Middle School student who walks each morning and afternoon to express my opposition to the proposed changes to lane configurations and parking along Braddock Road.

While I appreciate the City's efforts to improve safety and accessibility, I am concerned that the current proposal may create unintended consequences for residents, local businesses, and daily commuters. Braddock Road serves as a critical corridor, and reducing travel lanes risks increasing congestion, lengthening travel times, and diverting traffic onto nearby residential streets that are not designed to handle higher volumes. I am concerned that extended traffic delays brought by the removal of lanes are likely to increase driver frustration, yellow-light running and increase the risk to walking students.

Pedestrian street crossing at Mount Vernon and Braddock is already problematic. I am concerned that extended traffic delays brought by the removal of lanes are likely to increase driver frustration, yellow-light running and increase the risk to walking students.

Additionally, the proposed removal or reduction of on-street parking could negatively impact local businesses and residents who rely on convenient access. For many small businesses, especially, available parking is essential to maintaining customer traffic and economic viability.

I am also concerned that the proposal may not fully reflect the needs of all stakeholders. A more balanced approach—one that carefully evaluates traffic flow, safety data, business impacts, and community feedback—would better serve the city. I encourage the Council to consider alternative solutions, such as targeted safety improvements, signal timing adjustments, or partial modifications, rather than broad lane reductions.

I respectfully ask the Council to pause or reconsider the current plan and engage in further analysis and community input before moving forward.

Thank you for your time and consideration.

Sincerely,

Sarah Reiter

3 Sunset Drive

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

From Patty Munson <pmun2911@icloud.com>

Date Tue 5/5/2026 3:11 PM

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

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Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I bike to work each day by traveling down Braddock Road from Cameron Mills and turning right onto Commonwealth Avenue. As a daily bike commuter on this stretch of Braddock Road (Braddock Heights neighborhood to the Carlyle Neighborhood), I can tell you that it is very important to implement the safety improvements. Just this morning two cars accelerated around me at a high rate of speed and cut me off. These dangerous maneuvers happen several times a week on this stretch and put my life and safety at risk. Everyone should be able to arrive safely, not just people in cars. Please protect bikers and walkers. Thank you!

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Patty Munson  
Braddock Heights

Sent from my iPad

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## Outlook

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

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**From** Barbara morrow <bamorr24569@gmail.com>

**Date** Tue 5/5/2026 2:22 PM

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

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Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

Having almost been hit five times by drivers while riding my bike, I support bike lanes for Braddock Rd.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

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## Outlook

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

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From Henze,Emily,US-Arlington <Emily.Henze@nestle.com>

Date Tue 5/5/2026 1:20 PM

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

Some people who received this message don't often get email from emily.henze@nestle.com. [Learn why this is important](#)

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

Thank you for all of your contributions.

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I take multiple modes of transportation to get around Alexandria, and don't feel as safe on parts of Braddock Road as a driver, ped and cyclist. I believe people generally want to do the right thing, but it's difficult to achieve when there's so much traffic and not enough safeguards. When I'm a driver, people at times tend to jut out into the road on bikes or scooters because they're trying to be respectful of not riding on the sidewalks. The inverse happens as a ped where at times cyclists and scooters almost crash into me while riding on the sidewalks because they don't feel safe on the road.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Thank you again for all of your contributions.

Emily

**Emily Henze**

Expert IT Business Systems: Marketing, Sales, eBusiness (NUSA)

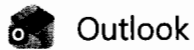
Nestlé | Arlington, VA



5/6/26, 4:13 PM

[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16) - CouncilComment@alexandriava.gov - Outlook

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**[EXTERNAL]Braddock proposal comment**

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**From** Tom Kasmer <tom.p.kasmer@gmail.com>

**Date** Tue 5/5/2026 10:18 AM

**To** CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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Dear City Council,

I am a resident of Del Ray and a previous resident of north Old Town. I would like to express my opposition to the proposed redesign of the Braddock/Mount Vernon intersection. The proposal seems to me to be a solution in search of a problem which privileges a minority of road users. Proponents claim that this is somehow a uniquely dangerous area for cyclists and pedestrians but have not provided true comparative numbers to quantitatively prove it. Qualitatively, the area conspicuously already has both bike lanes and pedestrian crosswalks. Furthermore, it is not obvious why this area is such a key bicycle transit route that it requires additional capacity beyond the existing lanes. Proponents themselves acknowledge that few cyclists use the intersection, but then claim that this is because the proposed changes have not been made. This is a circular argument which could be applied to any busy intersection in the city. Lastly, though it is more a slogan than a true argument, proponents stated desire for "a neighborhood street" fails to accurately characterize Braddock's role in ALX. It is not a "neighborhood street," it is a main artery that connects all of the quiet neighborhoods.

As a compromise, I propose that on-demand flashing pedestrian lights be added to the greenway crossing west of the Metro tracks (these are already installed on the Old Town side) and that additional dedicated bicycle accesses to the greenway away from main roads be made.

Thank you for your consideration.

Best,  
Tom Kasmer  
E Maple St

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**[EXTERNAL]Please Vote Against the Braddock Road Proposal**

---

**From** Scott Corzine <scorzine54@gmail.com>

**Date** Tue 5/5/2026 9:29 AM

**To** CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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As both an Alexandria motorist and cyclist, I implore the Council to vote against the current proposal as a draconian approach to a problem that requires more study. The negative impact on parking on Braddock will affect far more residents, visitors, and church goers than it will benefit cyclists that may occasionally choose to bike the road.

While a cleaner, greener Alexandria is a laudable goal, what many residents view as the city's all-out war on automobiles by starving the city of parking, is unworkable and disenfranchises the many more of us who drive far more often than we bike.

Respectfully,

Scott Corzine

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

**From** R Hamm <hammr@ymail.com>

**Date** Tue 5/5/2026 6:14 AM

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

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Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I walk/bike Braddock Road and often have near misses with inattentive drivers - it is so frustrating and unsafe. With the apartment/population growth around the Braddock Road metro neighborhood, it is imperative that street/bike lane safety and pedestrian crossings are improved for those who walk, jog, bike, or just enjoy the outdoors in the area.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

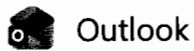
City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Randi  
Braddock Road Metro

Sent from my iPhone

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**[EXTERNAL]Please Support the Braddock Road plan**

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From Kursten Phelps <kursten.phelps@gmail.com>

Date Tue 5/5/2026 5:42 AM

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

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

Dear Mayor Gaskins, Vice Mayor Bagley, Councilwomen Greene and Marks, and Councilmen Aguirre, Chapman, and Elnoubi,

I previously wrote in my capacity as a Traffic and Parking Board to explain my vote to approve the Braddock Road Corridor plan. Now, I am writing in my personal capacity, as a parent and an Alexandrian deeply concerned about the safety and well-being of our city's kids, to urge you to sustain the Traffic and Parking Board's unanimous approval of the project.

For families like mine, this is not an abstract transportation issue, it is about whether our children can safely exist, grow, and connect within their own community.

Right now, too many of our streets function as barriers rather than places. When traffic is fast and unpredictable, children and youth lose the ability to move independently. They are driven instead of walking, biking, or scooting and they stay indoors instead of playing outside. That shift has cascading consequences, not just for physical safety, but for mental health, development, community connectedness, and daily habits.

One of the most overlooked consequences of unsafe streets is this: **when parents do not feel streets are safe, children's lives move indoors and onto screens.**

Research consistently shows that outdoor play has declined while screen time has increased, with both trends closely linked. In fact, time spent outdoors is one of the strongest predictors of children's physical activity, while reduced outdoor access contributes to sedentary behaviors like screen use.

And screen time is not a neutral substitute for outdoor play:

- Higher screen use is associated with increased anxiety, depression, and behavioral challenges in children.
- It displaces physical activity, contributing to long-term health risks like obesity and poor sleep.
- It can reduce social interaction and real-world engagement—key components of healthy development.

At the same time, we know why this shift is happening. Studies and public health experts increasingly point to **traffic danger and lack of safe play space** as major reasons children are not playing outside.

As a parent, I see this tradeoff constantly. When streets feel unsafe - even just because of speed or volume of cars - families make rational choices:

- We keep children inside instead of letting them roam. We limit biking, even short distances
- We supervise constantly rather than allowing independent play
- And, inevitably, screens fill the gap

In some cases, this extends even to front yards and neighborhood sidewalks - spaces that should be safe by default, but no longer feel that way.

This happens all the time. So many of my daughter's friends are stuck at home and can't cross the street to play with friends because it's unsafe. Busy, working parents don't necessarily want their kids to have a phone in elementary school, but do because when it feels unsafe for their kids - even older kids - to independently get to a friend's house to play or meet up in the park, so they rely on phones and screens to keep their kids occupied at home, inside.

This is not simply about recreation. It is about **how children experience daily life**.

When streets are safe:

- Children play outside spontaneously.
- They interact with neighbors and peers, building a sense of community and good citizenship.
- They build independence and confidence.
- They develop healthier relationships with their environment, community, and with technology.

When streets are unsafe:

- Their world shrinks indoors.
- Their independence is delayed.
- Their social lives become more mediated and less organic.
- And screen time becomes the default, not the exception,

Nationally, the share of children walking or biking to school has dropped dramatically - from nearly 48% in 1969 to just 12.7% in 2009. This is not just about transportation - it reflects a broader loss of independent mobility and outdoor childhood.

The Braddock Road Corridor plan is an opportunity to counter that trend, in a tangible, local way.

Safer street design - slower speeds, protected space for biking, scooting, and mobility devices, and traffic calming - has been shown to reduce injuries and increase walking and biking. But just as importantly, it **changes how families feel** about their environment. And that perception of whether a street feels safe is one of the strongest drivers of whether children are allowed to be outside at all.

With some 20 people walking, biking or scooting that were hit by cars since the beginning of April - including two children, one near the Braddock corridor - families like mine want the City to take meaningful action to choose safe streets.

The Braddock Road plan tells families: your children belong here.

It tells children: your neighborhood is a place you can actually live in and move through, not just be driven through.

And it tells all of us that Alexandria prioritizes the long-term mental health, physical health, independence, and social connection of its youngest residents. And all of these things improve public health and public safety in the long run

You have before you a plan that has already received unanimous support of the TPB after careful consideration. As a parent and a person who cares deeply about our youngest residents and the city they will not just inherit some day, but who are living the consequences of your decisions right now, I urge you to sustain it.

Because the design of our streets is shaping the daily lives - and futures - of *our* children.

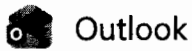
Respectfully,

Kursten Phelps

Resident and Parent of Two Young Alexandrians

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Outlook

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**[EXTERNAL]Proposed Braddock Road Changes will make it more dangerous for senior citizens who live on or visit Braddock Road**

---

From Tom Van Wagner <uncletvw@yahoo.com>

Date Mon 5/4/2026 3:52 PM

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

Cc CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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FROM: Tom Van Wagner, 202 East Braddock Road

TO: Mayor Gaskins and the Alexandria City Council

Please disapprove the changes recommended by the Traffic and Parking Board for the Braddock Bike corridor project.

- 1. Pedestrian Safety will suffer if parking is removed by forcing more people to cross a very busy thoroughfare.** I am all for improvements to safety on East Braddock Road, but I strongly believe the proposed changes will endanger us senior citizens and our friends who come to visit by increasing the number of pedestrians crossing what is already a busy and fast-moving traffic corridor that will only get busier as in-fill development continues in our area. In my case, I host 8-20 musicians and guests for rehearsals at 202 East Braddock weekly in the evenings, most of whom are in their 60s, 70s, and up to their late 80s. If parking is removed the whole length of Braddock Road from West Street to Russell Road, the closest reliably available parking to my home will be across East Braddock near the Church of Christ. I shudder to think of senior citizens and mobility-impaired spouses lugging instrument cases while trying to cross Braddock Road during rush hour or after sunset without taking their lives in their hands. There are no protected crossings along most of Braddock Road. **Please do not sacrifice the safety of our senior citizens for the (typically) decades-younger biker commuters by replacing all home-adjacent parking with bike lanes.**
- 2. Cyclists will not be safer by the proposed changes.** Aside from the inconvenient fact that the current **Share the Road** pavement markings seem to be effective in promoting awareness and that there have been ZERO bicycle accidents along the entire stretch of Braddock from Mt Vernon to Russell Road to warrant this elaborate project, the other important fact is that a 2" white stripe of paint will not protect bikers from having distracted drivers wander into the bike lanes. The lanes will provide only a **false sense of added security.**
- 3. It appeared to many that the Braddock Road bike lane study approved by the Traffic and Parking Board began with the conclusion that bike lanes on Braddock were the only answer** and that staff filled in data and numbers and opinion polls to make their argument. In my 30+ years evaluating graduate student research, I learned not to be wowed by long presentations with pretty graphics and tons of seemingly relevant data, especially if it appeared the student started with the

conclusion and worked their research back from there in the hopes of a passing grade. The staff study was a good start but should not get a passing grade by Council approval.

4. **Staff did not consider alternative routes in their study.** There are some excellent options for safe bike corridors on streets adjacent to Braddock Road which were not even offered as viable options. Staff opted instead to recommend bike lanes on Braddock, citing inconvenience to the very small number of bikers who use the road a few minutes each week while giving short shrift to the concerns of the homeowners and renters who live on Braddock Road 24/7.
5. **My ability to provide Affordable Housing in Alexandria will be negatively impacted by the proposed changes.** For 30 years, I have rented rooms in my house to young men who are just out of college and new to the area at rates below the market average. One of the first questions I get from prospective housemates is "is there parking available?" If the answer is "yes, a few blocks away" they will likely discount my home as a viable living option. Even people who use Metro regularly may find it necessary to use their cars for work or for trips back home to family.

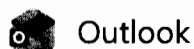
As a long-time resident of Braddock Road, and as someone who has been a bike commuter, I don't believe that the concerns of the residents should be disregarded as handily by Council as they were by the Traffic and Parking Board when they considered the bike lane proposal by staff. There has not been a bike accident on our stretch of Braddock Road that would warrant so severe a change to the very basic nature of this residential neighborhood.

I urge you to overturn/disapprove this project.

Tom Van Wagner  
202 East Braddock Road

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**[EXTERNAL] Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

**From** amanka@bikerider.com <amanka@bikerider.com>

**Date** Mon 5/4/2026 11:15 AM

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

[Some people who received this message don't often get email from amanka@bikerider.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

Studies have shown that dedicated bike lanes improve safety and traffic flow by getting bikes out of the main traffic lanes. A good example is the 15th St bike lane in DC, which the DC Department of Transportation found reduced crashes 46% and increased traffic speed 17%. The DMV in general is multi-modal transportation based and bike lanes help improve that capacity to get to destinations safely by creating safe spaces for bikes along side roads that link communities and businesses.

I support this project because:

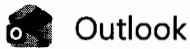
- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Thank you. Aaron Manka (Alexandria)

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---

**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

**From** Scott Davis <msscottdavis@verizon.net>

**Date** Mon 5/4/2026 9:52 AM

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

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Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

As a west Alexandria resident and a cyclist who regularly rides along Braddock Road from Russell Road to West St., and thus someone concerned about safe cycling and walking along that stretch, I respectfully request that you vote to approve the Braddock Road Corridor Improvements Project.

I support this project because:

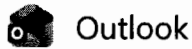
- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Scott Davis  
North Ridge

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Outlook

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**[EXTERNAL]Vote YES on Braddock Road Corridor Improvements**


---

**From** Ian Smith <gm.smithir@gmail.com>

**Date** Sun 5/3/2026 10:35 PM

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

Hello,

My name is Ian Smith, and my wife and I live on East Myrtle Street right off of Braddock Road in the "Section 2" area of the corridor. I want to express my full support for this project and urge city council to approve the full list of changes as previously approved by the Traffic and Parking Board.

I walk, ride my bike, or drive on this section of Braddock Road every day, and my feelings on the design of this road are validated by the data that has been presented by staff. Cars drive too fast here, sidewalks are narrow, cyclists do not feel comfortable, and crossing distances are too wide.

I often bike to my job in Bethesda, and somehow the sketchiest part of the entire trip is right outside my home. I can ride a nearly unbroken chain of great trails and protected cycle tracks through the DMV, yet in my own neighborhood (and near multiple schools), I have to ride in the center of a road where people routinely exceed 30mph.

**Braddock Road is not safe:**

- VDOT has identified this corridor as a priority
- City studies confirm unsafe speeding and outdated designs
- There is ample testimony of unsafe conditions
- There have been multiple accidents, injuries, and a death here. **A pedestrian was even struck here since the T&PB approval**

**Braddock Road should be better connected for current and future use:**

- It connects multiple trails and existing bike lanes
- It connects several destinations like Old Town, Del Ray, a metro station, and multiple schools where people walk and bike
- It has been identified as a cycling corridor for decades
- There are several new developments coming around the Braddock Metro that will likely have more car-free households
- The Potomac River Generating Station development is nearby
- Research routinely shows that safe and protected networks of cycling infrastructure increase ridership
- Americans are increasingly burdened with gas prices, auto loans, cost of living, physical inactivity, and social isolation. **Why not offer more alternatives to driving?**
  - This neighborhood used to be a streetcar suburb – We changed things in favor of driving, and we can absolutely change things again

**Opponent concerns are largely exaggerated and addressed:**

- Parking – Nearly all affected homes have driveways and city parking studies show widespread underutilization of these spots
- Traffic – The city's traffic studies project minimal impact

Does this not seem like a no-brainer corridor to implement Vision Zero?

Alexandria is a progressive city that often prides itself as being forward thinking. All of you on the city council were elected in large part because you ran on campaigns focused on positive changes for Alexandria, especially with regards to transportation safety and mobility, and you often won your campaigns against opponents who explicitly ran against these types of projects.

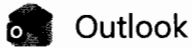
Now is your chance to be forward thinking. Now is your chance to take Vision Zero seriously. Now is your chance to enact your campaign promises. If we cannot make these changes to such a no-brainer corridor, what does that say about our commitments?

Please do not kill a golden opportunity because of the well-funded opposition campaigns and the extreme/misleading language being shown to commuters, social media users, and shoppers. Do not wait for more accidents to happen before making safety improvements, and consider the future (not just the present) of our city.

Thank you for your time and consideration, and for your hard work and diligence to such a high-profile issue.

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Outlook

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**[EXTERNAL]Support for Braddock Corridor Safety Improvement Project!!**


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From Ransom Smith <reedrsmith@gmail.com>

Date Sun 5/3/2026 9:31 PM

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

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Dear Mayor Gaskins and City Council members,

I'd like to reach out and say how **excited I am about the city's proposed safety and traffic calming/improving measures along the Braddock Corridor**--it is so desperately needed! (Upsettingly shown by the two recent pedestrian incidents in the area).

I'll also admit that I thought this project was a slam dunk because of how it improves and expands use of the Braddock corridor for so many users!

- 8,000-15,00 vehicles per day on the corridor
- 3000 metrorail riders per day (+ metrobus that I couldn't find stats for)
- and 1300 students at GW middle school!

I was pretty disappointed to hear recently that project supporters are concerned City Council may not support the City Staff and TPB recommendation, from what I can tell due to misinformation about traffic getting worse (no, staff designed the project to avoid that; no build will be worse) but primarily because a few residents would like to preserve free parking along the road, when single family home driveways and side streets provide ample parking, as staff ensured.

I wanted to copy the 'why' for the project from the TPB docket, because I think some of the parking hysterics are forcing us to lose sight of it (emphasis mine):

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The need for improvements on Braddock Road stems from several past studies and community engagement efforts:

- The City's **2016 Pedestrian & Bicycle Master Plan** called for improving access to trails and specifically called for improvements where the Potomac Yard Trail and Metro Linear Trail meet Braddock Road.
- That plan also called for a bicycle lane connection east of Russell Road to connect to the existing bicycle lanes west of Russell Road and highlighted pedestrian safety and access improvements needed on Braddock Road between Russell Road and Commonwealth Avenue.
- The **Virginia Department of Transportation** has identified Braddock Road as a priority area for pedestrian and bicycle access improvements in its statewide transportation plan.

- In 2023, the City completed a **Safe Routes to School Walk Audit** for George Washington Middle School, which cited the need for improvements on Braddock Road, particularly near the Metrorail station.
- The City has received consistent community feedback and requests over the years requesting crosswalk improvements in this area.

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There is one right answer and that is to support Staff's proposal, unmodified. We will not dream up a better use of this public resource in a few days--city staff spent years finding the best answer. We will not miss the parking. If for some reason we're wrong, we can always bring it back, but we all know once the road is improved, the vast vast majority will never let us go back.

Thank you so much for your time and for all your years of hard work to make our city as wonderful as it is!

Ransom Smith  
307 N West St.  
Daily Braddock Rd user by car, bike, and metro.

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Outlook

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

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**From** mike bentkofsky.com <mike@bentkofsky.com>**Date** Sun 5/3/2026 5:25 PM**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; sandyforthecity@gmail.com <sandyforthecity@gmail.com>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

Bike lanes are what gets me to your local neighborhood from my neighborhood in Falls Church where I spend money at your local businesses, typically restaurants and coffee shops. I love going to bike friendly areas and supporting local businesses.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans


City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Michael  
Falls Church

Sent from my iPhone

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 Outlook

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**[EXTERNAL]Please side with the Traffic and Parking Board and support the Braddock bike lanes!**

---

From Alex Howe <phowe85@gmail.com>

Date Sat 5/2/2026 1:45 PM

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

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I am writing in support of the changes to Braddock Road approved by the Traffic and Parking Board. I have lived on East Myrtle St since 2018 and in Alexandria since 2012, at all times near and using Braddock Road on a regular basis both as a cyclist, pedestrian and car driver. All changes to the status quo are jarring and while it will be an adjustment to the people living along the improvement area I think these are important reasons why it is worth the loss of parking access:

- Creating a bike lane induces the good kind of demand- more people will use it once they know it's there and feel safe being on the road. Some cyclists are very comfortable with riding with cars in the same travel lanes but that comes with a gamble of life and limb every time. Possibly being hit by an inattentive (or worse) driver should not be the price of wanting to ride a bike.
- More people biking means less people in cars on the road and even better less cars and bikes jostling with each other in the travel lanes. Everyone will be safer and able to move at their own speed.
- Bike lanes on a major road through Alexandria helps improve on something the city lacks- a strong NETWORK of bike lanes. Too often a new project will introduce a wonderful improvement of a bike lane, protected bikeway or fully separated walking/cycling path but they often end in a random street or neighborhood where you are on your own to get to the next "safe zone" of a different lane or trail.
- Implementing the improvements will help connect the paths, trails and lanes on Commonwealth, Potomac Yard and the path between the metro stations (Braddock and King). This will help people coming from points west to head towards Old Town or other areas along the Potomac (and the Mt Vernon Trail).
- Completing the improvements will also allow a proper connection to the existing bike lanes on Braddock Road headed towards the West End, which would add a new safer route to the rest of the city. Currently the main way for reaching the West End is via King to Janneys/Quaker or Eisenhower Avenue which limits options for people coming from the north of the city- once again a network of bike infrastructure should be the goal. Cyclists need safety but also somewhere to go!
- It shouldn't go without saying that the lanes are not only for cyclists- electric mobility devices (scooters) but more importantly ones for people with accessibility needs will find them useful considering how narrow the sidewalks can be along the improvement area. Additionally, the recent uptick in accidents involving cars and pedestrians shows how dangerous it is to share the road with cars. Putting in bike lanes will add additional buffer space and improve sightlines

(especially when parked cars are removed!) for seeing pedestrians and hopefully preventing future fatalities and injuries.

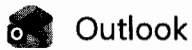
I urge the Mayor and City Council to support the Traffic and Parking Board's approved plan for creating new bikeways and look forward to someday seeing friends and neighbors in the lanes on the way to school, soccer games, the grocery store or the metro.

Thank you,

Alex Howe

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

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**From** Austin Troya <admin@austintroya.com>

**Date** Sat 5/2/2026 12:21 PM

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

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Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I moved to Alexandria because it's more bike-friendly than any other area in the DMV, but as you leave Old Town there are no protections for cyclists. We should be expanding our public and pedal transit options to reduce reliance on cars.

I support this project because:

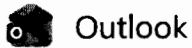
- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Austin  
Old Town North

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**[EXTERNAL]May 16: Please vote Yes for Braddock Road Safety**

---

**From** Jennifer Wade <volcanojw@gmail.com>

**Date** Sat 5/2/2026 11:51 AM

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

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Mayor Gaskins, Vice Mayor Bagley, Councilpersons Greene, (soon to be) Marks, Aguirre, Chapman, and El Noubi,

I write today as a resident of Alexandria very much in favor of the proposed changes to Braddock Road. I urge you to reject the appeals before you and sustain the Traffic and Parking Board's data-driven, unanimous, well-considered decision.

I live on a street which directly connects Braddock Road to Commonwealth Avenue. To get nearly anywhere in or beyond the city on foot, by car, or by bicycle, I need to use Braddock road. On foot, the sidewalks provide me adequate protection from the impatient, often reckless driving on Braddock. In a car, my head is on a swivel and I am constantly worried about the cyclists I see sharing such a busy road, a road on which drivers are often crossing the median to get around slower or turning cars, only to encounter a pedestrian or cyclist on the other side.

When riding a bicycle, I am often concerned for my and my husband's life. We both bike to the Metro, to run errands, out to dinner, often to work, and often just for exercise and enjoyment. Like the pedestrians and the cars, bicycles and mobility devices deserve their own safe lanes in which to travel.

I have read the city's many plans that led us here - Vision Zero Alexandria, the Alexandria Mobility Plan, Safe Routes to Schools. I have watched the city gather data and community input, and trust that they have proposed a good solution to what is clearly a safety issue.

Of course I recognize the inconvenience that may arise to those used to parking cars on the street. But the city has worked to address the concerns for whom this would have a real accessibility impact, and would love to live in a city where the safety of all outweighed the inconvenience of a rigid few. Even those who have to adjust their parking habits should be thrilled at the idea of a connected, accessible, safe corridor in which to travel, regardless of how they choose to do so. As a side note, I am also tired of being shamed (in meetings and emails) or yelled at (on the street, while riding) by residents who look down upon anyone who chooses any transportation other than a car. And who seem simply unable to imagine that actually this could be a positive thing for everyone.

I attended (virtually) the Traffic and Parking Board hearing at which this was approved and was

impressed by how carefully this was considered. I trust their judgement. Please let me trust yours. We all just want to feel safe in the city we love.

Thank you for hearing us, and for all the work you do,  
Jennifer Wade  
7 1/2 East Myrtle Street

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## Outlook

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

From Peter Sutherland <p.w.sutherland17@gmail.com>

Date Sat 5/2/2026 10:00 AM

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

You don't often get email from p.w.sutherland17@gmail.com. [Learn why this is important](#)

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

My pregnant wife and I bike in Rosemont and are always scared by the turn onto Mt Vernon Ave / Braddock and getting to the trail.

I support this project because:

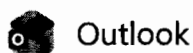
- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Peter W. Sutherland

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[EXTERNAL]Pedestrian and Bicycle safety in Alexandria

From Dianne Harris <diannemharris@gmail.com>

Date Sat 5/2/2026 9:17 AM

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

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This recent spate of incidences is heart breaking. We as a society need to do more to protect our citizens. People are getting hurt and killed by neglectful drivers on dangerous roads and intersections.

Removing private car storage from a major public road way to allow for a safe travel lane for people on bikes and more room and safety for pedestrians is just and fair to all citizens of Alexandria.

Choosing to give into the desires of a few wealthy and privileged individuals for the option to have their staff park one block closer, over the needs of the many to get to and from school and the metro safely is morally bankrupt.

I am a single issue voter on citizen safety. Anyone who votes against this change, against the boards recommendations, and against the recent vote that was declared a referendum on this issue, will lose my vote going forward.

<https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Felenah77.github.io%2Fwhat-dispatch-heard-in-april%2F&data=05%7C02%7Ccouncilcomment%40alexandriava.gov%7Cca8aafdf5cd24c69216508dea84ce164%7Cfeaa9b3143754aeeadccc76ad32a890b%7C0%7C0%7C639133246627002364%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMilslkFOljoiTWFpbCIsIldUljoyfQ%3D%3D%7C60000%7C%7C%7C&sdata=qxD%2Fu6J1YIZe6yBoD9O3CFGYwxtXsN9ukpTLjTUW0WQ%3D&reserved=0>  
<https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fbetterbraddock.org%2F&data=05%7C02%7Ccouncilcomment%40alexandriava.gov%7Cca8aafdf5cd24c69216508dea84ce164%7Cfeaa9b3143754aeeadccc76ad32a890b%7C0%7C0%7C639133246627028659%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMilslkFOljoiTWFpbCIsIldUljoyfQ%3D%3D%7C60000%7C%7C%7C&sdata=IHZJ0emOV5WWKKKwweP1UtoPLp25nSBcUL9jE%2BmERGI%3D&reserved=0>

- Dianne Harris,  
Del Ray resident

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APRIL 2026 · ALEXANDRIA, VIRGINIA · A PERSONAL RESEARCH PROJECT

# Nineteen people were hit by drivers in Alexandria in April.

Six made the news. One pedestrian died. Every incident below is documented with the original dispatch audio.

---

**19**

TOTAL STRIKES

**6**

PUBLICLY REPORTED

**7**

HIT-AND-RUNS

**1**

FATALITY

---

Alexandria has a data gap when it comes to pedestrian, cyclist, and scooter safety, and I noticed it by accident.

This isn't a story about our police department falling short. The officers responding to these incidents do great work. But their public reporting role seems to be narrowed to “a road is closed” followed by “a road is reopened” — which is why we hear about some of these incidents on social media and not about others. Other local cities have decided to make more of this data, and Alexandria should too. More on that at the bottom.

I serve on the Del Ray Citizens Association's traffic calming committee, and I attend meetings for the Bicycle and Pedestrian Advisory Committee (BPAC) and Northern Virginia Families for Safe Streets (NVFSS). In each of those rooms, there's a police representative gamely trying to reconstruct the last month's crashes from whatever notes they have easy access to.

I've always known these presentations have gaps, because every month incidents we already knew about — from text threads that run parallel to everything in Del Ray — would turn up missing from the official list. That's how I learned that a crash often leaves no public record unless there's enough property or human damage, and that even the ones that do don't show up in the state's TREDIS database for months. The gap between the partial pictures advocacy groups get, and what the city itself quietly hears over the radio, is enormous.

**If our Vision is truly Zero deaths, we've got to close this gap.**

Hearing a hit-and-run call come over the scanner at the Braddock Road Metro last Wednesday night made me wonder how often this was happening. So I built a tool to download every OpenMHz dispatch call that was publicly available, transcribe them all, and search for anything that looked like it might be a pedestrian, scooter, or cyclist incident. I reviewed every flag myself. Below is every verified incident I could find in April. Six of them had made the news. Thirteen had not.

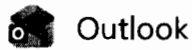
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+ **Background: what the public can see and what it can't**

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## The nineteen pedestrians hit

In chronological order. Click any clip to play.



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**[EXTERNAL] Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

**From** James Miceli <jammic@gmail.com>

**Date** Sat 5/2/2026 8:38 AM

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

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I bike daily between the CaBi station at the corner of Commonwealth and Monroe and the Braddock Road metro. Two trips a day, five days a week. All it takes is one distracted or unsafe pass from a driver to do permanent damage to me or the other vulnerable road users. Bike lanes are a critical safety upgrade to support the city's own vision zero and green goals.

Recent elections do not indicate an overwhelming support to overturn the hard work of city staff and unanimous approval by the traffic and parking board.

I support this project because:

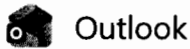
- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

-James Miceli  
Del Ray

---

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---

**[EXTERNAL] Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

**From** Chris Hutchison <chutchison@gmail.com>

**Date** Sat 5/2/2026 7:45 AM

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

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Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

We need your help to start addressing concerns about pedestrian and bike safety along Mt Vernon Avenue, Braddock Road, and other major arteries in our city. In my own experience navigating these streets — both on foot and behind the wheel — conditions have become genuinely hazardous. The issues are consistent and recurring: poor daylighting at intersections that leaves pedestrians invisible to oncoming drivers until the last moment, vehicle speeds that routinely exceed what these corridors are designed for, and long stretches without stop signs, raised crosswalks, or any other traffic calming measures that would meaningfully slow traffic.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Chris Hutchison  
Del Ray

---

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Outlook

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**[EXTERNAL]Support for Braddock Road project and Background on TPB vote**

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From Kursten Phelps <kursten.phelps@gmail.com>

Date Sat 5/2/2026 6:45 AM

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

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Dear Mayor Gaskins, Vice Mayor Bagley, Councilwomen Greene and Marks, and Councilmen Aguirre, Chapman, and El Noubi,

I am writing in my capacity as a member of the Traffic and Parking Board to explain my vote on February 23 in favor of the Braddock Road Corridor Improvements, and to urge you to sustain the Traffic and Parking Board's decision.

At its core, this is a safety project. The Braddock Road corridor – all three segments in the project – has been identified by the Virginia Department of Transportation as a priority for safety improvements. The staff design approved by the Board introduces well-established and evidence-based safety measures such as traffic calming, more predictable lane configurations, and dedicated space for people walking, biking, and using other mobility devices. These are proven strategies to reduce crashes, lower vehicle speeds, and improve safety outcomes for all users.

This decision was not made lightly. It reflects a careful, deliberate process grounded in evidence, data, community input, and long-standing City policy and guidance.

It is important to emphasize that this plan is not new, nor was it developed in isolation. It is the direct result of multiple adopted and reaffirmed City plans over many years—including the Alexandria Mobility Plan, Vision Zero Alexandria, Safe Routes to Schools, and curb utilization priority guidance. Multiple City Councils have endorsed these priorities. This project is the implementation of those commitments, not a departure from them.

There are three ACPS schools within the project corridor, and three others near the corridor. The project as designed and approved implements important improvements as part of the City's Safe Routes to School efforts, which aim to ensure that students can travel safely to and from school by walking, biking, scooting, or other active modes. Safer, more predictable street design is foundational to that goal. When routes feel unsafe, families understandably choose to drive instead—adding congestion, reducing independence, and increasing risk at school drop-off points. Improving safety along Braddock Road directly supports this long-standing City initiative and helps create conditions where more families can realistically choose active transportation.

In addition, this project closes a critical gap in the City's bicycle network—an objective that has been embedded in City planning documents since at least 2008 and affirmed and updated in 2016, including the Alexandria Bicycle Master Plan. For years, the City has recognized that disconnected segments limit the usefulness and safety of bike infrastructure—particularly for less confident riders, including youth. Completing network connections is essential to making biking, scooting, or using other micromobility devices a viable, everyday transportation option for those who cannot or opt not to drive, rather than a fragmented experience.

This project also aligns with broader regional planning efforts, including the Visualize 2050 plan, which prioritizes multimodal access and safety improvements, particularly in areas near high-capacity transit such as Metrorail stations. Braddock Road's proximity to transit makes these improvements especially important in supporting a more connected and accessible regional transportation network.

In preparation for the vote, I read and deeply considered every word of the full record—approximately 1000 pages of materials for the February 23 board meeting. That included survey data, public comments, and every email submitted to the Board or staff regarding this project. I took seriously the responsibility to understand not just the volume of feedback, but the substance of it.

I also gave careful consideration to the real impacts raised by community members. The removal of on-street parking is a real trade off that impacts some community members. It affects homeowners, visitors, and institutions along the corridor, including churches. Those impacts are tangible and, in many cases, immediate. In evaluating those tradeoffs, I also considered the City's adopted curb utilization policy guidance, which directs that limited curb space be allocated in a way that balances competing needs and aligns with broader safety, access, and mobility goals. This plan reflects that policy framework.

At the same time, I weighed these concerns alongside the technical analysis and input from City services stakeholders. The Alexandria Fire Department provided feedback to the design. Neither Alexandria City Public Schools nor DASH Alexandria Transit Company expressed concerns with the plan as approved by the Traffic and Parking Board. These perspectives matter, particularly when evaluating safety, emergency response, and transit operations.

I also approached this decision with clear eyes about community consensus: it was evident from the record that unanimity did not exist, and would not exist, on this project. My role as a Board member in that context is not to wait for consensus that may never come, but to make a judgment based on the best available evidence, data and adopted City policy directives.

Ultimately, this came down to a fundamental question: do I follow the data, evidence and the City's long-established plans identifying this corridor as needing safety improvements—or do I allow the project to stall in the face of competing, and at times conflicting, interests?

When I weighed the tangible but localized costs—namely parking—against the tangible, localized and corridor-wide benefits of improved safety, accessibility, network connectivity, and safer routes for students, residents, and commuters, the answer was clear.

I voted to approve the plan because it is:

- Carefully considered
- Data-driven and evidence-based

- Responsive to feedback from city departments and community members
- Aligned with adopted City policy
- Aligned with Safe Routes to School goals
- Consistent with the City's decades-long and reaffirmed commitment to a connected bike network
- Reflective of the City's curb utilization policy guidance
- Consistent with regional priorities for transit-supportive, multimodal corridors
- Thoroughly developed and clearly presented by staff

The design, as approved by the Traffic and Parking Board unanimously after a six-hour-meeting, advances the City's responsibility to make its streets safer, more connected, and more functional for all users—including the students and families who rely on them every day.

While this occurred after the Board's decision, the recent pedestrian crashes along this corridor—including one at the intersection of Braddock Road and Mount Vernon Avenue and two elsewhere involving children being hit by cars—have only reaffirmed my confidence that approving this plan was the right decision. These incidents are a sobering reminder of the real-world consequences of inaction and the urgency of implementing safety improvements.

I respect that reasonable people can disagree on this decision. But I strongly believe that it was the right one, based on the full record before us. I urge you to reject the appeals before you and sustain the Traffic and Parking Board's thoughtful, reasoned, and unanimous decision.

Respectfully,  
Kursten Phelps  
Resident and Traffic and Parking Board Member

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## Outlook

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

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From Stephanie Lavey <stephanierlavey@gmail.com>

Date Sat 5/2/2026 12:36 AM

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

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I am a bike bus marshal for Naomi Brooks elementary school. Each week we grow in size, creating more joy and inspiring young bike riders to pursue alternative modes of transportation. Some of our riders come from the Braddock metro area and cross under the bridge to meet the group. This is extremely dangerous and scary for riders and drivers alike, deterring potential riders and diminishing the fun and freedom of biking. I implore you to protect our unique community and happy childhoods for Alexandria's young people.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Stephanie Lavey  
Rosemont

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Outlook

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**[EXTERNAL]Support for Braddock Road safety improvements**

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**From** Leif Brierley <leif.brierley@gmail.com>**Date** Fri 5/1/2026 9:05 PM**To** CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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

Hi there,

My name is Leif Brierley and I'm an Alexandria resident, reaching out to you to urge you to vote in favor of allowing the planned improvements to Braddock Road to proceed.

I'm a dad of two who lives nearby the area slated for improvement and uses the corridor every day. I walk down the Potomac Yard trail and then turn left onto the sidewalk to get to the metro, every day, often passing kids going to the GW middle school. The number of near misses I've seen is astounding. It's only a matter of time before a tragedy occurs because of the four lane road, narrow sidewalks, and street crossings that make navigating that part of road like a game of frogger. The city desperately needs to improve pedestrian and cyclist safety around the 7/11 and metro station before someone gets hit crossing the street.

I also just "doubled down" and bought a house in Rosemont, meaning my soon-to-be bike commute every day to take my kids to daycare and then go into the city via metro will depend on a safe multi-use transit corridor. Braddock Road's lack of a dedicated bike lane between Mt Vernon Ave and Russell Road makes me feel unsafe as a cyclist and makes me avoid that road already. I shudder about the idea of competing for space on that busy road with cars and trucks while my daughter rides with me on my bike to daycare. We need a dedicated bike lane on Braddock Road. The proposed changes in The Braddock Road Trail Access and Corridor Improvements project are reasonable ways to allow more use of this important thoroughfare for more residents in Rosemont and Del Ray.

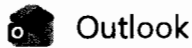
I urge you to vote in favor of pedestrian and resident safety over the few voices of those who would have you prioritize the dangerous status quo of infrastructure designed for cars, not people. It's time we make Alexandria a safer community for all users.

Please feel free to contact me via email if you would like to discuss my perspective here further.

Thanks for considering,  
Leif  
533 E Luray Ave  
Alexandria, VA 22301  
Sent from my iPhone

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---

**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

**From** Mariah Covington <mltfy6@gmail.com>

**Date** Fri 5/1/2026 6:19 PM

**To** CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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Dear Mayor Gaskins, Vice Mayor Bagley, and Members of City Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I am a frequent pedestrian along Braddock Road, spending many evenings walking from my home in Rosemont to a friend's home on Braddock Road, traveling to and from the Braddock Metro station, and walking to businesses along Braddock road and beyond. Having lived in the area for nearly 3 years I have had more near misses along Braddock Road than I can count on one hand. I had lived here for years before I realized I could report those. However that's not the important part of my story. What's important is how we use Braddock Road and who the roads are for in Alexandria. Opponents of the city's plan are worried about losing their parking. As a family without a driveway, I can empathize with the worry about where you will park your car, but as a human being who uses the roads to get safely from place to place I know that my car is not more important than someone's life. We use our roads to get to school, to get to work, to get to that friend's house on the weekend, and to get to all the places we need to be. Drivers, pedestrians, and cyclists should all be able to use our corridors equally and safely. We cannot be a community that lets the storage of cars take precedence over the lives and safety of school children getting to school or the safety of cyclists legally using roads alongside cars.

Some people are drivers, but everyone at some point or another is a pedestrian whether they are walking or using a mobility device to get around. We need to prioritize these most vulnerable of our road users, and the City's recommended plan for improvements on Braddock Road does the best job of protecting them. Separated bike lanes, narrowed crossings, and improved sidewalks are the right option for our community.

Right now opponents are very outspoken against this project, and that's a trend we often see in feedback. People who are angry speak the loudest. But some of those who will benefit most don't have as strong a voice, including our children. The City's own survey data shows that most people approve the changes. We cannot let the vocal minority overtake the needs of the many on a public street.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The City's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. The recent and disturbing trend in driver's striking pedestrians in Alexandria needs to stop. Just last week someone paid with their life because we are a society that prioritizes cars.

Please vote yes on May 16 to show that you support human lives over vehicles.

Mariah  
Rosemont

**Mariah Covington**

6362904409

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Outlook

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

**From** Rachel Marks <rachelamarks@gmail.com>**Date** Fri 5/1/2026 5:52 PM**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; sandyforthecity@gmail.com <sandyforthecity@gmail.com>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I drive, bike, run, and walk my dog on this stretch of road every day. There have been way too many close calls between me and drivers *and* between me as a driver and pedestrians. This is a major city road in an area with a hub of activity, and the proposed measures will ensure we can all use the road safely and together. While I live less than a block from Braddock Road and would no doubt be impacted by the loss of parking, I still support this initiative because I know it benefits the community at-large.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Rachel Marks  
Rosemont Neighbor

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Outlook

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

**From** davidbrown07@gmail.com <davidbrown07@gmail.com>**Date** Fri 5/1/2026 5:04 PM**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; sandyforthecity@gmail.com <sandyforthecity@gmail.com>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

[You don't often get email from davidbrown07@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

My family relies on biking to get around the neighborhood. That includes my 9 year old daughter. I worry often about safety.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

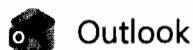
City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

David Brown  
2207 King St. (Rosemont)

Sent from my iPhone

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

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**From** wade.kratzer@gmail.com <wade.kratzer@gmail.com>

**Date** Fri 5/1/2026 1:53 PM

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

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

This project is common sense because of the items listed within the project summary, its scope as well as the bullet points from other supporters. This section of Braddock is missing the multimodal options (like bike lanes) to connect to a multimodal hub - Bike lanes exist East and West of this section.

First, this road is a main thoroughfare where the single lanes are too wide - giving cars freedom to drive faster. It's wide enough that a bike lane between Russell and Commonwealth can easily be added without negatively impacting existing conditions. It's not perception that this road is unsafe for anything other than a car, it is unsafe. And it's atrocious. I encourage all of you to walk it during lunch and rush hours. I watch neighborhood families running across because there is nowhere to safely cross other than 1 poorly marked pinch spot and of course the traffic lights at Russell, Commonwealth and at Mt Vernon. And as you approach Mt Vernon, the sidewalks are narrowed by property owners building fences or retaining walls in the right of way - pushing pedestrians closer to each other and the road.

Second, opponents just fear change. I get it. But let's not allow a couple of residents that live along this route dictate what's best for the greater community simply because (as they put it) they are "going to lose parking."

\* It's city property. However inconsistent where portions must purchase a permit and portion may park for free. Some

cars appear to never move. It's disappointing, that some owners believe these are their personal spots.

\* Additionally, 85%+ properties have a driveway. Of that, more than 60% of those driveways can fit at least 2 cars; This is an entitlement case of wanting their cake and eat it too.

Third, opponents believe there will be more traffic.

\* The traffic data used does not necessarily show that. It's important to remind everyone that Braddock is a main thoroughfare, it has always had traffic. Opponents (and particularly the residents along here) knew that when they purchased their property. A minor backup (if at all) of existing traffic is a heck of a lot better than aggressive driving.

I do have concerns of cut-through traffic but local roads are narrowed with permit parking that speeds will be calmed. Suggest adding speed humps/tables to all roads (most already have).

Last, there have been arguments of "no bike riders can make it up that hill." It is difficult, I question myself each time I do it, but like everything, we evolve. The new standard are e-bikes and e-scooters. The "effort" justification is out the door.

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Wade

Rosemont Neighborhood

Future considerations:

\* Traffic Light Sequencing and Timing. Rosemont has been complaining about King Street Lights since the kiss and ride renovation project was completed. Going Northbound into the neighborhoods from Daingerfield has a longer timer than southbound towards duke presumably to favor bus traffic. I would estimate it at 2x. I highly recommend that during afternoon rush hour this flips because backups in Commonwealth are lengthy. The same happens at Russell/ Callahan, where Russell is backed up to favor Duke St traffic. If we implement those adjustments, I believe most of the neighborhood traffic concerns would go away.

\*Should council request an alternate proposal for this project, I believe Braddock can support bike lanes on 1 side and parking on the other (and parking shall be permitted like the rest of the area). It's a healthy balance of vision zero, getting our bike lane connections and residents getting their parking.

Sent from my iPhone

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

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**From** Carlisle Hernandez <hernandezcarlisle@gmail.com>

**Date** Fri 5/1/2026 1:14 PM

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

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

My children and I walk or bike everywhere and this major safety improvement on Braddock road would significantly improve our access to Old Town, the Braddock road metro station and the Potomac yard trail. I also love how it would make it measurably safer for pedestrian trying to cross a very busy road.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Carlisle Hernandez  
Rosemont

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Outlook

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

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**From** Laura Taylor <laurathenerd@gmail.com>**Date** Fri 5/1/2026 12:28 PM**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; sandyforthecity@gmail.com <sandyforthecity@gmail.com>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I live on W Masonic View Ave and travel down Braddock almost every day, either to access the metro or to run on the Potomac Yard bike path. I have been nearly hit by cars while crossing at the 7-11 so many times - even when they are all stopped for a prior pedestrian, sometimes they still move. On trash day, the trash cans along Braddock are often left on the sidewalk and there is nowhere to walk except the street, forcing pedestrians into the road. During the ice storm the sidewalks on Braddock were not all shoveled and I had to walk directly in traffic, and constantly worried I would get hit by a bus or a car. Just the other day I was passed by a car going at least 40 miles an hour trying to make the light at Mt. Vernon. I would love to be able to bike to the metro but sharing the narrow road with cars is just too dangerous.

I understand some folks may need to sacrifice parking, but as a person who previously lived in a townhome in Rosemont without assigned parking, that's just city life! And while I do not believe this plan will cause more traffic, even if it did we should not prioritize the speed of cars over safety for pedestrians. If you told me I could save 2 minutes or potentially hit a middle schooler, I would never choose saving time over someone's life and safety!

The beauty of this area is being able to safely walk, bike, run, roll, whatever on our beautiful streets, and the new plan would prioritize safety for all over a slight inconvenience for some. The safety of the entire neighborhood needs to be prioritized, not just the loudest and most well-funded voices. Is Alexandria really committed to Vision Zero and protecting pedestrians, bikers, and children? I hope so.

Please vote yes on May 16!

Best,  
Laura Taylor  
15 W Masonic View Ave

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Outlook

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

**From** Dylan <drkolhoff@gmail.com>**Date** Fri 5/1/2026 12:20 PM**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; sandyforthecity@gmail.com <sandyforthecity@gmail.com>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I urge you to support the Braddock Road Corridor Improvements at the upcoming May 16 hearing.

I live in Del Ray near Braddock road, and I bike, walk, and drive around the area every day. I love what a walkable and bikeable area Del Ray and Alexandria are - biking to work along the glorious Mt Vernon trail, joining dozens of neighbors walking their dogs, seeing kids bike to and from the middle school - but I am constantly reminded how much further we have to go, with near misses for bikes and pedestrians all too common. This project helps us move forward and make Del Ray more inviting and more connected.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- The city's own modeling shows it reduces driver delay, not increases it
- It protects children getting to and from school at GWMS.

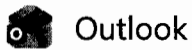
City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Thank you for your time!

Dylan Kolhoff  
Del Ray

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

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From William Nichols <callmewilliam@gmail.com>

Date Fri 5/1/2026 12:13 PM

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

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I don't drive - I don't see well. I've not owned a car in 20 years. I bike and walk everywhere, and biking increases where I can go from a couple of miles to ten miles. It's dozens of times more space - but I can't if the road isn't safe. Braddock road isn't safe - I avoid it.

Currently, we're using public land for the private use of a few people - rather than using it for everyone! Bike lanes, sidewalks aren't just for adults on bikes - its for kids and families and running errands. Bikes make a safer world.

Frankly, I'm tired of so much of our public land being used for private car storage. Tired of pretending that its ok, or that its just how the world is. WE CAN MAKE A BETTER WORLD - and you get to decide if we do that this time, or stick with a status quo that benefits a few over the majority.

I like bikes, yes. But more than that, I love infrastructure that is safe and useable by everyone.

Just look at the after-action reports from DC, where increased bike lanes and decreased car lane / parking leads to greater throughput and no collisions.

The question isn't "should we take away a privilege of a few to help many?", but rather: Should we listen to facts or unformed opinions?

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay.
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

William Nichols  
Del Ray

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

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**From** Alex Richardson <alxsr23@icloud.com>

**Date** Fri 5/1/2026 12:06 PM

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

[You don't often get email from alxsr23@icloud.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I had to use Braddock Road to get to the satellite campus of Alexandria City Highschool. It was very nerve racking to be walking along the road with cars not paying attention to you.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Aleksandra Richardson  
Brookville Seminary Valley

Sent from my iPhone

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**[EXTERNAL]Support for Braddock Road Bikelines**

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**From** Justin Schildecker <jschildecker@gmail.com>

**Date** Fri 5/1/2026 11:49 AM

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

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

Good morning,

I am writing to you today to express my support for the Braddock Road Road Corridor Improvements, to include new bike lanes. I live on Russell Road near its intersection with Braddock.

I used to live in Paris, a city that has taken major strides (in the face of tough opposition) to improve its biking infrastructure. The resulting impacts to air pollution and street life are amazing. In an age where people are increasingly disconnected from their neighbors and community, I want Alexandria to be a place that brings people to together.

Further, as car ownership becomes harder and harder for families due to affordability concerns, having infrastructure for bikes will become increasingly important for our citizens to get to work, to the doctor, and to pick their kids up from school.

I appreciate the difficulty of this decision and empathize with my neighbors who have a differing opinion. Thank you for your service to our community.

Chuck Schildecker

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Re: Daily Brief | May 1

- [\(ACPS calendar\)](#) [\(ACHS Titans sports calendar\)](#)

**What's happening in Alexandria this weekend: May 1 - 3**

Pride of Baltimore II, Clean the Bay Day, Rec Fest 2026, Cinco de Mayo Block Party, and more

The Alexandria Brief • Ryan Belmore

 **Scene in Alexandria**

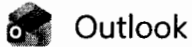
A new temporary public art installation is now on view in the Alexandria Circuit Court Courtyard at 520 King Street. "00:10:00 (The Declaration of Independence)" by Sandy Williams IV features 600 stone-carved "Time Rulers" — one for each second it takes to read the Declaration of Independence. On view through November 2026.

**The Alexandria Brief**

*Alexandria, Va., news and information you won't find anywhere else.*

The Alexandria Brief has no ads, no paywall, and no corporate owner. It's just me - [Ryan Belmore](#), a journalist and Alexandria resident — covering the city I live in, funded entirely by neighbors like you. Support this work with a [monthly](#), [annual](#), or [one-time](#) contribution.

Send feedback, story ideas, news, and tips to [ryan@alexandriabrief.com](mailto:ryan@alexandriabrief.com).



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**Re: Daily Brief | May 1**

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**From** Jonathan Krall <jonathan@jonathankrall.net>

**Date** Fri 5/1/2026 11:06 AM

**To** Ryan Belmore, The Alexandria Brief <ryan@alexandriabrief.com>

**Cc** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; sandyforthecity@gmail.com <sandyforthecity@gmail.com>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>; Jim Durham <jimdurham48@outlook.com>

Dear Ryan,

Thanks for your report on Braddock Rd. Please be aware that a Grassroots Alexandria article gives further background on the ongoing strong citywide political support for bike lanes in Alexandria.

<https://grassrootsalexandria.org/our-children-need-a-network-without-compromises/>

This article also discusses this project within the larger national effort, by the disability community, to accommodate disabilities through "universal design." Put simply, there is no version of universal that does not include bicycles and other mobility devices.

Thanks,

Jonathan Krall  
703 477 4186

On 2026-05-01 06:58, Ryan Belmore, The Alexandria Brief wrote:

## Daily Brief | May 1

Nine claims about Braddock Road — and what the record shows;  
state releases findings from school listening tour; how a  
councilmember and school board chair arrived at very different  
views of school funding

By Ryan Belmore • 1 May 2026

[View in browser](#)

Construction underway at the City Hall Renovation Project in Market Square. (Screenshot at 6:20)

Good morning, Alexandria. It's Friday, May 1 — the 121st day of 2026, with 244 days left in the year.

The Braddock Road appeal goes before the city council this month. Both sides have been making claims for months — on listservs, in petitions, on yard signs, at a six-hour public hearing. Some hold up. Some don't. Some name real disagreements about values that the council, not a fact-check, will have to resolve. Today's lead story walks through nine of those claims and what the documentary record actually shows.

Also, the state released its findings from the school listening tour that stopped in Alexandria three weeks ago. The Spanberger administration says it will bring accountability changes to the Board of Education this fall — directly responsive to what it heard here.

And I updated my budget adoption story after School Board Chair Michelle Rief disputed a councilmember's characterization of school funding. Both walked me through their math. The gap is a methodology difference, not a factual error. Both are right — they're just answering different questions.

Pride of Baltimore II is docked at City Marina through Sunday. Free deck tours start today at noon.

Make it a great Friday,

~ Ryan

*You're one of 5,825 neighbors receiving this newsletter today. Do me a favor and forward this to a few folks who might also appreciate this daily newsletter. They can [subscribe here](#).*

# **1** Nine claims about the Braddock Road Corridor Improvements Project — and what the record shows

The Braddock Road Trail Access and Corridor Improvements project is intended to enhance safety and accessibility for all roadway users along Braddock Road between Russell Road and North West Street, according to the city. (City of Alexandria)

When the Alexandria City Council convenes on May 16, the seven members on the dais will weigh a project whose supporters say will save lives and whose opponents say will create new dangers. Both sides have been making factual and policy claims for months — on listservs, in petitions, on yard signs, in church letters, in surveys, and at a six-hour public hearing in February. Some of those claims hold up against the documentary record. Some don't. Some name real disagreements about values that the council, not a fact-check, will have to resolve.

This is a reader's guide to nine claims circulating in the public debate, organized by what kind of claim each one is. The first four are factual claims where the record clearly settles the question. The next three are contested inferences where reasonable people read the same evidence differently. The final two are genuine tradeoffs where the disagreement is about values.

**Read more:** [Nine claims about the Braddock Road Corridor Improvements Project — and what the record shows](#)

## **2 State releases findings from school listening tour, signals accountability overhaul**

Virginia Secretary of Education Dr. Jeffrey O. Smith, center, listens as participants share feedback during the Commonwealth Listening Tour's Region 4 session April 8 at Alexandria City High School's Minnie Howard Campus. ACPS School Board Vice Chair Christopher Harris is seated at left. Feedback from the session was published Thursday in a statewide report. (Ryan Belmore/The Alexandria Brief)

When Northern Virginia school leaders sat down with Virginia's top education officials at Alexandria City High School's Minnie Howard Campus three weeks ago, they had a metaphor ready for the state's new school rating system: it acts as a "hammer" for punishment rather than a "flashlight" for showing where help is needed.

That line, attributed to Region 4 school leaders in a Virginia Department of Education report released Thursday, is now central to a wave of state-

level changes the Spanberger administration says it will bring to the Board of Education this fall — directly responsive to feedback gathered in Alexandria and across the state.

**Read more:** [State releases findings from school listening tour, signals accountability overhaul](#)

## **3** What's happening in Alexandria this weekend: May 1 - 3

At the Intergalactic 5K and Kids 1 Miler every finisher receives a light sword in place of a medal.  
(Old Town Run Club)

Alexandria's waterfront [welcomes the Pride of Baltimore II this weekend](#) as the historic topsail schooner docks at City Marina through Sunday, offering free deck tours and ticketed day sails on the Potomac. The ship joins Tall Ship Providence on the waterfront, giving visitors a rare chance to explore two historic vessels while the city celebrates with everything from Clean the Bay Day stream cleanups to the massive Rec Fest 2026 showcasing recreation programs across Alexandria.

Despite chances of showers Friday and Saturday, the weekend delivers spring festivities, including the Spring Fling Old Town Block Party, Cinco de Mayo celebrations at Tequila & Taco, and the Old Town Run Club's Star Wars-themed Intergalactic 5K at Cameron Run on Sunday under sunny skies.

Whether you're touring a 19th-century clipper ship, swapping houseplants at the library, sampling five Scottish whiskies at the Sister Cities event, catching Leonid & Friends at The Birchmere, or joining Mayor Gaskins' resident roundtable Saturday morning, Alexandria offers the perfect blend of maritime heritage, environmental stewardship, and community celebration.

Here's a look at everything on the calendar this weekend.

**Read more:** [What's happening in Alexandria this weekend: May 1 - 3](#)

## **How a councilmember and the school board chair arrived at very different views of FY 2027 school funding**

The Alexandria City Council voted unanimously to adopt the Fiscal Year 2027 (FY27) operating budget of \$979.1 million during a FY 2027 Budget Adoption/Tax Rate Adoption special meeting on Wednesday, April 29. (Screenshot/City of Alexandria)

Our coverage of Wednesday night's FY 2027 budget adoption has been updated with substantive responses from Alexandria City School Board Chair Dr. Michelle Rief and Councilmember Abdel-Rahman Elnoubi, following Rief's dispute with characterizations of school funding made during the adoption meeting. Elnoubi's written statement said schools received "32% of all new funding in this budget." Rief's response: ACPS received 18.5% of new city funding for the FY 2027 operating budget, and ACPS's \$286.6 million operating transfer represents 29.2% of the General Fund — what she called the lowest share allocated to school operations in more than a decade.

Both the councilmember and the school board chair walked us through their math, and the gap turns out to be a methodology difference, not a factual error by either party.

**Read more:** [Alexandria City Council unanimously adopts \\$979.1M FY 2027 budget, holds tax rate flat](#)



## In brief



### In Alexandria

**Reminder:** The Virginia Railway Express (VRE) will begin the first of three weekends of construction tonight on two replacement bridge spans across King Street and Commonwealth Avenue. This first construction period will begin Friday at 7 p.m. and finish by Monday at 10 p.m. CSX will restore track service by Tuesday at 5 a.m. ([Read more](#))

Work on the City Hall Renovation Project is progressing, with trees being removed around City Hall and Market Square as contractor Grunley kicks off early phases. Drivers and pedestrians should use caution, follow

posted signage, and watch for flaggers. Follow along via live webcam.

([City of Alexandria](#))

SmithGroup dresses Virginia Tech Academic Building One in photovoltaic glass intersected by terra-cotta and aluminum fins. ([The Architect's Newspaper](#))

Miss last week's Duke Street Land Use Plan Community Meeting? You can still see the plan and provide feedback. ([City of Alexandria](#))

A virtual community meeting will be held on May 5 to provide the community with updates on the recent construction progress on the George Mason Elementary School modernization project. ([ACPS](#))

Historic success was achieved by the Alexandria City High School's (ACHS) Advanced Choir Soprano, Alto, Tenor, Bass (SATB) and Colore Dolce First Soprano, Second Soprano, First Alto, and Second Alto (SSAA) at OrlandoFest 2026 in Orlando, Florida. Both ensembles received first place and superior ratings in their respective divisions. ([ACPS](#))

More than 150 students from 15 universities across the United States and Europe recently gathered at Academic Building One in Alexandria to debate, negotiate, and collaborate to address current policymaking issues within the European Union. ([Virginia Tech](#))

After 30 years with the city — starting at APD when news releases went out by fax — Sheriff's Office PIO Amy Bertsch retired yesterday. Also retiring yesterday: Helen S. McIlvaine, Alexandria's director of the Office of Housing, after 20 years with the city. Happy trails and a big ol' thank you to both of them.

City of Alexandria considers replacing parking spots with bike lanes on Braddock Road. ([WJLA](#))

## **Beyond Alexandria**

Gov. Abigail Spanberger has signed legislation aimed at tightening safety standards for rideshare services in Virginia, accelerating new requirements for driver vetting, identity verification and in-ride protections. ([Virginia Mercury](#))

## **Sports**

CJ Abrams hit a go-ahead, two-run homer in the eighth inning and the Washington Nationals beat the Mets 5-4 Thursday, dealing reeling New York its 17th loss in 20 games. ([Read more](#))

# Today in Alexandria

## **Weather**

Mostly sunny, with a high near 69 degrees. Northwest wind 5 to 9 mph becoming calm. A chance of showers tonight, mainly before midnight. Increasing clouds, with a low around 48 degrees. South wind 5 to 7 mph becoming northwest in the evening. The chance of precipitation is 40%.

## **Sun, Moon, & Tide**

Sunrise at 6:10 a.m., sunset at 8:01 p.m. 13 hours & 51 minutes of sun. High tide at 8:56 a.m. & 9:28 p.m. Low tide at 2:53 a.m. & 3:42 p.m. The moon phase is a Waxing Gibbous.



## Things To Do

- 11 a.m.: Free deck tours of Pride of Baltimore II
- 6:30 p.m.: Friday Night Run Club at Daniel O'Connell's
- 7 p.m.: Old Town Books Junior: A Night of Soccer & Secrets: Laurie Morrison in conversation w/ Erin Becker at Old Town Book Junior
- 7 p.m.: Opening Reception for Alexandria City High School Titan Student Art Exhibition at Del Ray Artisans'
- 7:30 p.m.: Alexandria City High School's Titan Theatre will present "Anastasia: The Musical" at ACHS
- 7:30 p.m.: Singles Social Club (35-45) at Lost Boy Cider

## Entertainment

- 219 Restaurant: Live music at 9 p.m.
- Alexandria Bier Garden: DJ Quickspin at 9 p.m.
- Blackwall Hitch: Live music at 9 p.m.
- Cuates Grill: Karaoke at 10:15 p.m.
- Daniel O'Connell's: Rook Richards at 9:30 p.m.
- Del Ray Public House: Karaoke at 9 p.m.
- Epicure on King: Live music at 6:30 p.m.
- Galactic Panther: Healers Co, Exact Same Speed, and Other People's Feelings at 8 p.m.
- Hops N Shine: Will Barkley at 6 p.m.
- Laporta's Restaurant: Live music at 7:30 p.m.
- Lost Boy Cider: Kaitlyn Margaret Irish Dance at 7 p.m.
- Makeda Restaurant: Mesfin & Tsehay at 10 p.m.
- Murphy's Pub: Tyler Goldstein and Rocky Guttman at 9 p.m.
- O'Shaughnessy's Pub: The Second Sun at 9 p.m.
- Rock It Grill: Karaoke at 9:30 p.m.

- [St. Elmo's Del Ray](#): Poetry Open Mic Night at 7 p.m.
- [The Birchmere](#): Leonid & Friends at 7:30 p.m.
- [The Light Horse](#): A Night To Forget at 9:30 p.m.
- [The Study at Morrison House](#): Live Piano Music at 6:30 p.m.

## **City of Alexandria**

- 8:30 a.m.: Health and Safety Coordinating Committee meeting
- 11 a.m.: 14th Building Safety Month Kick off Event
- 7:30 p.m.: Traditional Music Series Concert - Dylan Foley & Matt Mancuso at The Lyceum
- ([City of Alexandria calendar](#))

## **Alexandria Library**

- 11 a.m.: Introduction to Hula at Ellen Coolidge Burke Branch Library
- 1:30 p.m.: Film Screening - "Sinners" at Ellen Coolidge Burke Branch Library
- 3:30 p.m.: Lego Competition at James M. Duncan Jr. Branch Library
- ([Alexandria Library calendar](#))

## **Alexandria City Public Schools**

- 8 a.m.: Governance Committee at School Board Meeting Room
- ([ACPS calendar](#)) ([ACHS Titans sports calendar](#))

### **What's happening in Alexandria this weekend: May 1 - 3**

Pride of Baltimore II, Clean the Bay Day, Rec Fest 2026, Cinco de Mayo Block Party, and more

The Alexandria Brief • Ryan Belmore

## Scene in Alexandria

A new temporary public art installation is now on view in the Alexandria Circuit Court Courtyard at 520 King Street. "00:10:00 (The Declaration of Independence)" by Sandy Williams IV features 600 stone-carved "Time Rulers" — one for each second it takes to read the Declaration of Independence. On view through November 2026.

## The Alexandria Brief

*Alexandria, Va., news and information you won't find anywhere else.*

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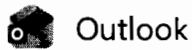
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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

From Steve Hernandez <stevenmhernandez@gmail.com>

Date Fri 5/1/2026 9:25 AM

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

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

My wife and I ride all around town with our kids. We wish there was a safer way on all streets for our kids to be on the road and not clog up the sidewalks.

I've almost been clipped a few times by impatient drivers overtaking me while my kids are on the back of the bike at way too close a distance. Sometimes as close as a foot. One rock or hole and I'd have been hit. A lot of times we end up at the same light at the same time anyway. We need safer roads for everyone. That gets more bikes on the road, which means less cars to create traffic and less kids on bikes interacting with pedestrians on the side walk.

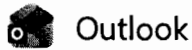
I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It creates a safe place for middle school kids to bike to school and lets them stay active.
- It'll slow drivers down, which will lessen the noise for all residents on the block and make it feel safer and more like the residential road it is.

Thank you,

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**[EXTERNAL] Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

**From** Christopher Landry <cglantry@gmail.com>

**Date** Thu 4/30/2026 2:28 PM

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

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I live in Del Ray and my bicycle is my primary mode of transportation. The two metro stations I use are Braddock Road and Potomac Yard stations. This is a fantastic opportunity to improve safety for not only myself but my family, neighbors, and everyone who visits the area!

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

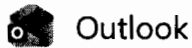
We cannot say Vision Zero is our goal and then refuse to build it. Please vote yes on May 16.

Chris Landry

Del Ray resident and proud voter.

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---

**[EXTERNAL] Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

**From** Alek Becker <alek.becker91@gmail.com>

**Date** Thu 4/30/2026 1:15 PM

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I frequently walk and bike in this area to get to metro, Lena's, 7-11, and other businesses. The crosswalks are incredibly dangerous because of multiple lanes of car traffic, drivers speeding, and far too often people refusing to stop at the flashing lights. Biking can also be difficult, especially when trying to access the Potomac Trail by bike. Just today (April 30th) I had car drivers not paying attention as I used the small bike lane to access the trail. We need to add proper bike lanes, increase pedestrian safety, and out in measures that slow down car drivers.

I support this project because:

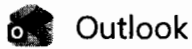
- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

We cannot say Vision Zero is our goal and then refuse to build it. Please vote yes on May 16.

Alek Becker  
Braddock Metro Neighborhood

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**RE: Braddock Road Project**

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**From** Jol Silversmith <jol@thirdamendment.com>

**Date** Thu 4/30/2026 10:08 AM

**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>

**Cc** Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>; Gloria Sitton <Gloria.Sitton@alexandriava.gov>; Christine Macey <christine.macey@alexandriava.gov>

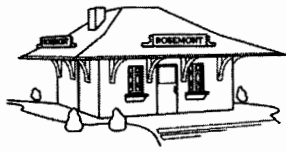
1 attachment (179 KB)

RCA Letter to Traffic Board - 01 27 26.pdf;

Dear Mayor and Council:

Attached please find a letter from the Rosemont Citizens Association, previously submitted to the Traffic and Parking Board, which is relevant to the Council's anticipated May 16 hearing of an appeal from the Traffic and Parking Board.

Jol Silversmith  
President, RCA



# ROSEMONT CITIZENS ASSOCIATION

P.O. Box 2873  
Alexandria, VA 22301-2873  
info@rosemontcitizens.org

January 27, 2026

Alexandria Traffic and Parking Board  
Ann Tucker, Chair  
c/o Alexandria City Hall  
301 King Street  
Alexandria, VA 22314  
[trafficandparkingboard@alexandriava.gov](mailto:trafficandparkingboard@alexandriava.gov)

Dear Chair Tucker and Members of the Board:

I write on behalf of the Rosemont Citizens Association (“RCA”) regarding the Braddock Road Trail Access and Corridor Project (“Project”), which I understand is to be presented to the Board by City staff at a future meeting of the Board.

As you may know, the RCA promotes the interests and welfare of its members, which include approximately 1,800 households in the Rosemont neighborhood of Alexandria, and the vast majority of the Project would be implemented within the boundaries of Rosemont.

A matter of specific concern that has been identified is that one of City staff’s proposals is to remove either some or all of the parking along Braddock Road in Rosemont. As previously reported, at the RCA’s general membership meeting on November 19, 2025, the following resolution was adopted:

**The Rosemont Citizens Association opposes the removal of parking spaces on Braddock Road between Russell Road and Commonwealth Avenue.**

At the RCA’s general membership meeting on January 22, 2026, the following additional resolution was adopted

**The Rosemont Citizens Association opposes the removal of parking spaces on Braddock Road between Mount Vernon Avenue and Commonwealth Avenue.**

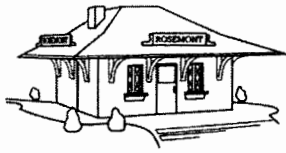
We note that Alex Carroll of the City joined us at the meeting, and provided information about the project; members of the Rosemont community also asked questions and raised issues that we hope will be addressed as part of the staff’s work before it is presented to the Board.

We appreciate your attention to this matter, and anticipate that many members of the RCA will appear in person and/or submit written comments regarding this and other elements of the Project.

Sincerely,

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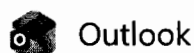
Jol Silversmith  
President, RCA



# ROSEMONT CITIZENS ASSOCIATION

P.O. Box 2873  
Alexandria, VA 22301-2873  
[info@rosemontcitizens.org](mailto:info@rosemontcitizens.org)

CC: Michael Moon, Interim Director, TES, [michael.moon@alexandriava.gov](mailto:michael.moon@alexandriava.gov)  
Hillary Orr, Deputy Director, TES, [hillary.orr@alexandriava.gov](mailto:hillary.orr@alexandriava.gov),  
Christopher Ziemann, Transportation Planning Chief, [christopher.ziemann@alexandriava.gov](mailto:christopher.ziemann@alexandriava.gov)  
Ryan Knight, Transportation Engineering Chief, [ryan.knight@alexandriava.gov](mailto:ryan.knight@alexandriava.gov)  
Alex Carroll, Complete Streets Planning Manager, [alexandria.carroll@alexandriava.gov](mailto:alexandria.carroll@alexandriava.gov)



---

**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

**From** harriet hirsch <harrietjeanhirsch@gmail.com>

**Date** Tue 4/28/2026 4:26 PM

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

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Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

We cannot say Vision Zero is our goal and then refuse to build it. Please vote yes on May 16.

Harriet Hirsch  
North Old Town

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Outlook

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

**From** Olivia Marshall <omarshall6@gmail.com>**Date** Tue 4/28/2026 3:21 PM**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; sandyforthecity@gmail.com <sandyforthecity@gmail.com>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

Almost every day I walk in this neighborhood, I have a near miss with a driver. This area, which should be a pedestrian heaven, is extraordinarily hostile to anyone not in a car. I have an 8 month old daughter and it is genuinely terrifying to walk her in her stroller and see that it does not cause people to drive more carefully at all. Just this month, 5 pedestrians have been hit by cars in this area. That is genuinely outrageous. Why is drivee convenience more important than people's lives and safety? The only way things will change is if we change the infrastructure and enact traffic calming measures.

I support this project because:

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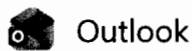
We cannot say Vision Zero is our goal and then refuse to build it. Please vote yes on May 16.

Olivia Marshall  
1319 Pendleton St

Sent from my iPhone

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---

**[EXTERNAL] Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

**From** Olivia Marshall <omarshall6@gmail.com>

**Date** Tue 4/28/2026 3:21 PM

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

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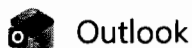
We cannot say Vision Zero is our goal and then refuse to build it. Please vote yes on May 16.

Olivia Marshall  
1319 Pendleton St

Sent from my iPhone

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---

**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

**From** Olga Symeonoglou <osymeonoglou@gmail.com>

**Date** Sun 4/26/2026 9:44 PM

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

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I am a new Alexandrian and relatively new cyclist and I put so much value on bike lanes to feel confident to be able to bike safely. Bike infrastructure is something we should value as a community to make the roads safer and easier to navigate for both bikes and cars.

I support this project because:

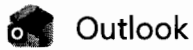
- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
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We cannot say Vision Zero is our goal and then refuse to build it. Please vote yes on May 16.

Olga Symeonoglou  
Del Ray

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**[EXTERNAL]Support for improvements on Braddock Road**

---

**From** Tom VanAntwerp <tom@tomvanantwerp.com>

**Date** Wed 4/22/2026 8:40 PM

**To** CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

Members of Council,

I'm writing to voice my support for the safety improvements, such as the addition of bike lanes, to Braddock Road. I fully support the recommendations of city staff and the plan as unanimously approved by the Traffic and Parking Board.

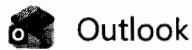
City staff has done an excellent job outlining all trade-offs in this plan. Their work is impeccable. I ask you all to trust the plan they've put together.

For those of you concerned about political consequences if you support this plan: I would like to note that yesterday's City Council election saw the defeat of the sole anti-bike lane candidate by a considerable margin—including in the precincts most affected by this project. While there is a very vocal group opposed to these changes, it is not a message that resonated with voters overall. I hope you'll keep this in mind when deciding, on a personal level, whether you're willing to support the city staff's plan.

Thank you,  
Tom VanAntwerp  
Resident, Del Ray, Alexandria

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Outlook

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

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**From** Elena Hutchison <ecaudle@gmail.com>**Date** Wed 4/22/2026 1:41 PM**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

Five Alexandria pedestrians have been struck by drivers so far in April, and it's only the 22nd. One was a child. One was an adult with a green light in the crosswalk at Mount Vernon and Braddock, inside this project area. And tragically on Monday night, as you know, a 62-year-old female pedestrian was killed in North Old Town.

We say Vision Zero is our goal. And City Staff has done an admirable job building a no-compromises plan to improve Braddock Road. The plan doesn't harm vehicle travel times. It doesn't risk fire and EMS response. It doesn't send cyclists a message that they are second-class citizens who should ride 50% farther on detoured back streets while cars get to take the direct route.

Setting aside concerns City Staff have already disproven or accommodated, the question is simply this: will this Council prioritize street parking for a few private homes or will you prioritize the safety of the whole corridor for all users? Given our stated goals and the clearly troubling number of incidents we are seeing, I have faith it will be the latter.

I am aware that opponents are being loud, but I'm also hopeful that last night's election results will speak louder. Sandy Marks won easily throughout the city (even in Rosemont!) in a race where Braddock Road was openly centered. Passing these improvements is not just common sense, it's what actual voters in Alexandria elected you to do.

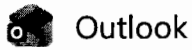
We're doing our best to respond to the misinformation about the project at [betterbraddock.org](https://betterbraddock.org). There you'll also find testimonials from more than 140 Alexandria residents — and counting — sharing why they support a safer Braddock Road. I built the site personally - if you have any questions about it, please reach out, I think you all know where to find me!

Thank you.

Elena Hutchison  
(in my personal, non-DRCA capacity!)

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**[EXTERNAL]Braddock Road Corridor Improvements**

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From Elena Hutchison <ecaudle@gmail.com>

Date Wed 4/22/2026 11:57 AM

To CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

Five Alexandria pedestrians have been struck by drivers so far in April, and it's only the 22nd. One was a child. One was an adult with a green light in the crosswalk at Mount Vernon and Braddock, inside this project area. And tragically on Monday night, as you know, a 62-year-old female pedestrian was killed in North Old Town.

We say Vision Zero is our goal. And City Staff has done an admirable job building a no-compromises plan to improve Braddock Road. The plan doesn't harm vehicle travel times. It doesn't risk fire and EMS response. It doesn't send cyclists a message that they are second-class citizens who should ride 50% farther on detoured back streets while cars get to take the direct route.

Setting aside concerns City Staff have already disproven or accommodated, the question is simply this: will this Council prioritize street parking for a few private homes or will you prioritize the safety of the whole corridor for all users? Given our stated goals and the clearly troubling number of incidents we are seeing, I have faith it will be the latter.

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Thank you.

Elena Hutchison  
(in my personal, non-DRCA capacity!)

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Outlook

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**[EXTERNAL]Braddock Road proposal comment**

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**From** Jordan Eccles <jordan.eccles@gmail.com>**Date** Tue 4/21/2026 4:31 PM**To** CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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

Dear City Council Members,

I am here from the future! It is one year from now, and after your courageous actions supporting an evidence-based approach to safety on Braddock Road, the bike lanes were installed and all the changes recommended unanimously by the Board were adopted. It is completely fine! People love it! The churches love their new accessible parking, the residents realized that, as the surveys showed, there is indeed still plenty of parking, and most importantly, children and adults who wanted to walk or bike along this stretch of Braddock are able to do so safely. As with "Justin's mess" along Janney's lane, the negative impacts never materialized, and just like the Russell/King intersection, the traffic engineers were right and things are better. The grumbling has faded and no one has gotten hurt since the pedestrian was struck at the intersection of Braddock and Mt Vernon in early 2026.

As you might guess, I am writing to you to support the recommendations of the Traffic and Parking Board. I've been a resident of Rosemont for over ten years, and I am the 1<sup>st</sup> Vice President of the Rosemont Citizens Association and member of the Environmental Policy Commission. I have two little girls, ages 4 and 6, and my wife is one of the leaders of the Naomi Brooks Bike Bus, "Alexandria's Finest Party on Wheels." I have worked for the Council on Environmental Quality as a Presidential Innovation Fellow since 2024, and prior to that worked supporting the Air Force. I am a former teacher and Navy veteran. I ride a bike to work almost every day, about eight miles each way (with an electric bike, so this is not in any way impressive). It's great! My route to work takes me along Alexandria's Potomac Yard Trail, then along the Mt. Vernon Trail until I cross into DC and up along 15<sup>th</sup> street, which is in a protected bike lane (for the moment). When I don't bike, I take the metro, but this takes a little longer and doesn't give me exercise. I am occasionally one of those smug annoying bikers who looks at the traffic backed up on the parkway and whistles a jaunty tune as I zip past them.

On the weekends, we often take recreational rides with our kids – usually with them on the backs of our bikes, but our oldest daughter can now ride on her own. Every Friday, she and dozens of other kids join the Brooks Bike Bus, which is a flock of children on wheels winding through the neighborhood to school in the morning. The kids love it, and it's one of the few times she can bike on the roads safely, since there are so many children and adults and there is no issue with cars not seeing us or driving aggressively. When we were looking to buy a new house this year, we went to see one in our neighborhood that we loved. My wife was surprised to see some Bike Bus gear in the closet, and called up her fellow leaders. One of them was selling the house! We wasted no time making an offer, and now we have our dream house just a block away from the school in our wonderful neighborhood.

If you've made it this far in my letter, great! This is the part where I finally talk about the Braddock Road Proposal. I was extremely impressed with the data and analysis collected by the City on the Braddock Road proposal. Changes like this have impacts that are not felt

equally, and poor planning might lead to bad design that fails to preserve necessary features, like accessible parking. The Rosemont Citizen's Association had at least two meetings dedicated to this topic, and I was very thankful to Alex Carroll for coming to the second one. She explained among other things that data had shown low parking utilization, widespread off-street parking for residents (only one house doesn't have a driveway!), and support for churches increasing their accessible parking in the new plan. This was on top of rock-solid data showing that protected bike lanes save lives and prevent injuries. In fact, during my commute, I bike along a stunning success story in that regard – the 15<sup>th</sup> St bike lanes across the National Mall have reduced crashes by 46% and decreased cyclist injuries by 91%. It was also wonderful to hear that most survey respondents love the vision of a future Braddock Road that is accessible and useable by everyone, not just people in cars.

I am personally disheartened by the opposition to this project. In our first Rosemont Citizens Association meeting on the topic, I knew that there were few cycling advocates in attendance, so I told the story of how I was hit by a car biking with my then-four-year-old daughter on the bike behind me and how terrifying that was. I thought there would be an opportunity to persuade people if I just described how some of us are worried about death and injury and that maybe preventing that is worth a little bit of walking to get to your second car or to get to church. The City's modeling shows that traffic will not be slower, and we can expect more predictable and less frustrating intersections when we're in cars. But this has been very contentious! I think I'm frustrated that the good work the City did in planning and outreach is misrepresented – for example, many of the signs opposing the project say "Preserve... accessibility." One of the strengths of the plan is the careful work preserving and expanding accessibility! This is upsetting! We should make decisions based on evidence and the common good.

I haven't joined many of the conversations in our neighborhood about this because I feel like I get too emotional. A couple weeks ago I was hit by a car again (along with another biker) while in an unprotected segment of a bike lane – not as badly injured this time, but it was another example of a driver breaking the law making an illegal turn and intruding on a space where we had a legal right to be. When I see drivers looking down at their phones or speeding or otherwise acting haphazardly, I find myself mumbling "please don't kill me." If it were anything other than cars – if someone was keeping their yard equipment or old appliances in the road, we'd have a completely different reaction. Balancing the risk of injury against storage on public land should be easy, but in this case it is proving difficult. However, we know that safety improvements that help keep bikers and pedestrians safe work well. There will be no counterfactual future where we know how many injuries or deaths are prevented by your action, but it's going to save someone. I shared some of the details about our family's life because if you vote in favor of the proposal, you'll be saving someone like me, my wife, or my daughters. As I finished writing this, I saw the horrifying news that a pedestrian was struck and killed in Alexandria. Drivers are worried that bikers and pedestrians will make their trip take 30 seconds longer. Bikers and pedestrians are worried that cars will kill us. It's a rational fear.

The people advocating for this proposal are real! Please don't ignore us! I hope you will follow the data and evidence and vote in favor of the proposal.

Thank you,

Jordan Eccles

Jordan Eccles

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Outlook

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**[EXTERNAL]Traffic and Parking Board Appointment - Support for Jacquelyn Kittredge**

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**From** Elena Hutchison <ecaudle@gmail.com>**Date** Sat 4/11/2026 8:48 AM**To** CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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Dear Mayor Gaskins and Members of City Council,

I am writing in my personal capacity to encourage council to seat Jacquelyn Kittredge on the Traffic and Parking Board.

Ms. Kittredge holds a Master of Architecture from Virginia Tech, where her thesis focused on multimodal transportation infrastructure - sidewalks, bike lanes, residences, and parking centered around a transit station. She has been an Alexandria resident for 28 years and uses every mode of transportation the board's work touches: walking, biking, transit, and driving. She co-leads the Naomi Brooks Bike Bus every Friday morning, volunteers as an ACPS Bike Buddy teaching third graders to ride, and has prior city service on the TAG Committee and as PTA Secretary at Maury.

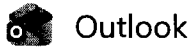
Her combination of academic background, professional experience, and hands-on community involvement stand in stark contrast to other applicants for this position who provided very limited detail on their qualifications or interest in the role - making her the obvious choice for council to seat in this role.

Thank you for your consideration.

Elena Hutchison  
Del Ray, Alexandria

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**[EXTERNAL]In favor of all changed to Braddock rd.**

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**From** Dianne Harris <diannemharris@gmail.com>

**Date** Tue 3/24/2026 2:57 PM

**To** CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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As a Car-free resident of Del Ray, I want to log my support for the Braddock road bike lanes and the Metro zoning change. Both of these projects will help reduce the impact of climate change on the area. I'm for more housing near metro and less reliance on cars in general.

I will support all projects that remove on street parking and reduce the requirements of off street parking for all buildings city wide.

I am tired of having to subsidize (with my tax dollars going to maintenance of parking spaces) the storage of other peoples cars. It is driving up housing prices and making our roads unsafe. This is a top priority for me. My vote will always go to the most pedestrian friendly candidates.

- Dianne Harris

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515 Mt. Vernon Avenue, Ste 200  
Alexandria, VA 22301

May 6, 2026

Dear Mayor Gaskins and Members of the Alexandria City Council,

I am writing to express my strong opposition to the Traffic & Parking Board's recent recommendation to remove turn lanes and reduce handicapped access along Braddock Road. As a local business owner, I am deeply concerned that the installation of protected bike lanes at the expense of motor vehicle infrastructure will cause irreparable harm to our local economy, resident quality of life, and community accessibility.

Yates have been in business in Alexandria for over 62 years, and we have grown alongside this community by providing essential services and reliable employment. However, the proposed plan threatens the viability of our restaurant, service station, dry cleaners, and convenience store. My opposition is rooted in the following critical concerns:

### **1. Misrepresentation of the Yates Position**

I must clarify a significant misunderstanding from the Traffic & Parking Board public meeting. It was suggested by staff that Yates was "okay" with the proposed plan; this is entirely inaccurate. During that meeting, our attorney was simply seeking to clarify that the parking in front of Lena's Wood-Fired Pizza & Tap would remain. This request for clarification on a specific detail should not have been interpreted—or represented to the public—as an endorsement of the overall project. We remain firmly opposed to the plan in its entirety.

### **2. Increased Congestion and Gridlock**

The technical reality of this plan is troubling. Removing the turn lanes at the intersection

of Braddock Road and Mt. Vernon Avenue will cause massive queuing issues. We anticipate that traffic will back up as far as West Street and Commonwealth Avenue. No one wants to live or work in a neighborhood defined by single-lane intersections and constant gridlock. The current level of congestion poses a significant threat to our operations, as it hinders our employees' ability to arrive on schedule and our patrons' ability to access our location.

### **3. Hardship for Braddock Road Residents**

Beyond the business impact, this plan places an unreasonable burden on the people who live on Braddock Road. Removing the ability to park in front of one's own home transforms basic daily tasks into grueling chores. Residents—including the elderly and families with young children—will be unable to efficiently unload groceries, transport heavy household goods, or access their homes with ease. A residential street should serve the people who live there, not prioritize pass-through amenities at the cost of basic home functionality.

### **4. Impact on Adjacent Neighborhoods and Safety**

The "gridlock" created by this plan will not stay on Braddock Road. Drivers seeking to avoid bottlenecks all the way up Braddock Road will inevitably divert into the quiet side streets adjacent to Braddock Road. These neighborhoods will be inundated with cut-through traffic, increasing noise, pollution, and safety risks for children and pedestrians on streets that were never designed to handle high volumes of diverted vehicles.

### **5. Accessibility and Equity**

Many of my customers and neighbors are elderly, live with disabilities, or are parents with small children. These residents rely on close-proximity parking and efficient vehicular access. By removing turn lanes and handicapped-accessible parking, this plan effectively creates physical and logistical barriers for our most vulnerable citizens. Discouraging vehicle access is a policy that unfairly discriminates against those who are not physically capable of using bicycles for transportation or carrying essential goods for multiple blocks.

**6. Economic Vitality**

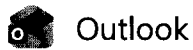
The goal of city planning should be to make neighborhoods more hospitable, not less. Reducing lanes and removing parking will discourage visitors from spending money in our community, leading to a decrease in local tax revenue and threatening the stability of local jobs. We should be prioritizing a balanced approach that respects the needs of all residents—especially those who have invested their lives and livelihoods into making Alexandria a thriving city.

I have spent my life growing my businesses responsibly and giving back to this community. I urge you to reject this recommendation and preserve the convenience, safety, and accessibility that Braddock Road currently provides to its residents and businesses alike.

Sincerely,

*Jason A. Yates*

Jason A. Yates  
President  
Yates Service, Inc.



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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

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**From** Max Postman <max.postman@gmail.com>

**Date** Thu 5/7/2026 7:50 AM

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

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Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I cross this road literally every day to get to work and it's very important for me to do so safely

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Thanks,  
Max in Del Ray

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

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**From** Haley VanOverbeck <haleyvanoverbeck@hotmail.com>

**Date** Wed 5/6/2026 7:50 PM

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

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Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I would bike more if it felt safer, reducing the amount I use my car (and helping to reduce traffic!). A good friend of mine was hit at a pedestrian crosswalk on Braddock Road, and a bike lane would make the road safer for all.

I support this project because:

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City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Haley VanOverbeck  
Old Town North

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Outlook

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

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**From** Michael Kutner <michaelsolkutner@gmail.com>**Date** Wed 5/6/2026 6:22 PM**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; sandyforthecity@gmail.com <sandyforthecity@gmail.com>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

Braddock Road is the only street in the neighborhood that feels dangerous to cross. It looks like a highway and a lot of drivers treat it like one. It's also too dangerous to bike on at present because cars keep trying to pass. It shouldn't feel dangerous to cross a street that is less than a block from your house.

I support this project because:

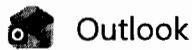
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City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Michael  
Del Ray

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

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**From** Elizabeth Senecal <elizabethsenecal@gmail.com>

**Date** Mon 5/11/2026 8:44 AM

**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I recently moved to Alexandria and use my bike frequently to get around. It makes such a HUGE difference to have designated bike lanes and safe bike infrastructure for me because I can focus on biking (defensively) without risking unsafe default choices to bike in the busy roads here that lack safe bike infrastructure. Thank you for considering this safer plan for my pedaling.

I support this project because:

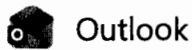
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Elizabeth  
Del Ray

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**[EXTERNAL]Vote YES on the Braddock Improvement Plan**

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**From** Emilie Neulen <emineulen@hotmail.com>

**Date** Sun 5/10/2026 10:28 PM

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

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Hello! I wanted to share my support for the Braddock Road Improvement project. I live in Alexandria, in the Del Ray Neighborhood, on a right street right off of Braddock Road with my husband and my two dogs. My husband and I often bike on Braddock or walk to local restaurants and take our dogs on walks. We frequently see other bikers as well and we see that most of the parking spots on the street are usually empty and there are numerous spots in the streets directly intersecting Braddock Road. Additionally, it is a street that does not feel very safe as a cyclist or pedestrian. My husband has once been yelled at while biking on Braddock by a driver who was mad that he was sharing the road. We have also had occasions of drivers not stopping in the crosswalks, with a driver being very close to hitting my husband while he was crossing on his bike. Additionally, I have seen a woman in a wheelchair wait at the crosswalk with not a single driver stopping for her until a different person came and helped her across. Plus, there recently was a pedestrian hit in the intersection of Braddock Road and Mount Vernon Avenue.

I know that some other people have shared concerns of worsened traffic, but research shows that this is not how the traffic is long term affected. Also, the city needs to stop prioritizing cars. With increased gas prices and the climate crisis, making it easier for people in Alexandria to choose forms of transportation other than cars. If it is easier to bike, then people will choose to use that form of transportation instead. Plus, it is important for us all to move a bit more and go outside and see our neighbors.

I always feel much more connected to my community when I walk or bike. However, it is not very safe on Braddock and for someone who is not experienced biking there it can be very scary, and I would be worried about children. Thus, I think it is important for us to improve the bike lanes on Braddock so that adults, children, and families can bike safely which is better for us all physically and mentally, and it is better for the environment. Other cities, such as numerous in Europe, have seen massive positive changes from improved biking infrastructure, and it leads to a safer driving experience as well. Personally when driving, I feel much safer when I know the cyclist is in the bike lane and that there is less chance of collision. I think it is really important that we make these changes and that we don't let the vocal group who doesn't agree with the changes make the decision for everyone. Of course people are not going to enjoy having a convenience removed from them, but ultimately with time this will create much better changes for the whole city and people will completely forget about the parking.

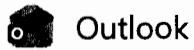
Thank you for considering my opinion!

Best

Emilie Smith

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## Comments for 5/16 hearing re: Braddock Road appeal

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**From** Jeremy Miller <jmiller83@gmail.com>

**Date** Sun 5/10/2026 9:31 PM

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

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Dear Mayor Gaskins and Alexandria City Council Members,

I am writing a letter of support for the residents and other parties along Braddock Road asking you to overturn the decision of the Traffic and Parking Board and devise a plan that does not involve removing street parking or turn lanes in favor of dedicated bike lanes. I am an Alexandria resident, and although I don't live along the affected area on Braddock Road, I empathize deeply with the residents there and the arguments they have made. These are people who have already invested heavily in Alexandria – putting down roots as homeowners, raising families, and really just trying to live their lives the best they can. Writing off the removal of street parking as just a minor inconvenience comes off as condescending and tone deaf. Even beyond removing the ability of those residents or their guests to utilize these spots, let's also acknowledge that in 2026, frequent delivery drivers and service vehicles are a part of everyday life. Giving these vehicles no place to park, even for a short period of time, should have been disqualifying for the bike lane scheme.

It's also clear that these residents along Braddock Road are not opposed to safety improvements. There appears to be widespread agreement on the need to improve the segment of Braddock between Mt. Vernon Ave and West St. There is also agreement on the desire to improve pedestrian crossings, perhaps with raised crosswalks and HAWK signals where appropriate. I am very much in favor of safety improvements like these in problematic areas.

Let's talk for a moment about bike lanes. Clearly there is a very well-organized and vocal minority advocating for these bike lanes, and the arguments that they have made deserve some scrutiny. For starters, the canned response to the fact that so few people currently use bicycles as a means of transportation is "induced demand" (i.e the "If you build it, they will come" rationale). If this were the case, would the addition of dedicated lanes for pogo stick riders also guarantee an increase in their usage? It is ironic to see the "induced demand" argument being made in this case, but the induced demand from building luxury apartments in an already desirable area is ignored. There are many families like mine in the city who absolutely need two vehicles to make our daily lives work. It comes off as dismissive when the city ignores the very real concerns of families for whom using bicycles to get where they need to go and do the things they need to do is *just not possible*.

The next argument for the bike lanes goes something like, "Well, even if more people don't use them, it's still better for safety because now the road is narrower and cars have to go slower." I honestly cannot believe that people would make this argument with a straight face. If you can devise a road feature that you think will force a driver to drive more slowly and carefully, then I will find you a Maryland driver who will say, "Hold my Old Bay-flavored beer". And this brings me to what I think is ultimately missing in the safety equation, which is **enforcement and consequences**.

We have drivers and cyclists in our city riding in a dangerous manner with impunity because there seems to be a total lack of enforcement in this city. Let's start with red light cameras. Under Virginia law, a municipality can have red light cameras at one intersection per 10,000 residents. In Alexandria, we *could* have a total of 15 or 16 intersections with these cameras (depending on our exact population). At the time of this writing, Alexandria only has four intersections with red light cameras, and this number has not changed in at least several years. Ever since my car was totaled in 2019 by a Maryland driver who ran a red light, I have advocated for the city to install red light cameras at problematic intersections. I have sent numerous dashcam videos of red light runners to the city and to APD, with nothing ever coming of it.

"But, does enforcement work?" you might ask. I believe it is the most effective means of changing behavior because it has real consequences. When the city put up speeding cameras in school zones, and a city council member acknowledged that he and his wife received citations (<https://www.alxnow.com/2024/09/25/4800-tickets-issued-monthly-by-speed-cameras-in-three-alexandria-school-zones/>), did their behavior change? Did they drive more slowly through those zones after having received those citations? I would bet the cost of a speeding ticket that the answer is "Yes".

So where should City Council go from here? I believe that Council should take the following actions:

- Overturn the decision made by the Traffic and Parking Board
- Advise staff to devise a new plan for Braddock Road that retains on-street parking, improves pedestrian crosswalks, and makes improvements to the segment between Mt Vernon Ave and West St
- Begin to roll out red light cameras at intersections throughout the city (Quaker Lane and Duke St. would be a fantastic place to start)
- Investigate emerging AI-assisted technologies for other driving infractions (e.g. detection of illegal turns)

It's time to move past the belief that dedicated bike lanes are the answer to all that ails traffic issues in our city. If we want to make our roads safer for everyone, let's shift to a model in which those who are driving or cycling in a dangerous manner face real consequences. That is how behavior is changed for the better and how everyone gets around more safely.

Thank you,

Jeremy Miller



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**[EXTERNAL]Braddock Rd Corridor - More Balanced Plan**

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**From** Brittney DePiano <brittneydepiano@gmail.com>

**Date** Sun 5/10/2026 8:47 PM

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

1 attachment (106 KB)

Braddock Road Corridor Proposal\_B.DePiano\_115.pdf;

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

Mayor, Vice Mayor and City Council Members,

Good evening. Please see the attached letter opposing some of the recommendations in the the Braddock Rd Improvement project proposal. I'm one of the directly affected residents on Braddock Rd in segment 3 and the project as outlined will affect my day-to-day life and result in less safe conditions for residents. I've also outlined some issues identified in the analysis of parking and traffic patterns that make me concerned that Braddock Rd will have worse flow after implementation.

Please consider the needs of residents in segments 2 and 3 who rely on this corridor for accessibility, deliveries, maintenance and parking as you make your decision on the appeal.

Thank you for your service to the city.

Brittney DePiano

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Sent from my iPhone

Brittney DePiano  
115 W. Braddock Rd.  
Alexandria, VA 22301

Mayor, Vice Mayor and City Council Members,

I respectfully request that the City Council refer the decision made by the Traffic & Parking Board on Feb 23<sup>rd</sup> as it relates to Segments 2 & 3 (Russell to Mt. Vernon) back to the City staff with direction to conduct a complete, data driven, and community informed planning process that better balances the competing needs for bike lane infrastructure, pedestrian safety, parking, traffic flow, resident and parishioner accessibility and handicap access.

Below I will outline some of the key concerns with the approved proposal and alternative options for consideration.

### **Resident Safety & Accessibility Concerns**

When my husband and I purchased our home four years ago, the availability of on-street parking was an important factor in our decision to move to this neighborhood, as our 1940's property does not include a dedicated driveway. The previous owner had already converted part of the limited yard space into a single parking spot, which highlights the existing constraints. Even with that space, access via an easement is not ideal due to the tight turning angle required.

Under the current proposal, accessing this spot would become more difficult and potentially less safe, as it would require pulling into oncoming traffic to position the vehicle. Today, we are able to pull to the side of the road and wait for a safe gap in traffic before parking, which feels far more manageable. While this may seem like a small change, it would have a meaningful impact on our daily routine.

As we plan to grow our family, reliable access to the front of our home becomes even more important, not just for convenience, but for safety. Tasks like getting children in and out of the car, managing strollers, or carrying groceries are much easier and safer when there is space to pull over in front of our home. While it may look like just one or two blocks on paper, side streets are often already full. In practice, that can mean parking much farther away and walking back with groceries, children, etc in tow.

More broadly, the removal of on-street parking and the addition of bollards would reduce flexibility along Braddock Road. The ability to safely pull to the side supports a wide range of everyday needs, including assisting elderly or mobility-impaired residents and visitors, loading and unloading children and household items, and accommodating deliveries, rideshares, and service providers. Without that space, many of these

activities may be pushed onto side streets or require crossing at less controlled locations.

These changes would affect not just our household, but the approximately 60 residents along this stretch of Braddock Road, many of whom rely on this access to manage day-to-day responsibilities. Pedestrian safety is also something that I believe could be further improved in the City's proposal. The limited number of crosswalks between Russell and Commonwealth leaves a gap in the pedestrian network and frequently causes crossing at uncontrolled points. There seems to have been an oversight that pedestrians only need to cross at major intersections when in fact the usage of the street is a lot more complex.

I also want to acknowledge that residents have a range of transportation needs and abilities. Not everyone can consistently rely on walking, biking, or public transit, and it is important that the design reflects that reality. We do not believe it is the intent of this proposal to disadvantage those residents, and we hope their needs can be more fully considered as these plans move forward.

At present, the trade-offs do not feel fully balanced—particularly given that there may be other ways to achieve the project's goals while preserving essential access for residents. This proposal may unintentionally signal that residents who rely on different transportation needs are less supported in this community.

### **Parking Study Methodology Concerns**

I also have concerns that the City's parking study may not accurately reflect existing conditions as the analysis was completed using a linear model methodology. In particular, it appears to overestimate available capacity by not fully accounting for the unique characteristics of Braddock Road. This includes fragmented curb space caused by driveways and curb cuts, as well as partial segments that may appear usable in a theoretical calculation but are not practical for real-world parking.

Additionally, the study does not appear to fully incorporate no-parking areas required for safety and access, such as clearances near intersections, fire hydrants, and bus stops. As a result, the total parking supply may be overstated, while current occupancy rates are understated. Additionally, the capacity analyses completed in May and October 2025 do not appear to accurately reflect the assumed available parking. During a meeting with residents, the city planner noted that when data was not collected, occupancy was recorded as 0%, which could significantly skew the overall occupancy rate.

Because this analysis serves as a key baseline for the proposed removal of parking within the project scope, we believe it is critical that the underlying data and assumptions are as accurate and representative as possible. If the methodology does

not reflect actual real-world conditions, it should not be relied upon as a primary justification for significant changes.

From a safety perspective, it is also worth noting that on-street parking already has a traffic-calming effect by visually and physically narrowing the roadway—similar to what is often cited as a benefit of adding bike lanes. Given that Braddock Road already experiences higher than average speeds despite these existing conditions, it is unclear whether the proposed changes would meaningfully reduce vehicle speeds along the corridor.

I would appreciate further clarification on how this recommendation is expected to achieve measurable speed reduction and improve overall safety outcomes. Increased enforcement, reduced speed limits, delayed green lights and the use of speed radar signs are all practical, proven strategies for addressing speeding—yet none of these measures were considered in the recommendations.

### **Synchro Model Relies on Inadequate Data That Underestimates Traffic Counts**

The city used the Synchro model to predict traffic flow, delays, and congestion impacts on Braddock Road due to the installation of bike lanes and the removal of turn lanes. The city claims that there will be virtually no additional delays after the implementation of the project. Neighbors know this 0.6-mile section of Braddock Road is anything but uniform. It narrows and widens, traffic ebbs and flows, and conditions can change quickly along the corridor.

FOIA requests have shown that the city used data from one point in time - on a day during the federal government shutdown when traffic was unusually light. VDOT Average Annual Daily Traffic count data shows considerably more traffic on Braddock Road than the count that the city used. Replacing the city's one-day traffic count with the VDOT average traffic for the corridor reveals that traffic increases as much as ~55%. The city Synchro model produces abnormally low traffic counts, which do not reflect what Alexandrians experience daily with respect to delay and congestion. Additionally, the city TES has indicated that the Synchro modeling only evaluated the four Braddock Road intersections. Traffic congestion along Braddock Road is also impacted by larger arterial roads that back traffic up to Braddock Road. Braddock Road is a better option for residents to travel east-west around traffic congestion. The plan to reduce vehicle lanes and turn lanes will only exacerbate an already untenable situation. City Council should require a thorough examination of the Synchro model's underlying data and assess whether its conclusions regarding the absence of gridlock are supported and reliable.

The problem with gridlock, in addition to the frustration of drivers and pollution caused by sitting in traffic, is that drivers then seek to cut through our neighborhoods. Cut

through traffic on streets that aren't equipped to handle such volumes. That is an additional reason for concern about this project. Not all roads can serve all purposes. Braddock is a major connector and collector road as it moves traffic across the city from East to West. It would be much better to have bike lanes on less busy side streets with the appropriate infrastructure to keep traffic flowing on Braddock.

### **Alternatives Analysis & Compromises**

As residents in Segment 3, my husband and I are directly impacted by the proposed project, we respectfully request a more thorough review of alternative design options before moving forward with the current recommendation. We believe there are viable approaches that could improve safety and support multimodal transportation while still preserving reasonable access and essential parking for residents.

In particular, we would welcome a clearer, side-by-side evaluation of previously presented design concepts, including those shared in March 2025, along with the current proposal. This comparison should outline the criteria used (e.g., safety outcomes, traffic calming effectiveness, multimodal connectivity, parking impacts, and residential accessibility), as well as the data and assumptions underpinning each option. Providing this level of transparency would help the community better understand how decisions are being made and why certain alternatives were not advanced.

We also encourage the City to revisit options that incorporate a more flexible approach, such as partial corridor treatments, peak-hour or strategically placed restrictions, or designs that maintain parking on one side of the street where feasible. Additionally, further analysis of parallel or lower-traffic routes for bicycle connectivity developed in coordination with residents and cyclists may identify solutions that achieve safety goals without placing additional strain on an already constrained arterial roadway.

Ultimately, a more comprehensive evaluation of alternatives, supported by clear data and community input, would help ensure that the final design reflects a balanced and well-justified approach that serves the needs of all users.

For all these reasons, I urge City Council to reverse the Traffic & Parking Board's decision regarding the portion of Braddock Road between Russell Road and Mt. Vernon Avenue. I ask that City Council vote to direct staff to re-engage the process and develop a plan grounded in complete data, meaningful engagement, and a balanced approach to safety, accessibility, and mobility.

Thank you,

Brittney DePiano



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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

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From Steven Gornstein <stevgorn@gmail.com>

Date Sun 5/10/2026 7:38 PM

To Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

We need a protected bike lane so I can bike safely to the Metro with my toddler as she grows up. (I live on Russell Rd).

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Steve  
Del Ray

Steve Gornstein  
Harvard | Ed. M., Education Policy and Management  
University of Michigan | B.A., History and Political Science  
Teach for America | 2011 Corps Member  
Phone: 202-247-5309

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

**From** Kristen K. Woodiwiss <keating.kristen@gmail.com>

**Date** Sun 5/10/2026 5:57 PM

**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I have three children who attend Mount Vernon Community and, GW Middle schools. I worry about crosswalks, especially Commonwealth and Mount Vernon between the schools. There need to be more crosswalks with flashy lights as it can be scary as a driver - as well as scary as a walker, not knowing if a car is actually going to stop for you, even if you are in a crosswalk.

We try to give our children Independence within the controlled environment but drivers go too fast and there is too much activity happening, especially along Mount Vernon Fridays through Sundays to make it feel safe. My daughter was almost hit by a car getting off of the bus while she stood in a crosswalk. Fortunately the driver of another car was alert enough to stop on time. My husband has also been hit off of his bike from a car pulling out from a space and not looking over their shoulder to notice a cyclist coming past.

We need safer mechanisms for walkers, bikers and drivers. I wish the city would consider making parts of Mount Vernon (say from Randolph road to Delray Ave pedestrian only Friday through Sunday). Research indicates that local businesses in cities who have embraced this have actually increased their revenue as a safer environment creates an environment where people come and spend more time and more money.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

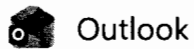
I hope this is the beginning of future improvements to make our community safer.

Kristen  
Del Ray

Kristen Elizabeth Keating Woodiwiss  
[keating.kristen@gmail.com](mailto:keating.kristen@gmail.com)

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

**From** David Covington <david.winter.covington@gmail.com>

**Date** Sun 5/10/2026 3:31 PM

**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

Living in the community means walking and bike it easier to get around than driving. Its hard to walk when sharing the sidewalk with bicycles and its hard to drive when sharing the road with bicycles.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

David  
Rosemont

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**[EXTERNAL] Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

From Olga Chen <olgagel@gmail.com>

Date Sun 5/10/2026 2:44 PM

To Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

A Braddock road safer for bikers would be great. There are lots of places in Alexandria I would like to bike to (and Braddock road is the main root to get there - Del Ray, for example). I currently drive because of a safety issue.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Olga  
Cameron Station

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Outlook

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

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**From** Jong Chen <jongchensend@gmail.com>**Date** Sun 5/10/2026 2:41 PM**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I live in Cameron Station. A better braddock road would make it much safer to bike to Del Ray for dinner. I drive now for safety but would much rather bike.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

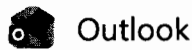
City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Jong

Cameron Station

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

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From William Buschur <buschwacker87@gmail.com>

Date Sun 5/10/2026 2:40 PM

To Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

Today, my daughter and I rode our bikes in a big group ride organized by the Alexandria BPAC group, the same one that organizes her bike riding classes at Lyles Crouch. We had a great time. She's a third grader and we get to school by bike, but in a few short years, she'll attend GW Middle and likely will keep getting around by bike. The design of Braddock road that you adopt on May 16 will be the one that will keep her safe.

I've been biking around Alexandria and the DC region since 2018, when I got an ebike. But my daughter has only been at it for a few years, and even though she's a confident rider, she was nervous about participating in today's group ride.

I asked why - she said "What if someone yells at us?" I reassured her that we'd tinkle our bells if that happened, and that I'd be there too to support her. And that it's brave to do something you believe in even if you're worried about it. But I privately made a plan for a worst case scenario, what I'd do if someone used their car as a weapon against us.

As it happened, the vibes were delightful and we enjoyed tinkling our bells as passerby waved and smiled at us. But one moment stuck with me when we passed by a man on his porch. I hollered out the line "Support safe streets!" with a smile and tinkling bells.

The scowling reply came back "Keep our parking!"

Directed at families, kids, and neighbors advocating for a safe way to use a city street.

I think it's clear at this point - with all the facts on the table - that this vote is about values - whether to trade safety for convenient parking. I certainly vote according to my values, and I'm sure that scowling man votes according to his.

When you vote on Saturday, I hope you'll vote for the virtuous value of safe streets over convenient parking; a chance at independence for kids outside of a motor vehicle; and a more hopeful future.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

William  
Carlyle

---

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**[EXTERNAL]Daily Commuter - Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

**From** Jacqueline Bartocha <jacquelinebartocha@gmail.com>

**Date** Sun 5/10/2026 11:34 AM

**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I am a dedicated daily commuter who cycles two miles to Braddock Road Station every day, regardless of the weather. Despite my constant use of high-visibility gear, a bright yellow jacket in winter and a vest in summer, I have experienced numerous dangerous incidents over the last two years where drivers failed to see or respect my presence on the road.

As you review the Braddock Road Corridor Improvements plans, I urge you to prioritize protected bike lanes and safer pedestrian crossings.

**We should strive to be the example of proactive safety, rather than a lesson learned from an irreversible tragedy.**

Please act now to ensure our streets are safe for all residents.

Sincerely,

Jacqueline

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Jacqueline Bartocha

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Outlook

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

**From** Elliott Moos <elliott.moos@gmail.com>**Date** Sun 5/10/2026 9:24 AM**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I would actually bike to work, keeping one more car off the road.

I support this project because:

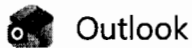
- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Elliott  
Carlyle

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---

**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

From Julie Anne Harris <juaharri@gmail.com>

Date Sun 5/10/2026 6:30 AM

To Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

While I live in Old Town, I travel through Braddock Road all the time to visit friends and travel to restaurants and events. These improvements will help citizens, like me, who don't own cars feel safer traveling throughout the city.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
  - It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
  - The city's own modeling shows it reduces driver delay, not increases it
  - It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Julie  
Old Town

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Outlook

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

**From** julien.sorci1@gmail.com <julien.sorci1@gmail.com>

**Date** Sat 5/9/2026 8:38 PM

**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

[You don't often get email from julien.sorci1@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I would ride my bike on Braddock road but currently do not feel safe. I have nearly been hit by a car in Old Town on a couple of occasions because of dangerous road design. The cars on the road are bigger than ever so it's critical that we design roads to prevent accidents from happening.

I support this project because:

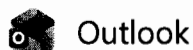
- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Julien

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements on May 16**

---

**From** Razanne Oueini <razanneoueini@gmail.com>

**Date** Sat 5/9/2026 8:33 PM

**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

The proposed changes, if approved, would make me feel safe enough to bike on Braddock Road. As a resident of Old Town North that regularly drives to Chinquapin Park via Braddock Rd to tend to my community garden plot, I have seen the cramped conditions and lack of bike lanes that make this road unsafe for cyclists. I have also seen that the majority of the parking spaces on Braddock Rd go unused -- space that could be better utilized as protected bike lanes. These changes would encourage others (like myself) to bike on this road rather than drive, further easing traffic congestion.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

All the best,  
Razanne Oueini  
Old Town North resident

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Outlook

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

**From** Julie <jeswiatek@earthlink.net>**Date** Sat 5/9/2026 2:20 PM**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers. Please vote yes on May 16.

Thank you for your work on behalf of our city.

Julie E. Swiatek

Sent from my iPhone

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Outlook

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

**From** Lauren Hedinger <lhedinger@gmail.com>**Date** Sat 5/9/2026 12:14 PM**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers. Please vote yes on May 16.

Thank you for your work on behalf of our city.

Lauren Hedinger

Cell: 415.652.9400

Email: [LHedinger@gmail.com](mailto:LHedinger@gmail.com)

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Outlook

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

**From** curoninja@gmail.com <curoninja@gmail.com>**Date** Sat 5/9/2026 11:14 AM**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers. Please vote yes on May 16.

Thank you for your work on behalf of our city.

Sent from my iPhone

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Outlook

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

**From** Emily Rupp <rupp.emily@gmail.com>**Date** Sat 5/9/2026 10:41 AM**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

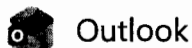
City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers. Please vote yes on May 16.

Thank you for your work on behalf of our city.

Sent from Gmail Mobile

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

**From** Kimber M <kimber84atx@gmail.com>

**Date** Sat 5/9/2026 9:37 AM

**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

You don't often get email from kimber84atx@gmail.com. [Learn why this is important](#)

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

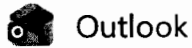
City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers. Please vote yes on May 16.

Thank you for your work on behalf of our city.

Kimber

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---

**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

**From** Cassie Essary <cassiessary@hotmail.com>

**Date** Sat 5/9/2026 8:33 AM

**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I support this project because:

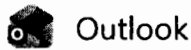
- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers. Please vote yes on May 16.

Thank you for your work on behalf of our city.

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Outlook

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

**From** Kelly Rolfes-Haase <klr76@georgetown.edu>

**Date** Sat 5/9/2026 8:32 AM

**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

You don't often get email from klr76@georgetown.edu. [Learn why this is important](#)

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers. Please vote yes on May 16.

Thank you for your work on behalf of our city.

Best,  
Kelly

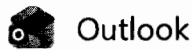
**Kelly Rolfes-Haase, PhD, MPP**

*Pronouns: she/her/hers - [what's this?](#)*

Returned Peace Corps Volunteer, Thailand

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

**From** Carmen Witsken <witsken.carmen45066@gmail.com>

**Date** Sat 5/9/2026 8:31 AM

**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

You don't often get email from witsken.carmen45066@gmail.com. [Learn why this is important](#)

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to **support the Braddock Road Corridor Improvements** at the May 16th hearing.

I live on Russell Rd in Rosemont and often go on runs to the Potomac Yard Trail or Del Ray, but getting there along Braddock Road is stressful because visibility is poor near Russell and Commonwealth, and the sidewalks become very narrow. I cannot imagine how difficult it is for someone who needs assistance walking or for families with children, especially since Braddock is a key route to the Metro and Del Ray, and safer crossings should matter more than preserving excess parking that often sits unused.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! **Please vote yes on May 16.**

Carmen

Carmen Witsken, PharmD  
(937) 361-8577

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Outlook

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements**

---

From Adam Bibler <adam.bibler@gmail.com>

Date Sat 5/9/2026 6:36 AM

To Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

As a father of two young girls we frequently bike and walk around the city and witness the need for better and safer infrastructure. The city has routinely voted for grand plans, such as declaring a climate emergency and adopting vision zero. It's important to actually take meaningful action on these issues instead of prioritizing parking for fossil fuel powered cars. Thank you.

Adam Bibler  
Hume Ave

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**[EXTERNAL] Please vote YES on Braddock Road Corridor Improvements (May 16)**

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**From** Leo Richardson <leo.franklin.r@gmail.com>

**Date** Fri 5/8/2026 7:50 PM

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

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I'm able to bike safer with my friends and not be in a constant fear of being hit by a car.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Leo  
West End

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**[EXTERNAL] Please vote YES on Braddock Road Corridor Improvements (May 16)**

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**From** Daniel Mehaffey <dan.mehaffey@gmail.com>

**Date** Fri 5/8/2026 6:29 PM

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

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

Please support the Braddock Road Corridor Improvements at the May 16 hearing.

My child walks to school through the corridor and has had close calls. I watched a motorist nearly hit a mom and her child in a stroller and blame the mother, who was walking in a crosswalk. Maybe the driver felt entitled because she felt the road was designed for drivers.

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

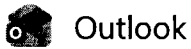
City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Dan Mehaffey  
Rosemont

Sent from my iPhone

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

From Alexandra Montgomery <alexandramon@gmail.com>

Date Fri 5/8/2026 5:55 PM

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

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Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I live near GW middle school. I love biking but it feels unsafe getting to and from the neighborhood. The kids and adults in our community deserve safer options!

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Alexandra  
Del Ray

Ala

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**RE: Opposition to Removing Parking at Good Shepherd Lutheran Church (Braddock Road Corridor)**

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From Steve White <stephen.w.white@gmail.com>

Date Fri 5/8/2026 2:59 PM

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

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

Dear Members of the Alexandria City Council,

I am writing to you as a concerned Alexandria resident and member of Good Shepherd Lutheran Church on Braddock Road to urge you to retain the on-street parking in front of Good Shepherd Lutheran Church on Braddock Road. The current proposal to remove these parking spaces presents significant challenges for our community, particularly for our elderly congregants and those with accessibility needs.

Good Shepherd acts as a vital hub for this neighborhood, hosting community groups, blood drives, and essential worship services. Unlike many other locations, our church does not have a dedicated parking lot, making the immediate on-street parking not just a convenience, but a necessity.

The proposal to move accessible parking to over a 100 feet away is not a feasible alternative for elderly worshippers or individuals with mobility issues who rely on the closest possible access.

I understand the goal of the Braddock Road Corridor Improvements Project is to improve safety, and I do appreciate all the effort the council and teams have put into this important initiative. However, the removal of this accessibility parking creates a disservice to the community members who use it. I respectfully request that the Council prioritize the needs of the church and its elderly members by maintaining these essential parking spaces.

Thank you for your time and for considering this important matter and thank you for your dedication to improving our great city!

Sincerely,

Stephen White

607 Pullman Place  
Alexandria, VA 22305  
703-655-7745

[Stephen.w.white@gmail.com](mailto:Stephen.w.white@gmail.com)



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**[EXTERNAL]Please vote no on Braddock Road Corridor Improvements (May 16)**

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**From** David Cordell <davidwcordell@icloud.com>

**Date** Fri 5/8/2026 9:42 AM

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

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to oppose the Braddock Road Corridor Improvements at the May 16 hearing.

I totally disagree with the cycle paths on Braddock road. They are going to cause major back ups on Braddock road and the lack of parking on those streets will affect the community. By all means address pedestrian concerns but cyclists do not govern this city and should not be the party that makes decisions.

I oppose the project because it places the needs of a few cyclists above the needs of the community at large.

please vote no on May 16.

Sent from my iPhone

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**[EXTERNAL]Encouraging a yes vote on Braddock safety**

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**From** Verenda <verenda@mac.com>

**Date** Fri 5/8/2026 9:33 AM

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

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

I live on Luray between Commonwealth and Mt. Vernon. Now that I am retired, I try to bike or walk everywhere, especially to Old Town. (Goodbye, parking meter apps!)

As a walker, I make sure to avoid the Braddock-Mt. Vernon intersection at all costs. I cross streets before I get there, or at West.

As a biker, I get off the bike and become a pedestrian for that stretch Any alternative is just too risky.

As a driver, I see the close calls and the fellow drivers who are impatient to get moving.

It would be a real lifestyle improvement to be able to just safely bike from my house to Old Town or the GW bike path or wherever. I would love to see this improvement.

Verenda.

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

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**From** Elpresidante91 <elpresidante91@protonmail.com>

**Date** Fri 5/8/2026 12:50 AM

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

Some people who received this message don't often get email from elpresidante91@protonmail.com. [Learn why this is important](#)

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I want to be able to bike to my friends house without getting closepassed by a monster truck with Maryland plates

I support this project because:

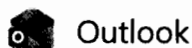
- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

Old town

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Outlook

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**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

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**From** Pete at Handy Bikes <pete@handybikesdc.com>**Date** Thu 5/7/2026 7:22 PM**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; sandyforthecity@gmail.com <sandyforthecity@gmail.com>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

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

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

My name is Peter Buck, I'm the owner at Handy Bikes in the city's West End, and I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing. I have had the privilege of meeting many of you at events with the West End Business Association, Bike To Work Day, various school programs, Eco-City, and other events around Alexandria. Because connecting on a personal level is important, I wanted to reach out to you all directly.

I am also writing on behalf of several dozen of our regular customers and two staff members who rely on Braddock Road and surrounding streets for transit and recreation. We strongly believe that continuing to improve our city's cycling infrastructure will enhance safety for all, and I urge you to support this project.

I personally support this project because of the points all of you have heard raised by other advocates:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

Our streets must work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for all road users.

Thank you for your time and consideration, and for all you do for our city!

Pete

---

*Peter F Buck, MBA, USN(Ret)*  
*Owner, Handy Bikes, LLC*  
*3800 Wheeler Ave (Retail Sales)*

3919 Wheeler Ave (Service Center)

Alexandria VA 22304

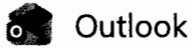
703-598-7795

<https://handybikesdc.com>



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---

**[EXTERNAL]Please vote YES on Braddock Road Corridor Improvements (May 16)**

---

**From** John Renner <john@jrenner.net>

**Date** Mon 5/11/2026 12:32 PM

**To** Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Abdel Elnoubi <abdel.elnoubi@alexandriava.gov>; Jacinta Greene <Jacinta.Greene@alexandriava.gov>; Sandy Marks <sandy.marks@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

[Some people who received this message don't often get email from john@jrenner.net. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Mayor Gaskins, Vice Mayor Bagley, and Members of Council,

I'm writing to urge you to support the Braddock Road Corridor Improvements at the May 16 hearing.

I bike as my primary mode of transportation

I support this project because:

- It closes a critical gap in Alexandria's protected bike network between Russell Road and Mount Vernon Avenue
- It shortens dangerous crossings at Russell, Commonwealth, and Mount Vernon
- The city's own modeling shows it reduces driver delay, not increases it
- It advances our adopted Vision Zero, Safe Routes to School, and Pedestrian & Bicycle Master Plans

City streets need to work for everyone. We can't say Vision Zero is our goal and then reject a plan that improves conditions for pedestrians, cyclists, and drivers! Please vote yes on May 16.

John  
Del Ray

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