City of Alexandria, Virginia

Traffic and Parking Board

DATE: February 23, 2026

DOCKET ITEM: 9

ISSUE: Travel Lane and Parking Modifications for the Braddock Road Corridor Improvements Project

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REQUESTED BY: Staff

LOCATION: Braddock Road between West Street and Russell Road

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

- Remove one travel lane in each direction on Braddock Road between the driveway entrance to Yates Corner and West Street;
- Add a commercial loading zone on Braddock Road between the driveway entrance to Yates Corner and the Metro Linear Trail;
- Remove on-street parking on Braddock Road between Mount Vernon Avenue and Russell Road, except for approximately 100' on the unit block of East Braddock Road and 60' on the 200 block of East Braddock Road;
- Remove on-street parking on Commonwealth Avenue between Braddock Road and Spring Street;
- Relocate one disability parking space from the unit block of West Braddock Road; add one disability parking space on Hancock Avenue at Braddock Road and on Luray Avenue at Braddock Road;
- Consolidate the turn lanes and through lanes on the Braddock Road approaches to the intersection of Braddock Road, Russell Road, and West Alexandria Avenue;
- Consolidate the turn lanes and through lanes at all applicable approaches to the intersection of Braddock Road and Commonwealth Avenue; and
- Consolidate the eastbound turn lanes and through lane on Braddock Road at Mount Vernon Avenue, and convert the westbound lanes from left, through, right lanes to a through/left and right-only lane

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

In 2021, the City adopted the Alexandria Mobility Plan to guide transportation investment and decision-making. Among the strategies espoused in the plan are to create a safe, well-maintained, walking and biking environment and to make transit easier to use by reducing or eliminating barriers to taking transit.

Braddock Road is a minor arterial roadway that provides a continuous east-west connection across Alexandria (Attachment 1). The project area includes Braddock Road between Russell Road and West Street. There are a mix of land uses, including low-density single-family homes, high-density commercial-residential mixed use, commercial, and public open space. Key destinations include George Washington Middle School, Braddock Road Metrorail Station, the Potomac Yard Trail, and Metro Linear Trail. This corridor is a central nexus where people traveling to destinations within Old Town, Del Ray, Rosemont, and Potomac Yard converge.

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.

This project was initiated in Fall 2024 when the Virginia Department of Transportation agreed to provide technical assistance to study improvements to Braddock Road. The project began in early 2025. Since that time, the City has performed planning, community outreach, conceptual design, and analysis and developed a recommended concept design for the Board's consideration.

DISCUSSION: The project team used traffic data, crash data, site observations, and community input to establish existing conditions for the corridor. Takeaways are summarized below.

Existing Conditions Summary

Existing Conditions Summary	
Topic	**Description**
Posted Speed Limit	The posted speed limit is 25 MPH throughout the project area, though a 15 MPH school zone speed limit is present on Mount Vernon Avenue north of Braddock Road.

Actual Speeds	The 85th percentile speed is 29-32 MPH.
Traffic Volumes	~13,000 vehicles per day
Crashes	Between 2019 and 2023, there were 17 crashes in the project area, 16 of which occurred at intersections. Of these, 8 resulted in injury. 1 crash involved a person walking. The most common crash types were rear-ends and angle crashes, largely resulting from failure to yield and driver inattention. (Attachment 2) Notably, a woman was killed walking at the intersection of Braddock Road and Commonwealth Avenue in 2015.
Parking	• Russell Road to Commonwealth Avenue: On-street parking present on both sides of the street • Commonwealth Avenue to Mount Vernon Avenue: On-street parking generally present on the north side of the street, with occasional spaces on the south side • Mount Vernon Avenue to West Street: On-street parking present on the south side of the street next to Yates Corner and at West Street intersection • Residential Permit Parking District 6 encompasses a portion of the project area. The boundaries are Commonwealth Avenue to the west, Mount Vernon Avenue and Leslie Avenue to the east, Monroe Avenue to the north, and Oak Street to the south. The district restricts parking to no more than 3 hours between 8 a.m. and 5 p.m. except for District 6 permitholders.
Walking Environment	Sidewalks are present on both sides of the street and are generally 4-6 feet wide. In most cases, there is no buffer between the sidewalk and the street. Crosswalks are present at all signalized intersections, though crossing distances are long (up to 95') due to the skewed nature of the intersections, the crosswalk alignment, multi-legged intersections, and/or the presence of multiple turn lanes. The length of these crossings creates concern about prolonged exposure of people crossing the street to moving traffic. Multiple midblock crossings are also present, including two near the Braddock Road Metrorail Station, one of which has a flashing pedestrian beacon. These crosswalks have a median refuge, but do require crossing two travel lanes at a time. This creates concerns about the risk of multiple-threat crashes, where a driver in one lane stops, but obscures the view for the driver in the next lane, who may not stop. Drivers were observed failing to yield to people in the crosswalk.
Biking/Scooting Environment	The Potomac Yard Trail and the Metro Linear Trail both intersect Braddock Road on either side of the Braddock Road Metrorail Station. These are highly-used trails by people walking, running, biking, and scooting.

	Bicycle lanes are present between West Street and Mount Vernon Avenue. Shared lane markings are present between Mount Vernon Avenue and Commonwealth Avenue. No bicycle accommodations are present between Commonwealth Avenue and Russell Road. Bike lanes are again present west of Russell Road. The existing bicycle lanes between West Street and Mount Vernon Avenue are designated by paint only, with no physical barriers separating them from motor vehicle traffic. This allows drivers to occasionally veer into the bike lanes, for buses to board/alight in the bike lanes, and delivery vehicles to use the bike lane for loading/unloading. Many people traveling from the Potomac Yard Trail to the Braddock Metrorail Station do not have a direct, sanctioned route to the Metro; their options are to (1) stay on the north side and continue biking on the sidewalk, (2) ride in the northside bike lane in the wrong direction, or (3) cross Braddock Road to use the bike lanes on the south side and cross again to access the Metro.
Transit	The corridor provides direct access to the Braddock Road Metrorail Station and is also served by multiple bus routes. DASH routes 30, 31, 33, 103, and 104 and Metrobus routes A11, A12, and Metroway all provide service at various points in the project area, providing transit access to destinations including Old Town, Washington, DC, and the Pentagon. Beyond the Braddock Road Metrorail Station, bus stop amenities, such as benches, are limited.
Traffic Operations	The project team analyzed and observed existing traffic operations along the corridor. The intersection with Mount Vernon Avenue, particularly the westbound direction during the PM peak hours, experiences the most congestion on the corridor. However, drivers were typically observed to make it through the intersection in one signal cycle.
Community Experience	The project team collected community input to help shape the understanding of existing conditions in the project area. Based on 290 responses to an online feedback form (attachment 7), vehicle speeds and crosswalk safety were top community concerns.

Concept Design Options Considered

Following the existing conditions assessment, the project team developed a series of conceptual design alternatives for the corridor and the intersections within it. The options are summarized below and shown in Attachment 3:

Corridor Options		
Location	*Option*	*Concept*

Between Russell Road and Commonwealth Avenue	*Existing*	 In the existing condition or no-build scenario, there is one travel lane in each direction and on-street parking on both sides.
	1A	 One travel lane in each direction. The parking on the north/uphill side is converted to a separated climbing bicycle lane. The parking on the south/downhill side is retained.
	1B	 One travel lane in each direction. Parking on both sides of the street is converted to separated bicycle lanes.
Between Commonwealth Avenue and Mount Vernon Avenue	*Existing*	 One travel lane in each direction. Parking on both sides of the street, though in some sections, parking is only available on one side where the street is narrower.

	2A	 One travel lane in each direction. Parking is converted to bicycle lanes.
	2B	 One travel lane in each direction. A separated bicycle lane is provided on the north/uphill side. On-street parking is retained on the south/downhill side.
Between Mount Vernon Avenue and West Street	*Existing*	 Two travel lanes in each direction. Bicycle lanes in each direction.
	3	 One travel lane in each direction. On the north side, next to Braddock Road Metro station, the one-way bicycle lane is converted to a two-way separated bicycle lane to improve bicycle access between the Potomac Yard Trail and the Metro station. On the south side, the extra space is provided as a buffer for the bike lane, for commercial loading/unloading, and for bus boarding. Providing one

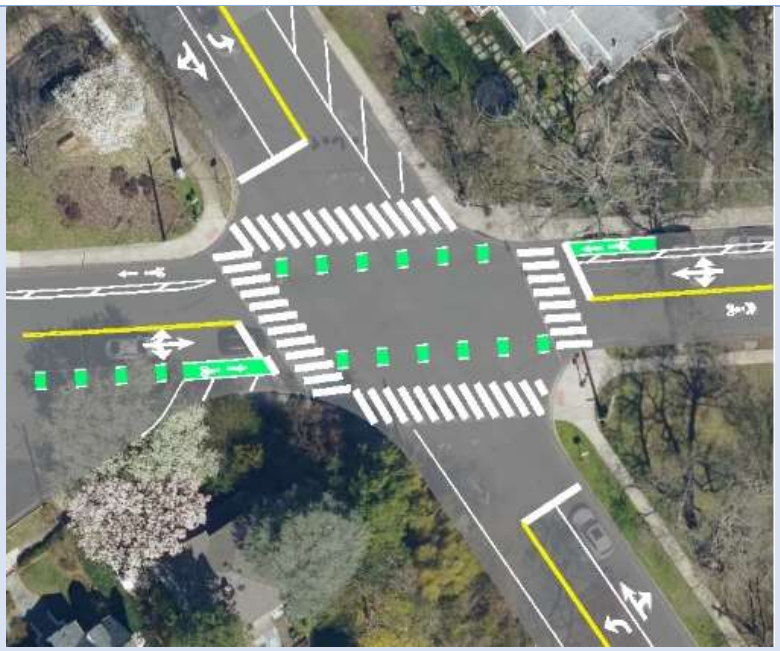
		vehicle lane in each direction instead of two significantly reduces the crossing distance for both uncontrolled crosswalks near the Metro and virtually eliminates the thread of a multiple-threat pedestrian crash, where a driver in one lane stops, and the driver in the next lane does not.

Intersection Options*		
Intersection	*Option*	*Concept*
Braddock Road/ Russell Road/ West Alexandria Avenue	*Existing*	 This is an unconventional intersection with numerous legs that create additional signal timing needs and potential conflict points. The lane configurations are as follows: • Russell Road (southbound): 1 left/through/right lane • Russell Road (northbound): 1 left/through/right lane • and 1 northbound lane • Braddock Road (eastbound): 1 left-only lane, 1 through lane, 1 eastbound right-only lane • Braddock Road (westbound): 1 left-only lane, 1 through/right lane

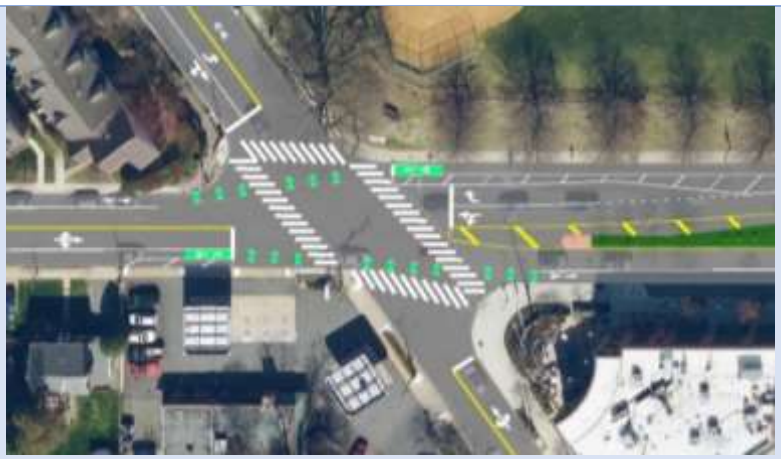
		• West Alexandria Avenue (westbound only): 1 left/through/right lane
	4A	 Option 4A makes the intersection more compact by consolidating the eastbound left with the eastbound through lane on Braddock Road. Painted curb extensions are also included where the lanes are overly wide. The direction of West Alexandria Avenue is reversed to eastbound only to minimize signal timing complexity and reduce conflict points. The westbound approach lanes are consolidated into a left/through/right lane to allow the bicycle lane to connect across the intersection. In a corridor option without bike lanes, a painted curb extension could replace the bike lane to shorten pedestrian crossing distance. Note that the reversal of West Alexandria Avenue was removed from consideration.

	4B	 In addition to the changes shown in 4A, the eastbound approach lanes are consolidated into a left/through/right lane, allowing space for a separated bicycle lane. Note that the reversal of West Alexandria Avenue was removed from consideration.
Braddock Road/ Commonwealth Avenue	*Existing*	 Commonwealth Avenue and Braddock Road is also a semi-unconventional intersection due to the presence of unsignalized

		intersecting streets within close proximity. The lane configurations are as follows: • Braddock Road (eastbound): 1 left/through/right lane • Braddock Road (westbound): 1 left-only lane, 1 through/right lane • Commonwealth Avenue (northbound): 1 left-only lane, 1 through/right lane • Commonwealth Avenue (southbound): 1 left-only lane, 1 through-right lane • West Glendale Avenue (eastbound): 1 left/right lane • East Glendale Avenue (westbound): 1 left/right lane
	5A	 Option 5A involves consolidating turn lanes on the northbound, southbound, and westbound approaches to allow space for continuous bicycle lanes on both Braddock Road and Commonwealth Avenue. This would require removing approximately 4 on-street parking spaces on the west side of Commonwealth Avenue. This option also aligns the through movements on both streets and reduces pedestrian exposure in the intersection.

	5B	 Option 5B consolidates the westbound approach lanes on Braddock Road to allow for a continuous bike lane through the intersection. On Commonwealth Avenue, the wide northbound lane north of the intersection is treated with a painted curb extension to slow speeds, provide clarity to drivers, and shorten pedestrian crossing distance. The southbound lane on Commonwealth Avenue south of the intersection is converted from on-street parking to a bike lane, though parking could also be retained here.
Braddock Road/ Mount Vernon Avenue	*Existing*	

		Braddock Road and Mount Vernon Avenue is a skewed intersection resulting in longer than typical crossings for all users. The lane configurations are as follows: • Braddock Road (eastbound): 1 left-only, 1 through/right • Braddock Road (westbound): 1 left-only, 1 through-only, 1 right-only, 1 bike lane • Mount Vernon Avenue (northbound): 1 left/through/right • Mount Vernon Avenue (southbound): 1 left-only, 1 through/right
	6A	 Option 6A consolidates the westbound through and right lane and the eastbound left-only and through/right lanes to allow for a separated bicycle lane to continue through the intersection.
	6B	 Option 6B reroutes the westbound bike lane between the through and right-only lane to position people biking to be able to get through the intersection.

	*6C***	 Option 6C is a modified version of Option 6A where the westbound left-only and through lanes are consolidated, and a right-only is preserved. The bicycle movement would be governed by a bicycle signal whose phasing is separate from the westbound right turns.

** Multiple alternatives were developed for the signalized intersections in the project area. Each intersection alternative can be paired with any of the corridor alternatives. For the purposes of this summary, the versions of each intersection alternative are shown as paired with the partial on-street parking/bike lane corridor option.*

***6C represents a modified version of 6A that incorporates new national standards and guidance related to bicycle operations at signalized intersections. This option was developed after the second public comment period, but provides similar vehicle operations to Option 6A.*

Traffic Analysis

The project team analyzed the traffic impacts of each option, which included modeling the lane configurations, signal timing, and traffic volumes (Attachment 4). Based upon this analysis, and with signal timing adjustments, each of the options presented would perform similar to today. None of the options would be expected to result in significant changes to vehicle delay. Meanwhile, the safety benefits of reducing the number of travel lanes between Mount Vernon Avenue and West Street are significant, particularly for vulnerable road users. People walking would benefit from shorter crossings and less exposure to motor vehicles. People biking and scooting would benefit from a protected space to ride with a buffer from motor vehicle traffic. While people driving would have a similar experience as today, they would not have to share space with people using other modes if dedicated spaces for people biking and scooting are provided.

Parking

The project team also analyzed parking impacts, since corridor options between Russell Road and Mount Vernon Avenue involve removing some or all on-street parking on Braddock Road. A

parking study was completed during expected peak parking times for two weeks in March 2025 on Braddock Road (Attachment 5). An additional parking study was completed for one week in October 2025 on Braddock Road between Russell Road and Mount Vernon Avenue as well as the streets 1-2 blocks north and south of Braddock Road. Based upon the data collected and project team observations, the project team identified the following takeaways:

- There are 105 on-street parking spaces on Braddock Road between Russell Road and Mount Vernon Avenue.
- There are three houses of worship on Braddock Road. Good Shepherd Lutheran Church does not have off-street parking and exclusively uses on-street parking. First Church of the Nazarene and Alexandria Church of Christ each have a parking lot.
- The vast majority of homes that front Braddock Road have off-street parking options (either personal driveways or parking lots). One home on East Braddock Road does not have off-street parking.
- There is one disability parking space on Braddock Road adjacent to Good Shepherd Lutheran Church.
- The highest weekday usage of on-street parking was Wednesday evening, when 28 vehicles were observed parked on Braddock Road. During the same time, there were 311 available on-street parking spaces on adjacent streets within 1-2 blocks of Braddock Road.
- The highest weekend usage of on-street parking was observed on Sunday morning, when 47 vehicles were observed parked on Braddock Road. During the same time, there were 304 available on-street parking spaces on adjacent streets within 1-2 blocks of Braddock Road.

Bike Lanes

As Alexandria continues to grow, the City is working to provide a variety of travel options, including walking, biking, scooting, taking transit, and driving. This is especially important in areas near high-capacity transit, where first- and last-mile connections are needed to help people reach their destinations. Dedicated bicycle lanes are one way to help make those connections and enhance access to the regional transit system.

Providing a defined space for cyclists helps connect neighborhoods to transit, shops, and jobs, expanding access to Metro without requiring everyone to drive. This supports the City's goals around mobility, safety, and sustainability, while helping manage overall demand on the roadway.

Current industry guidance provides support for the placement and design of bicycle lanes. The Federal Highway Administration states, "Nearly 1/3 of fatal/severe crashes occur when motorists are overtaking bicyclists. Many people are not comfortable riding a bicycle because of their fear that this type of crash may occur. To make bicycling safer and more comfortable for most types

of bicyclists, State and local agencies should consider installing bicycle lanes." FHWA also notes that "studies and experience in U.S. cities show that bicycle lanes increase ridership and may help jurisdictions better manage roadway capacity."[1] Additionally, the American Association of State Highway Transportation Officials (AASHTO) notes that "bicycle networks support transit, commuter and passenger rail, ferries, and other mass transport networks by effectively expanding catchment areas served by access points to these services". AASHTO also states that "people generally feel safer and are more likely to bicycle if bikeways are present."[2]

Recommendation

The project team considered several factors in the identification of a preferred design concept, including safety, proximity to walking and biking generators, traffic operations, parking availability, existing City plans and policies, industry best practice, and community input. Based upon these factors, the project team recommends the following as the preferred alternative (Attachment 6):

- Russell Road to Commonwealth Avenue: Option 1B
- Commonwealth Avenue to Mount Vernon Avenue: Option 2A*
    - Note: Retain approximately 100' of on-street parking on the unit block of East Braddock Road, and 60' on the 200 block of East Braddock Road
- Mount Vernon Avenue to West Street: Option 3
- Intersection of Russell Road/Braddock Road/West Alexandria Avenue: Option 4B*
    - *Note: West Alexandria is recommended to remain one-way westbound
- Intersection of Commonwealth Avenue/Braddock Road: 5A
- Intersection of Mount Vernon Avenue/Braddock Road: 6C

OUTREACH: Prior to Braddock Road Corridor Improvements Project, the City engaged with the community in 2023 as part of the George Washington Middle School Safe Routes to School Walk Audit and in 2020-2021 during the development of the Alexandria Mobility Plan. Additionally, the City has received multiple requests for pedestrian safety improvements over the years, particularly near the Braddock Road Metrorail Station.

At the start of the project, the team engaged the community to better understand how the Braddock Road corridor functions today, gathering residents' perspectives on existing conditions, challenges, and day-to-day experiences along the corridor. This opportunity was advertised via

[1] U.S. Department of Transportation, Federal Highway Administration. (2021). Bicycle lanes (Report No. FHWA-SA-21-051). https://highways.dot.gov/sites/fhwa.dot.gov/files/Bicycle%20Lanes_508.pdf
[2] American Association of State Highway and Transportation Officials, *Guide for the Development of Bicycle Facilities* (5th ed., 2024), https://store.transportation.org/item/collectiondetail/267?srsltid=AfmBOoqvGYeXlDZz8iHLJaTBqtRZsrFfG0HgclYqbwjXVtGAeM2Bn4CP+

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eNews, local news, emails to community groups, and project signs in the project area. Comments were collected via an online feedback form from March 7-21, 2025. Below is a summary of takeaways based on 290 comments:

- When asked what they like about traveling on Braddock Road, respondents appreciate its strong connectivity and convenience, especially easy access to the Metro, bus routes, neighborhoods, and destinations across Alexandria. Many people highlighted the Potomac Yard and Metro Linear Trails as major positives, describing them as scenic, well-maintained, and essential for walking, running, and biking away from car traffic. A smaller group appreciated the neighborhood feel, greenery, walkability, and relative calm outside rush hour, even while noting that the roadway itself is less pleasant than the trails.
- When asked about issues or challenges experienced on Braddock Road, the top issues were vehicle speeds (19%) and difficulty crossing the street (18%).
- When asked about issues or challenges walking or biking in the project area, the top concern (22%) was that the street is unsafe for families walking and biking and for children traveling alone.
- When asked what other comments they had about their experience in the project area, respondents cited safety concerns and unmet needs, especially for people walking and biking. Common themes were requests for protected bike lanes, traffic calming, safer and shorter pedestrian crossings, better lighting, and clearer connections between the Metro, trails, and neighborhoods, with many describing current conditions as stressful or dangerous, particularly near the Metro station, Mt. Vernon Avenue, and the 7-11 area. While a smaller number expressed satisfaction with current operations or concern about impacts to drivers, most comments urged the City to treat Braddock Road as a critical multimodal corridor and neighborhood street, not just a through route for cars.

Following the existing conditions assessment, the project team developed **conceptual design options** for the corridor, which were shared with the community for public comment via an online feedback form from September 10-October 5. The comment opportunity was advertised via eNews, local news, emails to community groups and interested residents, and signs in the project area. The City also held a public open house at George Washington Middle School on September 17. Below is a summary of takeaways based on 587 responses to the online feedback form:

- The vast majority of respondents supported the project goals.
- When asked about the segment between Russell Road and Commonwealth Avenue, respondents preferred having bike lanes on both sides, though feelings about parking were similar between the two options.
- When asked about the segment between Commonwealth Avenue and Mount Vernon Avenue, more respondents preferred having bike lanes in both directions, though feelings about parking were similar between the two options.
- When asked about the segment between Mount Vernon Avenue and West Street:
    - 73% feel positive or neutral about a protected two-way cycle track on the north side of the street and the separated bike lane on the south side of the street.
    - 65% feel positive or neutral about having one travel lane in each direction.
- When asked about priorities for the intersection concepts, the highest-scored priority for all intersections was reducing conflicts between turning drivers, pedestrians, and cyclists.

The project team had several additional community meetings:

- *Meeting with residents of West Alexandria Avenue (9/24/25).* At this meeting, residents voiced concerns primarily about the proposed change in direction of West Alexandria Avenue. Based on this feedback, the project team removed the direction change from consideration.
- *Meeting with residents of Braddock Road (10/30/25).* Staff received questions and comments from residents of Braddock Road. Key items discussed included impacts to parking, safety data, and alternative bicycle routes. It was noted that residents on Braddock Road are very concerned about parking impacts in front of their homes.
- *Meeting with Rosemont Planning, Environment, Land Use, and Transportation (PELT) Committee (11/3/25).* Staff walked the project area with PELT members, answered questions, and gathered comments.
- *Meeting with Del Ray Citizens Association Traffic Calming Committee (TCC) (11/6/25).* Staff walked the project area with TCC members, answered questions, and gathered comments.
- *Meeting with Del Ray Citizens Association (11/12/25).* Staff shared information about the project and answered questions.
- *Rosemont Citizens Association Meeting (1/22/26).* Staff presented project updates, answered questions, and heard feedback. Key issues raised included impacts to parking, data availability, safety impacts, and alternative bicycle routes.
- *Meeting with Good Shepherd Lutheran Church (2/5/26).* Staff heard feedback from the church about their concerns, which primarily concerned availability of parking on Braddock Road. Additionally, there was concern about impacts to the disability space on Braddock Road adjacent to the church. Staff confirmed that this space could be relocated and augmented.
- *Del Ray Citizens Association Traffic Calming Committee Meeting (2/5/26).* Staff presented the recommended design option, provided information about how to participate in the public hearing, answered questions, and heard feedback.

Overall, sentiments heard through the community engagement process varied widely. There is a contingent of residents who desire multimodal improvements like bike lanes on Braddock Road. At the same time, some residents, particularly those with homes facing Braddock Road, have expressed major concern about on-street parking being eliminated between Russell Road and Commonwealth Avenue. Good Shepherd Lutheran Church has expressed these same concerns.

The project team received several written comments, including letters from community groups. These letters, along with the feedback received through the online feedback forms, are available in Attachment 8.

Changes in Response to Community Feedback

The project team made several changes based on community feedback. The team evaluated reversing the direction of West Alexandria Avenue but ultimately did not recommend that change after hearing resident concerns. Instead, staff have worked with neighbors to identify and implement short-term measures to reduce instances of wrong-way driving. The team has also worked to retain several on-street parking spaces near a home on East Braddock Road where off-

street parking is not available. Additionally, staff has worked with Good Shepherd Lutheran Church and offered to relocate and augment the existing disability space on Braddock Road.

ATTACHMENT 1: PROJECT LOCATION

Figure 1. Map of Project Area

Figure 2. Crosswalk connecting Braddock Road Metro Station to the Metro Linear Trail

Figure 3. Intersection of Braddock Road and Mount Vernon Avenue, looking west

Figure 4. Typical Braddock Road cross-section between Russell Road and Mount Vernon Avenue.

ATTACHMENT 2: CRASH MAP

ATTACHMENT 3: CONCEPT DESIGN OPTIONS

Braddock Road Trail Access & Corridor Improvements

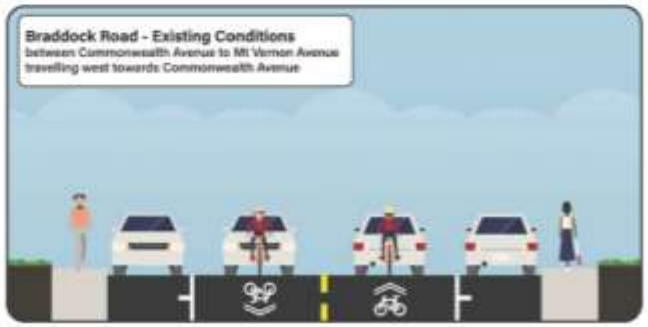
Design Options - September 2025

1B

Braddock Road Trail Access & Corridor Improvements

Design Options - September 2025

2A



Braddock Road Trail Access & Corridor Improvements

Design Options - September 2025

2B

Braddock Road Trail Access & Corridor Improvements

Design Options - September 2025

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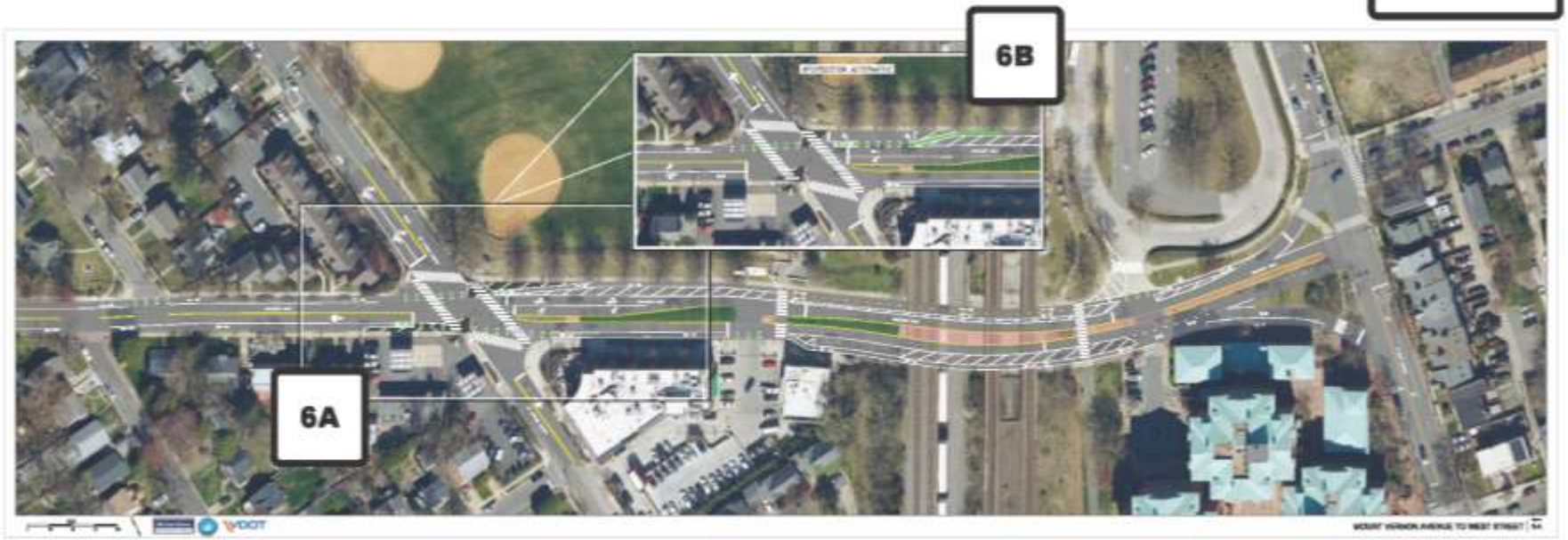

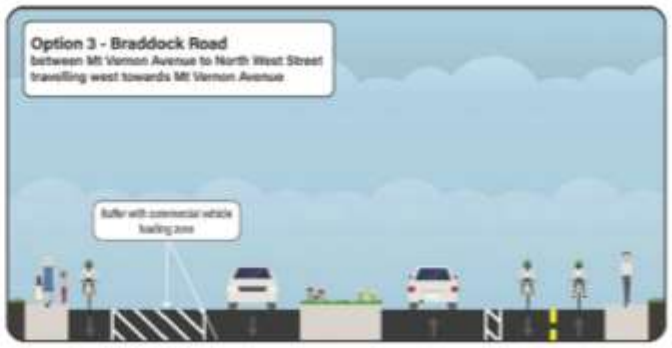

ATTACHMENT 4: TRAFFIC ANALYSIS

Russell Road

Lane Group	Eastbound (sec/veh)								Westbound (sec/veh)								Northbound (sec/veh)								Southbound (sec/veh)								Overall Intersection Delay (sec/veh)			
	Existing PM		Future No Build		Option 4A		Option 4B		Existing PM		Future No Build		Option 4A		Option 4B		Existing PM		Future No Build		Option 4A		Option 4B		Existing PM		Future No Build		Option 4A		Option 4B					
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	PM	NB	4A	4B
	Braddock Road								Braddock Road								Russell Road								Russell Road											
Left	50.9	D	51.9	D	20.1	C	22.4	C	30.8	C	31.6	C	21.1	C	20.5	C	36.3	D	37.4	D	25.2	C	28.5	C	43.1	D	43.8	D	23.5	C	26.7	C	Delay	Delay	Delay	Delay
Thru	33.6	C	35.1	D					34.5	C	36.1	D																					33.2	33.8	22.2	23.7
Right	28.1	C	28.8	C	17.5	B																											LOS	LOS	LOS	LOS
																																	C	C	C	C

Commonwealth Avenue

Lane Group	Eastbound (sec/veh)								Westbound (sec/veh)								Northbound (sec/veh)								Southbound (sec/veh)								Overall Intersection Delay (sec/veh)			
	Existing PM		Future No Build		Option 5A		Option 5B		Existing PM		Future No Build		Option 5A		Option 5B		Existing PM		Future No Build		Option 5A		Option 5B		Existing PM		Future No Build		Option 5A		Option 5B					
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	PM	NB	SA	SB
	Braddock Road								Braddock Road								Commonwealth Ave								Commonwealth Ave											
Left	15.4	B	15.6	B	17.0	B	16.5	B	12.3	B	12.3	B	15.9	B	15.4	B	8.2	A	8.4	B	14.3	B	8.4	A	8.1	A	8.2	A	15.1	B	8.3	A	Delay	Delay	Delay	Delay
Thru									14.9	B	15.0	B					19.4	B	19.8	B			19.7	B	21.7	C	22.3	C			22.3	C	16.8	17.1	15.6	17.6
Right	12.4	B	12.5	B																													LOS	LOS	LOS	LOS
																																	B	B	B	B

Mount Vernon Avenue

Lane Group	Eastbound (sec/veh)										Westbound (sec/veh)										Northbound (sec/veh)										Southbound (sec/veh)										Overall Intersection Delay (sec/veh)				
	Existing PM		Future No Build		Option 6A		Option 6B		Option 6C*		Existing PM		Future No Build		Option 6A		Option 6B		Option 6C*		Existing PM		Future No Build		Option 6A		Option 6B		Option 6C*		Existing PM		Future No Build		Option 6A		Option 6B		Option 6C*						
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	PM	NB	6A	6B	6C
	Braddock Road										Braddock Road										Mt. Vernon Avenue										Mt. Vernon Avenue														
Left	23.9	C	24.4	C	23.6	C	22.1	C	27.5	C	17.6	B	17.9	B	15.6	B	16.0	B	28.5	C	43.9	D	44.1	D	45.8	D	39.5	D	39.3	D	38.1	D	38.9	D	47.8	D	55.3	D	35.5	D	Delay	Delay	Delay	Delay	Delay
Thru	35.4	D	36.4	D			27.8	C			31.0	C	32.0	C	26.5	C	25.2	C													32.9	C	33.2	C	29.1	C			26.3	C	30.1	30.8	30.7	31.7	28.1
Right											8.3	A	8.5	A			15.2	B	14.9	B																					LOS	LOS	LOS	LOS	LOS
																																								C	C	C	C	C

ATTACHMENT 5: PARKING ANALYSIS

Project ID: 25-260194 **Date:** 10/21/25

City: Alexandria, VA **Day:** Tuesday

Segment	Street	From	To	Side of the Street	Marked/ Unmarked	Restriction	Measurement (ft.)	Spaces	7:00 PM	8:00 PM	9:00 PM	10:00 PM
OSP-001	W Alexandria Ave	Hancock Ave	Alley 115 W Alexandria Ave	N	Unmarked	No Restriction	**417**	**21**	10	12	13	13
OSP-002	W Alexandria Ave	Alley 115 W Alexandria Ave	Russell Rd	N	Unmarked	No Restriction	**126**	**6**	1	1	1	1
OSP-003	W Alexandria Ave	Russell Rd	Hancock Ave	S	Unmarked	No Restriction	**444**	**22**	11	11	12	14
OSP-004	Russell Rd	W Braddock Rd	W Glendale Ave	W	Unmarked	No Restriction	**412**	**21**	4	6	6	6
OSP-005	Russell Rd	W Glendale Ave	W Braddock Rd	E	Unmarked	No Restriction	**398**	**20**	3	2	2	2
OSP-006	W Glendale Ave	W Braddock Rd	Russell Rd	N	Unmarked	No Restriction	**570**	**29**	9	10	9	9
OSP-007	W Glendale Ave	Russell Rd	W Braddock Rd	S	Unmarked	No Restriction	**627**	**31**	12	13	14	15
OSP-008	Hancock Ave	W Alexandria Ave	Alley	W	Unmarked	No Restriction	**125**	**6**	1	1	1	1
OSP-009	Hancock Ave	Alley	W Alexandria Ave	E	Unmarked	No Restriction	**112**	**6**	0	0	0	0
OSP-010	Hancock Ave	Alley	W Luray Ave	W	Unmarked	No Restriction	**107**	**5**	3	3	3	3
OSP-011	Hancock Ave	W Luray Ave	Alley	E	Unmarked	No Restriction	**120**	**6**	2	4	4	4
OSP-012	Hancock Ave	W Luray Ave	W Braddock Rd	W	Unmarked	No Restriction	**112**	**6**	2	2	2	2
OSP-013	Hancock Ave	W Braddock Rd	W Luray Ave	E	Unmarked	No Restriction	**118**	**6**	1	1	1	1

OSP-014	W Luray Ave	Hancock Ave	W Braddock Rd	N	Unmarked	No Restriction	**178**	**9**	3	5	5	5
OSP-015	W Luray Ave	W Braddock Rd	Hancock Ave	S	Unmarked	No Restriction	**175**	**9**	2	3	3	3
OSP-016	W Luray Ave	Commonwealth Ave	Hancock Ave	N	Unmarked	No Restriction	**190**	**10**	6	6	6	6
OSP-017	W Luray Ave	Hancock Ave	Commonwealth Ave	S	Unmarked	No Restriction	**186**	**9**	0	0	0	0
OSP-018	Commonwealth Ave	E Braddock Rd	W Spring St	W	Unmarked	No Restriction	**102**	**5**	1	1	2	2
OSP-019	Commonwealth Ave	W Spring St	W Myrtle St	W	Unmarked	No Restriction	**136**	**7**	5	5	4	4
OSP-020	Commonwealth Ave	W Myrtle St	W Spring St	E	Unmarked	No Restriction	**156**	**8**	1	2	3	4
OSP-021	E Glendale Ave	W Braddock Rd	Commonwealth Ave	N	Unmarked	No Restriction	**56**	**3**	1	1	1	1
OSP-022	E Glendale Ave	Commonwealth Ave	W Braddock Rd	S	Unmarked	No Restriction	**50**	**3**	0	0	0	0
OSP-023	E Glendale Ave	Commonwealth Ave	Newton St	N	Unmarked	No Restriction	**212**	**11**	5	5	4	4
OSP-024	E Glendale Ave	Newton St	Commonwealth Ave	S	Unmarked	No Restriction	**210**	**11**	3	4	4	4
OSP-025	Newton St	E Glendale Ave	W Braddock Rd	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**195**	**10**	2	2	3	3
OSP-026	Newton St	Adams Ave	E Glendale Ave	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**130**	**7**	0	0	0	0
OSP-027	Newton St	W Braddock Rd	Adams Ave	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**40**	**2**	0	0	0	0
OSP-028	Adams Ave	Wayne St	Newton St	N	Unmarked	3hr Parking 8am-5pm Mon-Fri	**261**	**13**	0	0	0	0
OSP-029	Adams Ave	Ramsey St	Wayne St	N	Unmarked	3hr Parking 8am-5pm Mon-Fri	**322**	**16**	0	0	0	0

OSP-030	Ramsey St	Adams Ave	E Spring St	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**153**	**8**	3	3	4	4
OSP-031	Ramsey St	E Spring St	E Braddock Rd	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**430**	**22**	10	10	10	10
OSP-032	E Spring St	Ramsey St	E Braddock Rd	N	Unmarked	3hr Parking 8am-5pm Mon-Fri	**673**	**34**	14	14	19	19
OSP-033	Little St	E Spring St	E Braddock Rd	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**309**	**15**	5	5	5	5
OSP-034	W Spring St	Russell Rd	Commonwealth Ave	S	Unmarked	No Restriction	**673**	**34**	20	20	17	17
OSP-035	E Spring St	Commonwealth Ave	E Braddock Rd	S	Unmarked	3hr Parking 8am-5pm Mon-Fri	**276**	**14**	6	5	5	5
OSP-036	Myrtle St	E Braddock Rd	Commonwealth Ave	N	Unmarked	3hr Parking 8am-5pm Mon-Fri	**506**	**25**	16	20	19	18
OSP-037	Wayne St	E Braddock Rd	Masonic View Ave	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**170**	**9**	4	5	4	3
OSP-038	Wayne St	Masonic View Ave	E Braddock Rd	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**118**	**6**	0	1	1	1
OSP-039	Masonic View Ave	Little St	Wayne St	N	Unmarked	3hr Parking 7am-5pm Mon-Fri	**186**	**9**	1	2	2	2
OSP-040	Little St	Masonic View Ave	Oak St	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**321**	**16**	6	7	7	7
OSP-041	Little St	Alley	Masonic View Ave	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**320**	**16**	5	6	5	5

OSP-042	Little St	Oak St	Alley	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**74**	**4**	1	1	1	1
OSP-043	Ramsey St	E Braddock Rd	Alley	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**177**	**9**	2	2	2	2
OSP-044	Ramsey St	Alley	E Braddock Rd	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**173**	**9**	1	2	2	3
OSP-045	Ramsey St	Alley	Oak St	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**70**	**4**	0	0	0	0
OSP-046	Ramsey St	Oak St	Alley	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**75**	**4**	1	2	2	2
OSP-047	Mt Vernon Ave	Driveway	Oak St	E	Unmarked	2hr Parking 8am-9pm Mon-Sat	**96**	**5**	4	4	4	3
	Mt Vernon Ave	Driveway	Oak St	E	Unmarked	Bicycle	**21**	**4**	0	0	0	0
OSP-048	Oak St	Ramsey St	Little St	N	Unmarked	3hr Parking 8am-5pm Mon-Fri	**185**	**9**	7	7	6	6
OSP-049	Oak St	Mt Vernon Ave	Ramsey St	N	Unmarked	3hr Parking 8am-5pm Mon-Fri	**217**	**11**	9	10	10	10
	Oak St	Mt Vernon Ave	Ramsey St	N	Unmarked	Handicap	**20**	**1**	1	1	1	1
OSP-050	W Braddock Rd	W Luray Ave	158 W Braddock Rd	E	Unmarked	No Restriction	**117**	**6**	3	3	3	2
OSP-051	W Braddock Rd	1219 W Braddock Rd	W Glendale Ave	W	Unmarked	No Restriction	**715**	**36**	5	6	6	6
OSP-052	W Braddock Rd	Hancock Ave	W Luray Ave	E	Unmarked	No Restriction	**202**	**10**	1	0	0	0
	W Braddock Rd	Hancock Ave	W Luray Ave	E	Unmarked	Handicap	**23**	**1**	0	0	0	0
OSP-053	W Braddock Rd	W Glendale Ave	Hancock Ave	E	Unmarked	No Restriction	**108**	**5**	0	0	0	0

OSP-054	E Braddock Rd	Newton St	Commonwealth Ave	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**181**	**9**	0	0	0	0
OSP-055	E Braddock Rd	20 E Braddock Rd	E Spring St	E	Unmarked	No Restriction	**118**	**6**	0	0	0	0
OSP-056	E Braddock Rd	30 E Braddock Rd	20 E Braddock Rd	E	Unmarked	No Restriction	**58**	**3**	1	0	1	1
OSP-057	E Braddock Rd	21 E Braddock Rd	E Myrtle St	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**63**	**3**	0	0	0	0
OSP-058	E Braddock Rd	Little St	104 E Braddock Rd	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**130**	**7**	3	4	3	3
OSP-059	E Braddock Rd	Ramsey St	Little St	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**200**	**10**	4	3	4	4
OSP-060	E Braddock Rd	Little St	711 E Braddock Rd	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**80**	**4**	0	0	0	0
OSP-061	E Braddock Rd	Mt Vernon Ave	Ramsey St	E	Unmarked	3hr Parking 7am-7pm Mon-Fri	**170**	**9**	4	5	7	6

Project ID: 25-260194

Date: 10/22/2025

City: Alexandria, VA

Day: Wednesday

Number of spaces provided for "Unmarked" segments are only approximate. Occupancy may exceed inventory.

Segment	Street	From	To	Side of the Street	Marked/ Unmarked	Restriction	Measurement (ft.)	Spaces	7:00 PM	8:00 PM	9:00 PM	10:00 PM
OSP-001	W Alexandria Ave	Hancock Ave	Alley 115 W Alexandria Ave	N	Unmarked	No Restriction	**417**	**21**	8	8	11	11
OSP-002	W Alexandria Ave	Alley 115 W Alexandria Ave	Russell Rd	N	Unmarked	No Restriction	**126**	**6**	1	1	1	1
OSP-003	W Alexandria Ave	Russell Rd	Hancock Ave	S	Unmarked	No Restriction	**444**	**22**	15	13	14	13
OSP-004	Russell Rd	W Braddock Rd	W Glendale Ave	W	Unmarked	No Restriction	**412**	**21**	3	3	2	2
OSP-005	Russell Rd	W Glendale Ave	W Braddock Rd	E	Unmarked	No Restriction	**398**	**20**	6	6	6	6
OSP-006	W Glendale Ave	W Braddock Rd	Russell Rd	N	Unmarked	No Restriction	**570**	**29**	9	9	9	9
OSP-007	W Glendale Ave	Russell Rd	W Braddock Rd	S	Unmarked	No Restriction	**627**	**31**	14	15	17	17
OSP-008	Hancock Ave	W Alexandria Ave	Alley	W	Unmarked	No Restriction	**125**	**6**	1	1	1	1
OSP-009	Hancock Ave	Alley	W Alexandria Ave	E	Unmarked	No Restriction	**112**	**6**	0	0	0	0
OSP-010	Hancock Ave	Alley	W Luray Ave	W	Unmarked	No Restriction	**107**	**5**	1	1	2	2
OSP-011	Hancock Ave	W Luray Ave	Alley	E	Unmarked	No Restriction	**120**	**6**	3	2	3	3
OSP-012	Hancock Ave	W Luray Ave	W Braddock Rd	W	Unmarked	No Restriction	**112**	**6**	1	2	0	0
OSP-013	Hancock Ave	W Braddock Rd	W Luray Ave	E	Unmarked	No Restriction	**118**	**6**	5	5	2	2

OSP-014	W Luray Ave	Hancock Ave	W Braddock Rd	N	Unmarked	No Restriction	**178**	**9**	7	7	5	4
OSP-015	W Luray Ave	W Braddock Rd	Hancock Ave	S	Unmarked	No Restriction	**175**	**9**	5	4	3	4
OSP-016	W Luray Ave	Commonwealth Ave	Hancock Ave	N	Unmarked	No Restriction	**190**	**10**	4	3	5	6
OSP-017	W Luray Ave	Hancock Ave	Commonwealth Ave	S	Unmarked	No Restriction	**186**	**9**	2	2	2	2
OSP-018	Commonwealth Ave	E Braddock Rd	W Spring St	W	Unmarked	No Restriction	**102**	**5**	2	2	2	2
OSP-019	Commonwealth Ave	W Spring St	W Myrtle St	W	Unmarked	No Restriction	**136**	**7**	6	7	7	6
OSP-020	Commonwealth Ave	W Myrtle St	W Spring St	E	Unmarked	No Restriction	**156**	**8**	3	6	6	6
OSP-021	E Glendale Ave	W Braddock Rd	Commonwealth Ave	N	Unmarked	No Restriction	**56**	**3**	1	1	1	2
OSP-022	E Glendale Ave	Commonwealth Ave	W Braddock Rd	S	Unmarked	No Restriction	**50**	**3**	0	0	0	0
OSP-023	E Glendale Ave	Commonwealth Ave	Newton St	N	Unmarked	No Restriction	**212**	**11**	3	3	5	5
OSP-024	E Glendale Ave	Newton St	Commonwealth Ave	S	Unmarked	No Restriction	**210**	**11**	4	4	4	4
OSP-025	Newton St	E Glendale Ave	W Braddock Rd	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**195**	**10**	2	2	2	2
OSP-026	Newton St	Adams Ave	E Glendale Ave	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**130**	**7**	0	0	0	0
OSP-027	Newton St	W Braddock Rd	Adams Ave	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**40**	**2**	0	0	0	0
OSP-028	Adams Ave	Wayne St	Newton St	N	Unmarked	3hr Parking 8am-5pm Mon-Fri	**261**	**13**	0	0	0	0
OSP-029	Adams Ave	Ramsey St	Wayne St	N	Unmarked	3hr Parking 8am-5pm Mon-Fri	**322**	**16**	0	0	0	0

OSP-030	Ramsey St	Adams Ave	E Spring St	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**153**	**8**	4	5	5	5
OSP-031	Ramsey St	E Spring St	E Braddock Rd	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**430**	**22**	13	13	14	14
OSP-032	E Spring St	Ramsey St	E Braddock Rd	N	Unmarked	3hr Parking 8am-5pm Mon-Fri	**673**	**34**	21	21	19	19
OSP-033	Little St	E Spring St	E Braddock Rd	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**309**	**15**	6	6	5	5
OSP-034	W Spring St	Russell Rd	Commonwealth Ave	S	Unmarked	No Restriction	**673**	**34**	19	17	19	22
OSP-035	E Spring St	Commonwealth Ave	E Braddock Rd	S	Unmarked	3hr Parking 8am-5pm Mon-Fri	**276**	**14**	4	4	4	5
OSP-036	Myrtle St	E Braddock Rd	Commonwealth Ave	N	Unmarked	3hr Parking 8am-5pm Mon-Fri	**506**	**25**	17	18	19	19
OSP-037	Wayne St	E Braddock Rd	Masonic View Ave	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**170**	**9**	3	2	2	2
OSP-038	Wayne St	Masonic View Ave	E Braddock Rd	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**118**	**6**	2	1	1	1
OSP-039	Masonic View Ave	Little St	Wayne St	N	Unmarked	3hr Parking 7am-5pm Mon-Fri	**186**	**9**	3	2	2	2
OSP-040	Little St	Masonic View Ave	Oak St	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**321**	**16**	6	7	7	8
OSP-041	Little St	Alley	Masonic View Ave	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**320**	**16**	9	8	8	7

OSP-042	Little St	Oak St	Alley	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**74**	**4**	2	2	3	3
OSP-043	Ramsey St	E Braddock Rd	Alley	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**177**	**9**	2	2	2	2
OSP-044	Ramsey St	Alley	E Braddock Rd	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**173**	**9**	2	3	3	3
OSP-045	Ramsey St	Alley	Oak St	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**70**	**4**	2	2	2	2
OSP-046	Ramsey St	Oak St	Alley	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**75**	**4**	2	2	2	1
OSP-047	Mt Vernon Ave	Driveway	Oak St	E	Unmarked	2hr Parking 8am-9pm Mon-Sat	**96**	**5**	5	3	2	1
	Mt Vernon Ave	Driveway	Oak St	E	Unmarked	Bicycle	**21**	**4**	0	0	0	0
OSP-048	Oak St	Ramsey St	Little St	N	Unmarked	3hr Parking 8am-5pm Mon-Fri	**185**	**9**	7	7	8	7
OSP-049	Oak St	Mt Vernon Ave	Ramsey St	N	Unmarked	3hr Parking 8am-5pm Mon-Fri	**217**	**11**	9	9	9	7
	Oak St	Mt Vernon Ave	Ramsey St	N	Unmarked	Handicap	**20**	**1**	1	1	1	1
OSP-050	W Braddock Rd	W Luray Ave	158 W Braddock Rd	E	Unmarked	No Restriction	**117**	**6**	2	3	3	2
OSP-051	W Braddock Rd	1219 W Braddock Rd	W Glendale Ave	W	Unmarked	No Restriction	**715**	**36**	4	5	4	5
OSP-052	W Braddock Rd	Hancock Ave	W Luray Ave	E	Unmarked	No Restriction	**202**	**10**	2	2	0	0
	W Braddock Rd	Hancock Ave	W Luray Ave	E	Unmarked	Handicap	**23**	**1**	1	1	0	0
OSP-053	W Braddock Rd	W Glendale Ave	Hancock Ave	E	Unmarked	No Restriction	**108**	**5**	0	0	0	0

OSP-054	E Braddock Rd	Newton St	Commonwealth Ave	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**181**	**9**	0	0	0	0
OSP-055	E Braddock Rd	20 E Braddock Rd	E Spring St	E	Unmarked	No Restriction	**118**	**6**	0	0	0	0
OSP-056	E Braddock Rd	30 E Braddock Rd	20 E Braddock Rd	E	Unmarked	No Restriction	**58**	**3**	1	1	1	1
OSP-057	E Braddock Rd	21 E Braddock Rd	E Myrtle St	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**63**	**3**	0	0	0	0
OSP-058	E Braddock Rd	Little St	104 E Braddock Rd	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**130**	**7**	1	2	2	2
OSP-059	E Braddock Rd	Ramsey St	Little St	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**200**	**10**	6	5	5	4
OSP-060	E Braddock Rd	Little St	711 E Braddock Rd	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**80**	**4**	2	2	1	0
OSP-061	E Braddock Rd	Mt Vernon Ave	Ramsey St	E	Unmarked	3hr Parking 7am-7pm Mon-Fri	**170**	**9**	4	6	6	4

Prepared by National Data & Surveying Services

Parking Study

Project ID: 25-260194

Date: 10/23/2025

City: Alexandria, VA

Day: Thursday

Number of spaces provided for "Unmarked" segments are only approximate. Occupancy may exceed inventory.

Segment	Street	From	To	Side of the Street	Marked/ Unmarked	Restriction	Measurement (ft.)	Spaces	7:00 PM	8:00 PM	9:00 PM	10:00 PM
OSP-001	W Alexandra Ave	Hancock Ave	Alley 115 W Alexandria Ave	N	Unmarked	No Restriction	**417**	**21**	11	12	13	13
OSP-002	W Alexandra Ave	Alley 115 W Alexandria Ave	Russell Rd	N	Unmarked	No Restriction	**126**	**6**	1	1	1	1
OSP-003	W Alexandra Ave	Russell Rd	Hancock Ave	S	Unmarked	No Restriction	**444**	**22**	14	13	13	15
OSP-004	Russell Rd	W Braddock Rd	W Glendale Ave	W	Unmarked	No Restriction	**412**	**21**	1	1	1	1
OSP-005	Russell Rd	W Glendale Ave	W Braddock Rd	E	Unmarked	No Restriction	**398**	**20**	5	7	6	7
OSP-006	W Glendale Ave	W Braddock Rd	Russell Rd	N	Unmarked	No Restriction	**570**	**29**	8	10	10	11
OSP-007	W Glendale Ave	Russell Rd	W Braddock Rd	S	Unmarked	No Restriction	**627**	**31**	16	14	16	16
OSP-008	Hancock Ave	W Alexandria Ave	Alley	W	Unmarked	No Restriction	**125**	**6**	1	1	1	1
OSP-009	Hancock Ave	Alley	W Alexandria Ave	E	Unmarked	No Restriction	**112**	**6**	0	0	0	0
OSP-010	Hancock Ave	Alley	W Luray Ave	W	Unmarked	No Restriction	**107**	**5**	3	2	3	3
OSP-011	Hancock Ave	W Luray Ave	Alley	E	Unmarked	No Restriction	**120**	**6**	4	4	3	4

OSP-012	Hancock Ave	W Luray Ave	W Braddock Rd	W	Unmarked	No Restriction	**112**	**6**	2	2	2	2
OSP-013	Hancock Ave	W Braddock Rd	W Luray Ave	E	Unmarked	No Restriction	**118**	**6**	0	0	0	0
OSP-014	W Luray Ave	Hancock Ave	W Braddock Rd	N	Unmarked	No Restriction	**178**	**9**	4	4	4	4
OSP-015	W Luray Ave	W Braddock Rd	Hancock Ave	S	Unmarked	No Restriction	**175**	**9**	4	4	3	3
OSP-016	W Luray Ave	Commomwealth Ave	Hancock Ave	N	Unmarked	No Restriction	**190**	**10**	7	7	8	8
OSP-017	W Luray Ave	Hancock Ave	Commomwealth Ave	S	Unmarked	No Restriction	**186**	**9**	0	0	0	0
OSP-018	Commomwealth Ave	E Braddock Rd	W Spring St	W	Unmarked	No Restriction	**102**	**5**	3	3	2	2
OSP-019	Commomwealth Ave	W Spring St	W Myrtle St	W	Unmarked	No Restriction	**136**	**7**	7	6	5	6
OSP-020	Commomwealth Ave	W Myrtle St	W Spring St	E	Unmarked	No Restriction	**156**	**8**	2	1	1	2
OSP-021	E Glendale Ave	W Braddock Rd	Commomwealth Ave	N	Unmarked	No Restriction	**56**	**3**	1	1	1	1
OSP-022	E Glendale Ave	Commomwealth Ave	W Braddock Rd	S	Unmarked	No Restriction	**50**	**3**	1	1	1	1
OSP-023	E Glendale Ave	Commomwealth Ave	Newton St	N	Unmarked	No Restriction	**212**	**11**	5	4	4	4
OSP-024	E Glendale Ave	Newton St	Commomwealth Ave	S	Unmarked	No Restriction	**210**	**11**	5	4	5	5
OSP-025	Newton St	E Glendale Ave	W Braddock Rd	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**195**	**10**	1	1	2	2
OSP-026	Newton St	Adams Ave	E Glendale Ave	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**130**	**7**	0	0	0	0
OSP-027	Newton St	W Braddock Rd	Adams Ave	E	Unmarked	3hr Parking	**40**	**2**	0	0	0	0

						8am-5pm Mon-Fri						
OSP-028	Adams Ave	Wayne St	Newton St	N	Unmarked	3hr Parking 8am-5pm Mon-Fri	**261**	**13**	0	0	0	0
OSP-029	Adams Ave	Ramsey St	Wayne St	N	Unmarked	3hr Parking 8am-5pm Mon-Fri	**322**	**16**	0	0	0	0
OSP-030	Ramsey St	Adams Ave	E Spring St	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**153**	**8**	5	5	5	5
OSP-031	Ramsey St	E Spring St	E Braddock Rd	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**430**	**22**	11	11	13	13
OSP-032	E Srping St	Ramsey St	E Braddock Rd	N	Unmarked	3hr Parking 8am-5pm Mon-Fri	**673**	**34**	15	15	20	20
OSP-033	Little St	E Spring St	E Braddock Rd	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**309**	**15**	5	5	5	5
OSP-034	W Spring St	Russell Rd	Commonwealth Ave	S	Unmarked	No Restriction	**673**	**34**	22	22	21	23
OSP-035	E Spring St	Commonwealth Ave	E Braddock Rd	S	Unmarked	3hr Parking 8am-5pm Mon-Fri	**276**	**14**	6	7	6	6
OSP-036	Myrtle St	E Braddock Rd	Commonwealth Ave	N	Unmarked	3hr Parking 8am-5pm Mon-Fri	**506**	**25**	16	19	19	20

OSP-037	Wayne St	E Braddock Rd	Massonic View Ave	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**170**	**9**	2	2	2	2
OSP-038	Wayne St	Massonic View Ave	E Braddock Rd	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**118**	**6**	0	0	0	0
OSP-039	Massonic View Ave	Little St	Wayne St	N	Unmarked	3hr Parking 7am-5pm Mon-Fri	**186**	**9**	2	2	2	2
OSP-040	Little St	Massonic View Ave	Oak St	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**321**	**16**	6	6	8	8
OSP-041	Little St	Alley	Massonic View Ave	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**320**	**16**	5	8	8	8
OSP-042	Little St	Oak St	Alley	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**74**	**4**	2	2	2	2
OSP-043	Ramsey St	E Braddock Rd	Alley	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**177**	**9**	4	3	3	3
OSP-044	Ramsey St	Alley	E Braddock Rd	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**173**	**9**	3	3	3	2
OSP-045	Ramsey St	Alley	Oak St	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**70**	**4**	1	1	1	1

OSP-046	Ramsey St	Oak St	Alley	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**75**	**4**	3	3	2	3
OSP-047	Vernon Ave	Driveway	Oak St	E	Unmarked	2hr Parking 8am-9pm Mon-Sat	**96**	**5**	4	3	3	2
	Vernon Ave	Driveway	Oak St	E	Unmarked	Bicycle	**21**	**4**	1	1	1	0
OSP-048	Oak St	Ramsey St	Little St	N	Unmarked	3hr Parking 8am-5pm Mon-Fri	**185**	**9**	7	7	8	8
OSP-049	Oak St	Vernon Ave	Ramsey St	N	Unmarked	3hr Parking 8am-5pm Mon-Fri	**217**	**11**	8	6	8	7
	Oak St	Vernon Ave	Ramsey St	N	Unmarked	Handicap	**20**	**1**	1	1	1	1
OSP-050	W Braddock Rd	W Luray Ave	158 W Braddock Rd	E	Unmarked	No Restriction	**117**	**6**	2	2	2	2
OSP-051	W Braddock Rd	1219 W Braddock Rd	W Glendale Ave	W	Unmarked	No Restriction	**715**	**36**	6	5	5	6
OSP-052	W Braddock Rd	Hancock Ave	W Luray Ave	E	Unmarked	No Restriction	**202**	**10**	1	0	0	0
	W Braddock Rd	Hancock Ave	W Luray Ave	E	Unmarked	Handicap	**23**	**1**	0	0	0	0
OSP-053	W Braddock Rd	W Glendale Ave	Hancock Ave	E	Unmarked	No Restriction	**108**	**5**	0	0	0	0
OSP-054	E Braddock Rd	Newton St	Commonwealth Ave	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**181**	**9**	0	0	0	0
OSP-055	E Braddock Rd	20 E Braddock Rd	E Spring St	E	Unmarked	No Restriction	**118**	**6**	1	2	1	0
OSP-056	E Braddock Rd	30 E Braddock Rd	20 E Braddock Rd	E	Unmarked	No Restriction	**58**	**3**	1	1	1	1

OSP-057	E Braddock Rd	21 E Braddock Rd	E Myrtle St	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**63**	**3**	0	0	0	0
OSP-058	E Braddock Rd	Little St	104 E Braddock Rd	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**130**	**7**	1	1	1	1
OSP-059	E Braddock Rd	Ramsey St	Little St	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**200**	**10**	3	5	3	5
OSP-060	E Braddock Rd	Little St	711 E Braddock Rd	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**80**	**4**	1	1	1	1
OSP-061	E Braddock Rd	Mt Vernon Ave	Ramsey St	E	Unmarked	3hr Parking 7am-7pm Mon-Fri	**170**	**9**	6	8	8	7

Notes: **OSP-061 -** *1 Detached trailer measuring 25 ft was parked from 7:00 PM to 10:00 PM.*

Prepared by National Data & Surveying Services

Parking Study

Project ID: 25-260194

City: Alexandria, VA

Date: 10/25/2025

Day: Saturday

Number of spaces provided for "Unmarked" segments are only approximate. Occupancy may exceed inventory.

Segment	Street	From	To	Side of the Street	Marked/ Unmarked	Restriction	Measurement (ft.)	Spaces	7:00 PM	8:00 PM	9:00 PM	10:00 PM
OSP-001	W Alexandra Ave	Hancock Ave	Alley 115 W Alexandria Ave	N	Unmarked	No Restriction	**417**	**21**	11	12	12	13
OSP-002	W Alexandra Ave	Alley 115 W Alexandria Ave	Russell Rd	N	Unmarked	No Restriction	**126**	**6**	1	1	1	1
OSP-003	W Alexandra Ave	Russell Rd	Hancock Ave	S	Unmarked	No Restriction	**444**	**22**	13	13	14	13
OSP-004	Russell Rd	W Braddock Rd	W Glendale Ave	W	Unmarked	No Restriction	**412**	**21**	1	1	1	1
OSP-005	Russell Rd	W Glendale Ave	W Braddock Rd	E	Unmarked	No Restriction	**398**	**20**	8	7	7	8
OSP-006	W Glendale Ave	W Braddock Rd	Russell Rd	N	Unmarked	No Restriction	**570**	**29**	10	10	10	10
OSP-007	W Glendale Ave	Russell Rd	W Braddock Rd	S	Unmarked	No Restriction	**627**	**31**	16	15	14	14
OSP-008	Hancock Ave	W Alexandria Ave	Alley	W	Unmarked	No Restriction	**125**	**6**	1	1	1	1
OSP-009	Hancock Ave	Alley	W Alexandria Ave	E	Unmarked	No Restriction	**112**	**6**	0	0	0	0
OSP-010	Hancock Ave	Alley	W Luray Ave	W	Unmarked	No Restriction	**107**	**5**	3	1	3	3
OSP-011	Hancock Ave	W Luray Ave	Alley	E	Unmarked	No Restriction	**120**	**6**	3	2	3	3
OSP-012	Hancock Ave	W Luray Ave	W Braddock Rd	W	Unmarked	No Restriction	**112**	**6**	0	0	0	0

OSP-013	Hancock Ave	W Braddock Rd	W Luray Ave	E	Unmarked	No Restriction	**118**	**6**	2	2	1	2
OSP-014	W Luray Ave	Hancock Ave	W Braddock Rd	N	Unmarked	No Restriction	**178**	**9**	3	4	3	3
OSP-015	W Luray Ave	W Braddock Rd	Hancock Ave	S	Unmarked	No Restriction	**175**	**9**	3	2	2	2
OSP-016	W Luray Ave	Commomwealth Ave	Hancock Ave	N	Unmarked	No Restriction	**190**	**10**	5	5	6	5
OSP-017	W Luray Ave	Hancock Ave	Commomwealth Ave	S	Unmarked	No Restriction	**186**	**9**	2	2	2	2
OSP-018	Commomwealth Ave	E Braddock Rd	W Spring St	W	Unmarked	No Restriction	**102**	**5**	2	2	2	2
OSP-019	Commomwealth Ave	W Spring St	W Myrtle St	W	Unmarked	No Restriction	**136**	**7**	7	5	5	5
OSP-020	Commomwealth Ave	W Myrtle St	W Spring St	E	Unmarked	No Restriction	**156**	**8**	4	4	4	4
OSP-021	E Glendale Ave	W Braddock Rd	Commomwealth Ave	N	Unmarked	No Restriction	**56**	**3**	0	0	0	1
OSP-022	E Glendale Ave	Commomwealth Ave	W Braddock Rd	S	Unmarked	No Restriction	**50**	**3**	1	1	1	1
OSP-023	E Glendale Ave	Commomwealth Ave	Newton St	N	Unmarked	No Restriction	**212**	**11**	4	4	4	4
OSP-024	E Glendale Ave	Newton St	Commomwealth Ave	S	Unmarked	No Restriction	**210**	**11**	3	2	2	2
OSP-025	Newton St	E Glendale Ave	W Braddock Rd	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**195**	**10**	3	3	3	3
OSP-026	Newton St	Adams Ave	E Glendale Ave	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**130**	**7**	0	0	0	0
OSP-027	Newton St	W Braddock Rd	Adams Ave	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**40**	**2**	0	0	0	0
OSP-028	Adams Ave	Wayne St	Newton St	N	Unmarked	3hr Parking 8am-5pm Mon-Fri	**261**	**13**	0	0	0	0

OSP-029	Adams Ave	Ramsey St	Wayne St	N	Unmarked	3hr Parking 8am-5pm Mon-Fri	**322**	**16**	0	0	0	0
OSP-030	Ramsey St	Adams Ave	E Spring St	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**153**	**8**	5	5	4	4
OSP-031	Ramsey St	E Spring St	E Braddock Rd	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**430**	**22**	15	15	21	21
OSP-032	E Srping St	Ramsey St	E Braddock Rd	N	Unmarked	3hr Parking 8am-5pm Mon-Fri	**673**	**34**	17	17	17	17
OSP-033	Little St	E Spring St	E Braddock Rd	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**309**	**15**	6	6	7	7
OSP-034	W Spring St	Russell Rd	Commonwealth Ave	S	Unmarked	No Restriction	**673**	**34**	20	19	19	20
OSP-035	E Spring St	Commonwealth Ave	E Braddock Rd	S	Unmarked	3hr Parking 8am-5pm Mon-Fri	**276**	**14**	8	7	7	8
OSP-036	Myrtle St	E Braddock Rd	Commonwealth Ave	N	Unmarked	3hr Parking 8am-5pm Mon-Fri	**506**	**25**	16	19	19	18
OSP-037	Wayne St	E Braddock Rd	Massonic View Ave	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**170**	**9**	2	2	2	2
OSP-038	Wayne St	Massonic View Ave	E Braddock Rd	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**118**	**6**	0	0	0	0
OSP-039	Massonic View Ave	Little St	Wayne St	N	Unmarked	3hr Parking 7am-5pm Mon-Fri	**186**	**9**	4	3	3	3
OSP-040	Little St	Massonic View Ave	Oak St	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**321**	**16**	6	6	6	6

OSP-041	Little St	Alley	Massonic View Ave	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**320**	**16**	4	4	4	4
OSP-042	Little St	Oak St	Alley	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**74**	**4**	3	2	2	2
OSP-043	Ramsey St	E Braddock Rd	Alley	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**177**	**9**	2	2	2	2
OSP-044	Ramsey St	Alley	E Braddock Rd	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**173**	**9**	3	3	3	4
OSP-045	Ramsey St	Alley	Oak St	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**70**	**4**	3	3	4	4
OSP-046	Ramsey St	Oak St	Alley	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**75**	**4**	4	3	3	3
OSP-047	Vernon Ave	Driveway	Oak St	E	Unmarked	2hr Parking 8am-9pm Mon-Sat	**96**	**5**	5	5	5	5
	Vernon Ave	Driveway	Oak St	E	Unmarked	Bicycle	**21**	**4**	2	2	0	0
OSP-048	Oak St	Ramsey St	Little St	N	Unmarked	3hr Parking 8am-5pm Mon-Fri	**185**	**9**	9	7	8	8
OSP-049	Oak St	Vernon Ave	Ramsey St	N	Unmarked	3hr Parking 8am-5pm Mon-Fri	**217**	**11**	9	8	9	9
	Oak St	Vernon Ave	Ramsey St	N	Unmarked	Handicap	**20**	**1**	1	1	1	1
OSP-050	W Braddock Rd	W Luray Ave	158 W Braddock Rd	E	Unmarked	No Restriction	**117**	**6**	2	2	2	2
OSP-051	W Braddock Rd	1219 W Braddock Rd	W Glendale Ave	W	Unmarked	No Restriction	**715**	**36**	5	5	5	6
OSP-052	W Braddock Rd	Hancock Ave	W Luray Ave	E	Unmarked	No Restriction	**202**	**10**	0	0	0	0

	W Braddock Rd	Hancock Ave	W Luray Ave	E	Unmarked	Handicap	**23**	**1**	0	0	0	0
OSP-053	W Braddock Rd	W Glendale Ave	Hancock Ave	E	Unmarked	No Restriction	**108**	**5**	0	0	0	0
OSP-054	E Braddock Rd	Newton St	Commonwealth Ave	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**181**	**9**	0	0	0	0
OSP-055	E Braddock Rd	20 E Braddock Rd	E Spring St	E	Unmarked	No Restriction	**118**	**6**	4	4	5	0
OSP-056	E Braddock Rd	30 E Braddock Rd	20 E Braddock Rd	E	Unmarked	No Restriction	**58**	**3**	1	1	1	1
OSP-057	E Braddock Rd	21 E Braddock Rd	E Myrtle St	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**63**	**3**	0	0	0	0
OSP-058	E Braddock Rd	Little St	104 E Braddock Rd	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**130**	**7**	0	1	1	1
OSP-059	E Braddock Rd	Ramsey St	Little St	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**200**	**10**	5	4	4	4
OSP-060	E Braddock Rd	Little St	711 E Braddock Rd	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**80**	**4**	3	3	3	2
OSP-061	E Braddock Rd	Mt Vernon Ave	Ramsey St	E	Unmarked	3hr Parking 7am-7pm Mon-Fri	**170**	**9**	7	7	7	7

Notes: **OSP-061 -***1 Detached trailer measuring 25 ft was parked from 7:00 PM to 10:00 PM.*

Prepared by National Data & Surveying Services

Parking Study

Project ID: 25-260194

City: Alexandria, VA

Date: 10/26/2025

Day: Sunday

Number of spaces provided for "Unmarked" segments are only approximate. Occupancy may exceed inventory.

Segment	Street	From	To	Side of the Street	Marked/ Unmarked	Restriction	Measurement (ft.)	Spaces	9:00 AM	10:00 AM	11:00 AM
OSP-001	W Alexandria Ave	Hancock Ave	Alley 115 W Alexandria Ave	N	Unmarked	No Restriction	**417**	**21**	12	12	12
OSP-002	W Alexandria Ave	Alley 115 W Alexandria Ave	Russell Rd	N	Unmarked	No Restriction	**126**	**6**	1	1	1
OSP-003	W Alexandria Ave	Russell Rd	Hancock Ave	S	Unmarked	No Restriction	**444**	**22**	12	12	13
OSP-004	Russell Rd	W Braddock Rd	W Glendale Ave	W	Unmarked	No Restriction	**412**	**21**	1	0	1
OSP-005	Russell Rd	W Glendale Ave	W Braddock Rd	E	Unmarked	No Restriction	**398**	**20**	7	5	5
OSP-006	W Glendale Ave	W Braddock Rd	Russell Rd	N	Unmarked	No Restriction	**570**	**29**	8	7	9
OSP-007	W Glendale Ave	Russell Rd	W Braddock Rd	S	Unmarked	No Restriction	**627**	**31**	13	14	12
OSP-008	Hancock Ave	W Alexandria Ave	Alley	W	Unmarked	No Restriction	**125**	**6**	1	1	3
OSP-009	Hancock Ave	Alley	W Alexandria Ave	E	Unmarked	No Restriction	**112**	**6**	0	0	0

OSP-010	Hancock Ave	Alley	W Luray Ave	W	Unmarked	No Restriction	**107**	**5**	3	3	5
OSP-011	Hancock Ave	W Luray Ave	Alley	E	Unmarked	No Restriction	**120**	**6**	3	3	5
OSP-012	Hancock Ave	W Luray Ave	W Braddock Rd	W	Unmarked	No Restriction	**112**	**6**	2	5	4
OSP-013	Hancock Ave	W Braddock Rd	W Luray Ave	E	Unmarked	No Restriction	**118**	**6**	6	6	4
OSP-014	W Luray Ave	Hancock Ave	W Braddock Rd	N	Unmarked	No Restriction	**178**	**9**	3	5	8
OSP-015	W Luray Ave	W Braddock Rd	Hancock Ave	S	Unmarked	No Restriction	**175**	**9**	6	6	7
OSP-016	W Luray Ave	Commonwealth Ave	Hancock Ave	N	Unmarked	No Restriction	**190**	**10**	4	7	8
OSP-017	W Luray Ave	Hancock Ave	Commonwealth Ave	S	Unmarked	No Restriction	**186**	**9**	2	5	6
OSP-018	Commonwealth Ave	E Braddock Rd	W Spring St	W	Unmarked	No Restriction	**102**	**5**	2	2	1
OSP-019	Commonwealth Ave	W Spring St	W Myrtle St	W	Unmarked	No Restriction	**136**	**7**	6	5	5
OSP-020	Commonwealth Ave	W Myrtle St	W Spring St	E	Unmarked	No Restriction	**156**	**8**	3	4	4
OSP-021	E Glendale Ave	W Braddock Rd	Commonwealth Ave	N	Unmarked	No Restriction	**56**	**3**	1	1	1
OSP-022	E Glendale Ave	Commonwealth Ave	W Braddock Rd	S	Unmarked	No Restriction	**50**	**3**	0	0	0
OSP-023	E Glendale Ave	Commonwealth Ave	Newton St	N	Unmarked	No Restriction	**212**	**11**	5	5	5
OSP-024	E Glendale Ave	Newton St	Commonwealth Ave	S	Unmarked	No Restriction	**210**	**11**	1	1	2
OSP-025	Newton St	E Glendale Ave	W Braddock Rd	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**195**	**10**	3	2	2
OSP-026	Newton St	Adams Ave	E Glendale Ave	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**130**	**7**	0	0	0

OSP-027	Newton St	W Braddock Rd	Adams Ave	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**40**	**2**	0	0	0
OSP-028	Adams Ave	Wayne St	Newton St	N	Unmarked	3hr Parking 8am-5pm Mon-Fri	**261**	**13**	0	0	0
OSP-029	Adams Ave	Ramsey St	Wayne St	N	Unmarked	3hr Parking 8am-5pm Mon-Fri	**322**	**16**	0	0	0
OSP-030	Ramsey St	Adams Ave	E Spring St	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**153**	**8**	4	5	5
OSP-031	Ramsey St	E Spring St	E Braddock Rd	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**430**	**22**	15	16	15
OSP-032	E Spring St	Ramsey St	E Braddock Rd	N	Unmarked	3hr Parking 8am-5pm Mon-Fri	**673**	**34**	18	16	17
OSP-033	Little St	E Spring St	E Braddock Rd	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**309**	**15**	6	8	6
OSP-034	W Spring St	Russell Rd	Commonwealth Ave	S	Unmarked	No Restriction	**673**	**34**	20	19	15
OSP-035	E Spring St	Commonwealth Ave	E Braddock Rd	S	Unmarked	3hr Parking 8am-5pm Mon-Fri	**276**	**14**	8	8	8
OSP-036	Myrtle St	E Braddock Rd	Commonwealth Ave	N	Unmarked	3hr Parking 8am-5pm Mon-Fri	**506**	**25**	17	18	18
OSP-037	Wayne St	E Braddock Rd	Masonic View Ave	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**170**	**9**	2	2	2
OSP-038	Wayne St	Masonic View Ave	E Braddock Rd	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**118**	**6**	1	2	3

OSP-039	Masonic View Ave	Little St	Wayne St	N	Unmarked	3hr Parking 7am-5pm Mon-Fri	**186**	**9**	3	1	2
OSP-040	Little St	Masonic View Ave	Oak St	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**321**	**16**	4	4	4
OSP-041	Little St	Alley	Masonic View Ave	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**320**	**16**	6	6	7
OSP-042	Little St	Oak St	Alley	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**74**	**4**	2	1	1
OSP-043	Ramsey St	E Braddock Rd	Alley	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**177**	**9**	2	2	2
OSP-044	Ramsey St	Alley	E Braddock Rd	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**173**	**9**	3	4	3
OSP-045	Ramsey St	Alley	Oak St	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**70**	**4**	3	3	3
OSP-046	Ramsey St	Oak St	Alley	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**75**	**4**	2	2	2
OSP-047	Mt Vernon Ave	Driveway	Oak St	E	Unmarked	2hr Parking 8am-9pm Mon-Sat	**96**	**5**	2	3	4
	Mt Vernon Ave	Driveway	Oak St	E	Unmarked	Bicycle	**21**	**4**	0	0	0
OSP-048	Oak St	Ramsey St	Little St	N	Unmarked	3hr Parking 8am-5pm Mon-Fri	**185**	**9**	7	5	4
OSP-049	Oak St	Mt Vernon Ave	Ramsey St	N	Unmarked	3hr Parking 8am-5pm Mon-Fri	**217**	**11**	7	8	8
	Oak St	Mt Vernon Ave	Ramsey St	N	Unmarked	Handicap	**20**	**1**	1	1	1

OSP-050	W Braddock Rd	W Luray Ave	158 W Braddock Rd	E	Unmarked	No Restriction	**117**	**6**	2	4	5
OSP-051	W Braddock Rd	1219 W Braddock Rd	W Glendale Ave	W	Unmarked	No Restriction	**715**	**36**	8	10	9
OSP-052	W Braddock Rd	Hancock Ave	W Luray Ave	E	Unmarked	No Restriction	**202**	**10**	8	8	4
	W Braddock Rd	Hancock Ave	W Luray Ave	E	Unmarked	Handicap	**23**	**1**	0	0	0
OSP-053	W Braddock Rd	W Glendale Ave	Hancock Ave	E	Unmarked	No Restriction	**108**	**5**	0	0	0
OSP-054	E Braddock Rd	Newton St	Commonwealth Ave	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**181**	**9**	0	0	0
OSP-055	E Braddock Rd	20 E Braddock Rd	E Spring St	E	Unmarked	No Restriction	**118**	**6**	4	6	5
OSP-056	E Braddock Rd	30 E Braddock Rd	20 E Braddock Rd	E	Unmarked	No Restriction	**58**	**3**	3	4	3
	E Braddock Rd	30 E Braddock Rd	20 E Braddock Rd	E	Unmarked	Illegal Parking	**-**	**-**	0	1	0
OSP-057	E Braddock Rd	21 E Braddock Rd	E Myrtle St	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**63**	**3**	3	4	4
OSP-058	E Braddock Rd	Little St	104 E Braddock Rd	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**130**	**7**	1	1	2
OSP-059	E Braddock Rd	Ramsey St	Little St	E	Unmarked	3hr Parking 8am-5pm Mon-Fri	**200**	**10**	2	2	2

OSP-060	E Braddock Rd	Little St	711 E Braddock Rd	W	Unmarked	3hr Parking 8am-5pm Mon-Fri	**80**	**4**	0	1	0
OSP-061	E Braddock Rd	Mt Vernon Ave	Ramsey St	E	Unmarked	3hr Parking 7am-7pm Mon-Fri	**170**	**9**	3	3	4

Notes: **OSP-056 -** *1 vehicle was illegally parked at the driveway at 10:00 AM.*

ATTACHMENT 6: PREFERRED CONCEPT DESIGN

MT VERNON AVENUE TO WEST STREET

ATTACHMENT 7: COMMUNITY OUTREACH

Community Outreach Period #1: Spring 2025

Q1. Which modes of transportation do you use in the project area? Select all that apply.

Answer Choices	Responses	
Drive (Car, truck, motorcycle, SUV, or passenger)	80.62%	233
Bus (DASH. Metrobus, Fairfax Connector, Shuttle)	36.68%	106
Metrorail	65.05%	188
Walk	86.16%	249
Bicycle, e-bike, or scooter	67.47%	195
Wheelchair or other mobility-assist device	1.04%	3
	Answered	**289**
	Skipped	**1**

Q2. Why do you typically travel through the study area? Select all that apply.

Answer Choices	Responses	
I live or work near the project area.	77.51%	224
I travel through this area but do not stop.	17.65%	51
I use Braddock Road to access shops or restaurants.	64.71%	187
I use Braddock Road to get to nearby parks.	42.21%	122
I use Braddock Road to get to nearby schools.	19.38%	56
I used Braddock Road to get to the Metrorail station or nearby bus stops.	62.28%	180
I use the Potomac Yard or Metro Linear Trail to access shops or restaurants.	50.52%	146
I use Potomac Yard or Metro Linear Trail to get to nearby parks.	46.71%	135
I use Potomac Yard or Metro Linear Trail to get to nearby schools.	10.38%	30
I use Potomac Yard or Metro Linear Trail to get to the Metrorail station or nearby bus stops.	32.87%	95
Other (please specify)	19.03%	55
	Answered	**289**
	Skipped	**1**

Q3. What do you like about traveling through the study area?

Answered	**208**	
Skipped	**82**	

Response Date	Responses
Mar 23 2025 12:55 PM	It’s a nice area with plenty of houses
Mar 23 2025 10:11 AM	Walking path of the Potomac yard linear trail
Mar 22 2025 11:25 PM	It’s a main road that is usually easy to navigate
Mar 22 2025 08:27 PM	very little - there's not much space for bikes and pedestrians, traffic can back up pretty bad, and it is a mess by metro
Mar 22 2025 05:39 PM	Direct access to walking and biking trails
Mar 22 2025 03:25 PM	It is convenient to access a lot of other locations. Both linear trails are also great for walking to walk and for getting places.
Mar 21 2025 12:23 PM	I enjoy walking and biking on both Metro Linear Trail and Potomac Yard Trail. Both trails are quiet, scenic, and safe from car traffic, and they create connections to other areas (especially north toward Potomac Yard).
Mar 21 2025 06:26 AM	It’s a very challenging area to travel through during rush hours. Not sure there’s anything to like.
Mar 20 2025 10:48 AM	I live in this area and I like the immediate access to Potomac Yard and Metro Linear Trail. As a cyclist, runner, and generally active person, these trails are vital to my quality-of-life and one of the reasons why I chose to live here.
Mar 20 2025 07:18 AM	The Braddock road median between Potomac Trail and Mt Vernon Rd is excellent, with fewer lanes for a pedestrian to need to cross. Plus it’s often beautified for neighborhood appeal. The pedestrian crossing signal near the Metro station is highly functional, but cars seem to go fast enough to not reduce speed for pedestrians.
Mar 19 2025 10:22 PM	It's peaceful and easy to cross as a pedestrian at the one lighted crossing!
Mar 18 2025 07:05 PM	The walking path is nice from Braddock metro , walking from metro on Braddock is non descriptive. Point A to point B
Mar 18 2025 06:58 PM	It’s relatively wide and provides easy access to the trails and neighborhoods.
Mar 18 2025 06:11 PM	No speed bumps. Wide roads. No road diets. Minimal government intervention.
Mar 18 2025 06:09 PM	It is well lit and I appreciate the volume of foot traffic makes it feel safe to travel at all hours.
Mar 18 2025 01:01 PM	It’s less congested than the King Street metro area to get to Old Town.
Mar 18 2025 12:09 PM	Quick access to multiple well-managed trails for running and walking. Having close access to a Metro station that allows me to commute in and out of DC is also convenient
Mar 18 2025 10:50 AM	Like the trail for running

Mar 18 2025 09:12 AM	Walkability
Mar 17 2025 11:03 PM	We love living in our neighborhood--by the glendale/commonwealth intersection on Braddock. We enjoy our neighbors, and love our walking proximity to nearby schools, downtown Mt. Vernon, long walks with our dog, and easy access to Alexandria and the beltway. It feels like an oasis away from the big city.
Mar 17 2025 08:54 PM	The Potomac trail is fantastic for exercise and connecting to four mile run (and MVT from four mile run)
Mar 17 2025 08:51 PM	That it gets me to trails I can use for running and biking.
Mar 17 2025 07:46 PM	Bike infrastructure
Mar 17 2025 07:01 PM	I like that it's relatively safe to bike through. I also appreciate the number and frequency of Braddock buses.
Mar 17 2025 06:59 PM	na
Mar 17 2025 03:30 PM	It is a lovely small scale residential neighborhood with beautiful gardens and flowering trees, very different from any other access road in Alexandria to traverse to another neighborhood. All other roads have too many traffic lights and are very urban.
Mar 17 2025 02:31 PM	There is a lot of activity, both by pedestrians and vehicles, in the area. It would be great to increase cyclist and pedestrian safety by having a bike lane.
Mar 17 2025 01:48 PM	Slower less stressful driving.
Mar 17 2025 12:01 PM	Quiet. smooth pavement. Generally safe.
Mar 17 2025 11:31 AM	Currently the only good part about traveling through the area is the bike lanes connecting Mt Vernon Ave to the Patomic Yard Trail.
Mar 16 2025 04:26 PM	On the weekends it is a manageable drive, traffic is to as compact, most of the road is okay
Mar 16 2025 04:19 PM	Metro is the lifeblood of this neighborhood. The bike trails are a close second -- essential for north-south journeys through Old Town and into Del Ray and Arlington County. Great interconnection for pedestrians into the rest of Old Town. It's a wonderful old school East Coast city neighborhood in a lot of ways.
Mar 16 2025 03:25 PM	Bus route is direct and efficient
Mar 16 2025 12:42 PM	Commonwealth is designed for pedestrians & bikes, Braddock is suited for cars & through traffic, Russell is speed controlled for neighborhood use & access. This is balanced.
Mar 16 2025 08:39 AM	Trail provides a safe and dry walk to George Washington middle school
Mar 15 2025 10:31 PM	-Potomac Yard Trail is a very nice amenity
Mar 15 2025 09:41 PM	The trails are nice, but that's about it.
Mar 15 2025 08:50 PM	The Potomac Yard linear trail is very nice for walking and biking.
Mar 15 2025 07:53 PM	At least there are sidewalks on both sides! I appreciate the crossing at the bike trail/7-11. Squeezed areas slow down the traffic.

Mar 15 2025 11:27 AM	It is incredibly convenient and because of the tracks (Which bring incredible value), it's a key access point east/west of tracks. Because of this, it's a high traffic point for pedestrians, cyclists, kids, and cars. Essential area--needs more infrastructure safety investments so everyone can get through smoothly.
Mar 14 2025 04:43 PM	Nothing - it is always congested
Mar 14 2025 01:09 PM	The lack of a bike/scooter trail force bikes and scooters into the travel lanes increasing risk to riders
Mar 14 2025 08:02 AM	Not much. It's the most direct route to go to ACPS Central Office and Satellite Campus. If I didn't have to go there, I never would drive on that road.
Mar 14 2025 06:41 AM	Neighborhood feel
Mar 14 2025 06:06 AM	It’s the most direct route
Mar 14 2025 05:54 AM	The end near the metro is a lively area, but I can’t say I enjoy traveling through.
Mar 13 2025 10:16 PM	It's direct. The sidewalks are a good size. The traffic lights allow good amounts of time for pedestrians.
Mar 13 2025 11:41 AM	I like the trails. The road is a nightmare
Mar 13 2025 10:16 AM	I like the protected bike trails and the beautiful neighborhoods on either side of Braddock Road.
Mar 13 2025 08:09 AM	The section between Mt Vernon/West Street and the Potomac trail are the most accessible, although this section does flood during heavy rain events. Braddock Rd west of Commonwealth is very unpleasant to walk and dangerous to bike. We often just drive up Braddock
Mar 12 2025 11:36 PM	Shops and restaurants are very close to the sidewalk.
Mar 12 2025 09:44 PM	I like the availability of trails and public transportation.
Mar 12 2025 08:47 PM	Most of the route is shared by automobiles, walkers, bicycles, etc. The portion between Mt Vernon Ave and West St is dangerous
Mar 12 2025 08:29 PM	I like being able to get to local restaurants and that we are so close to the metro which lets us go places very easily
Mar 12 2025 07:51 PM	It’s beautiful! And I usually feel safe when I’m out walking.
Mar 12 2025 06:31 PM	We love the convenience of being able to walk or bus to the Metro station. In our experience, most drivers give pedestrians the right of way when we use the designated crosswalks.
Mar 12 2025 05:40 PM	Easy proximity to Metro
Mar 12 2025 05:27 PM	None. It’s too car centric. It would be a nice place to walk and bike.
Mar 12 2025 04:25 PM	Not a whole lot.
Mar 12 2025 02:21 PM	Narrow lanes force drivers to slow down and be aware of their surroundings like bicyclists and pedestrians.
Mar 12 2025 11:47 AM	Bike lanes exist and sidewalks are not too narrow
Mar 12 2025 11:33 AM	It is a large intersection to connect the Del Ray and Rosemont areas with Old Town
Mar 12 2025 11:31 AM	There is a nice mixture of retail and residential, and infrastructure like the metro station and trail.

Mar 12 2025 11:12 AM	It is open and easily accessible
Mar 12 2025 09:25 AM	The convenient connection to trails for walking and biking
Mar 12 2025 09:00 AM	Safe neighborhood, lots of friends there
Mar 11 2025 11:10 PM	The corridor is connected to many places I want and need to go.
Mar 11 2025 10:48 PM	I would like to see this area be bike friendly.
Mar 11 2025 10:10 PM	I can walk to the metro to get to work. I like Dos Hermanos and Yates.
Mar 11 2025 09:54 PM	It is very convenient way to bike without too much car interference (except at King St Metro-go figure)
Mar 11 2025 06:31 PM	The Potomac Yard trail is great! It is safe and a great alternative to using Mt Vernon Ave.
Mar 11 2025 08:16 AM	Walkable and well maintained.
Mar 10 2025 02:27 PM	Honestly - not much. The area is frequently littered with trash, it can be crowded and unsafe to drive in the area and the only time I feel at ease on my bike is early in the morning when there are few people and vehicles around. Having written that I appreciate the closeness of public transit and access to the trails.
Mar 10 2025 11:31 AM	It is safe from car activity
Mar 10 2025 11:29 AM	The Potomac Yard trail is wide and well maintained, making biking and walking easy.
Mar 10 2025 11:23 AM	It’s a direct thoroughfare.
Mar 10 2025 10:44 AM	convenient to home, plus quickest route to get from del ray to old town and del ray to west end
Mar 10 2025 07:37 AM	Good crosswalks and signals are fast.
Mar 09 2025 09:46 PM	Neighborhood environment.
Mar 09 2025 08:10 PM	It is convenient to my house. It is a pleasant experience
Mar 09 2025 06:23 PM	Layout is convenient for the most part. Many busses nearby (10A, 10B, 103, 104, 31, 34, MW1) and I've used them all at times. School open and close times shows a lot of kids walking--great for kids' long term health and independence. A few good local businesses on the route. There are good crosswalks but they could be better/more numerous. Some sidewalks are wide/well-maintained.
Mar 09 2025 04:48 PM	The Metro Linear Trail is nice and wide and I like the exercise stations. The area around the trail is kept very tidy and little trash.
Mar 09 2025 04:33 PM	Walkability, but the City needs to CONNECT walkable areas with high pedestrian traffic
Mar 09 2025 03:48 PM	There is a lot to access and do there.
Mar 09 2025 03:19 PM	Parks, trails, shops.
Mar 09 2025 12:51 PM	Close access to residential, commercial and transit
Mar 09 2025 12:50 PM	The neighborhood in this part of Alexandria makes for a lovely walk to the places that are walkable.
Mar 09 2025 12:46 PM	It’s my neighborhood, so it feels like home

Mar 09 2025 12:40 PM	It's my neighborhood! So it provides me access to all kinds of things. I love living close enough to the Metro and restaurants that I can walk or bike there. I like that the Potomac Yard and Metro Linear Trails are available for me to run and bike for exercise without being near cars.
Mar 09 2025 11:37 AM	Gets me too great places!
Mar 08 2025 10:38 PM	It's the best and shortest way for me to go anywhere west from my home on Vernon St.
Mar 08 2025 09:54 PM	I avoid Braddock on my bike and use the Potomac and Metro trails. It would be great to have an interconnected land with Braddock to increase access to the metro and Old Town.
Mar 08 2025 06:58 PM	It's great to be so connected to the Linear Trail and the parks and resources along it in addition to having easy access to Braddock Road Metro
Mar 08 2025 06:52 PM	It is easy to drive, outside of rush hour
Mar 08 2025 05:39 PM	wide streets
Mar 08 2025 02:36 PM	Traffic moves easily. No backups!
Mar 08 2025 01:39 PM	It's fairly bike friendly
Mar 08 2025 11:38 AM	I enjoy the Potomac Yard trail because it is far from cars. Braddock Road is hostile for anyone not in a car. Crossing Braddock Road is very difficult on foot as cars are mostly unwilling to stop for pedestrians.
Mar 08 2025 10:25 AM	Convenience
Mar 08 2025 06:29 AM	Not too much. I'm an experienced rider and Braddock Road is just never fun.
Mar 07 2025 01:04 PM	Visibility of crossing means cars are usually pretty respectful when crossing Braddock as a cyclist by the tracks.
Mar 07 2025 09:14 AM	It is easy to get to metro station. I like the crosswalks for walkers.
Mar 06 2025 11:25 PM	Off street bike trails
Mar 06 2025 06:01 PM	Metro station is convenient and easy to access.
Mar 06 2025 04:23 PM	It's very close to home, but there is not much to like about it.
Mar 06 2025 04:12 PM	Many possible destinations through there.
Mar 06 2025 03:53 PM	The trails are comfortable and scenic; however, Braddock Road itself feels a little dangerous and unpleasant. The high visibility crosswalk near the Metro does seem to work (usually), though I saw a senior citizen very nearly hit and potentially killed here by a reckless driver.
Mar 06 2025 03:47 PM	I like the Potomac trail.
Mar 06 2025 03:46 PM	I frequently run, walk, or bike through the study area. I used to commute by bike through the study area, going from the Metro Linear Trail to the Potomac Yard Trail. I appreciate that the trails are there. I appreciate the RRFB in front of the Metro station.
Mar 06 2025 03:29 PM	It's picturesque and I like the accessibility of the two trails for walking/biking.

Mar 06 2025 03:00 PM	Shortest commute route.
Mar 06 2025 09:30 AM	I like the scenic views.
Mar 06 2025 09:08 AM	The frequency of pedestrian crossings and bus stops.
Mar 06 2025 09:06 AM	Very convenient to get where I need to go
Mar 05 2025 11:03 PM	Nothing. Traffic is utterly miserable. The road is too narrow for the necessary car traffic, no room for bikes, hard to see pedestrians.
Mar 05 2025 07:47 PM	It's where our family lives and it's important to get outside and get exercise.
Mar 05 2025 07:36 PM	I love the sections of the trail that are separate from cars. I like the crossing with pedestrian lights flashing, though sometimes cars do not stop. It is still a preferred crossing over the one by the 7-eleven which has no lights, people who cross there are ballsy.
Mar 05 2025 05:14 PM	It's a straight shot to both the metro and bike path
Mar 05 2025 02:45 PM	The Potomac Yard Trail; flashing pedestrian crossing lights on Braddock Road, Bike lane, Capital Bike Share
Mar 05 2025 01:46 PM	Lots of greenery on the trails, beautiful homes
Mar 05 2025 12:29 PM	I appreciate the dedicated walking/bike path for exercise and easy non-motor vehicle transit (Potomac Yard and Metro Linear Trail). I like the dedicated bike lane along Braddock road (as opposed to a shared lane with cars). I like the flashing lights crosswalk near Braddock Metro Station.
Mar 05 2025 12:17 PM	It’s my only option
Mar 05 2025 09:25 AM	The majority of the commute between home to Metro and JH school by bike/scooter/walking is on a trail.
Mar 05 2025 08:58 AM	Good use of resources
Mar 05 2025 07:47 AM	Neighborhood feel.
Mar 05 2025 12:42 AM	not much. it's a pretty complicated area.
Mar 04 2025 08:27 PM	The potomac yard and metro linear trails are nice.
Mar 04 2025 06:07 PM	Sidewalks on both sides of Braddock Road and restaurants on both sides of the bridges over Braddock Road help make the area pedestrian-friendly.
Mar 04 2025 04:22 PM	Single lane travel and wide sidewalks near Lena’s.
Mar 04 2025 11:44 AM	The people in cars haven't managed to kill me yet
Mar 04 2025 10:20 AM	Recent traffic signal changes at Braddock & MVB intersection improved safety.
Mar 04 2025 09:31 AM	Except during rush hour:, traffic is orderly without surprises.
Mar 04 2025 09:25 AM	Trails are well maintained and helpful to avoid biking on Mt. Vernon Ave.
Mar 04 2025 08:40 AM	Simple connection from my home (North Ridge Neighborhood) to work (Good Shepherd Lutheran Church)

Mar 04 2025 08:21 AM	It's my neighborhood, so I enjoy seeing the homes, landscaping, old trees, parks, and access to restaurants that we frequent.
Mar 04 2025 07:10 AM	The neighborhood
Mar 03 2025 08:08 PM	The walkability of the area.
Mar 03 2025 06:14 PM	The 2 trails are great for a walk or jog. PY more so than Metro Linear. My daughter walks to GW MS and I think the intersection is decently safe. The crossing of Braddock by the PY trail could be more lit / marked.
Mar 03 2025 05:51 PM	The metro linear Trail is great. It's one of the better multi use trails in the city, although I wish it had separate heels and wheels lanes
Mar 03 2025 04:40 PM	LONG back-ups at Braddock and Mt Vernon Ave and short left light cycle from Braddock to West St.
Mar 03 2025 03:50 PM	Nearest Metro station. Access to GW Parkway Northbound.
Mar 03 2025 03:31 PM	Yates has made great improvements with Lena's and other storefronts.
Mar 03 2025 02:32 PM	The Metro Linear Trail is amazing: thank you for your efforts to make Metro Linear Trail amazing. Main Line Blvd is also amazing: it's perfect, really.
Mar 03 2025 12:55 PM	Nothing really, don't feel safe walking and the light timing and signaling is terrible
Mar 03 2025 12:22 PM	The traffic signals are timed well for people who are driving.
Mar 03 2025 11:19 AM	Not much - 90% of travel is via bike or foot and it is a hot mess along and across Braddock. It is better than King St metro intersections, which is somehow even worse for bicycles and pedestrians.
Mar 03 2025 10:09 AM	There are numerous amenities very close by, and for a *confident* cyclist, the car traffic is typically manageable to deal with on a bike.
Mar 03 2025 08:51 AM	Biking Along Braddock Rd feels dangerous. Braddock Rd does not have enough painted cross walks to connect pedestrian traffic from either side of the corridor.
Mar 02 2025 08:09 PM	The separation from car traffic that the trails offer to bike riders. The presence of bike lanes to reach the Metro trail from the Potomac Yard trail.
Mar 02 2025 05:04 PM	Metro Linear Trail is a fast, safe, and convenient access point for bicyclists and pedestrians that are traveling north-south in Alexandria. Del Ray is a wonderful "main street" with fairly good (but not excellent) pedestrian and bike infrastructure.
Mar 02 2025 04:47 PM	The trails themselves are nice and pleasant to bike on, especially the northern one up just south of potomac yards. I try to go this route rather than Mt Vernon trail on bike because it's more pleasant and not next to a highway. I also like I can connect on the very southern end from Cameron st so I can come from Old Town.
Mar 02 2025 12:15 PM	I use this area to avoid biking around King St Metro. So while this area has its issues, I'm here because I feel safer than the more direction option
Mar 02 2025 11:54 AM	When the road and trail facilities safely accommodate people on bikes and people that are walking, it's pleasant. Also, there's often a lot of foot traffic, which makes it a nice environment to walk.

Mar 02 2025 08:50 AM	So many good things: shops, restaurants, parks. But this area is dangerous on a bike or on foot!
Mar 02 2025 08:46 AM	Braddock is the rare connection between old town, Mt Vernon, Commonwealth and Russel Rd. It's not great for cyclists but it's too convenient too not use.
Mar 02 2025 07:43 AM	Quick east west connector. Pleasant retail options. Access to metro.
Mar 02 2025 06:48 AM	Off-road trail is safer
Mar 02 2025 02:00 AM	Enjoy living near the metro stop, enjoy restaurants near Braddock road.
Mar 02 2025 12:28 AM	I like how straightforward it is
Mar 02 2025 12:11 AM	I like the plentiful bus connections
Mar 01 2025 11:57 PM	I like the access to bus stops and metro station
Mar 01 2025 11:15 PM	convenient
Mar 01 2025 10:48 PM	It's got incredible connections to trails, schools, parks, and businesses, but it's only 90% there. The sharrows and then connection between the Metro Linear Park and the Potomac Yard Trail is fraught with danger due to visibility and high car speeds.
Mar 01 2025 10:36 PM	There aren't too many safe and comfortable options to get to king street, by bike, from del ray. I use Braddock Road because it gives me safe alternatives to get to shops/ restaurants and grocery stores in old town and north old town
Mar 01 2025 09:36 PM	Traffic is generally slow enough for driving and walking.
Mar 01 2025 09:07 PM	The residential areas are mostly safe for walkers and bikers, at least on the narrow roads
Mar 01 2025 08:31 PM	Convenient location to the Metro and Mt Vernon Avenue stores
Mar 01 2025 07:46 PM	The trail is useful, it's a vibrant area with a lot going on.
Mar 01 2025 06:55 PM	Access to metro
Mar 01 2025 06:30 PM	The trail along the metro track is very useful.
Mar 01 2025 05:54 PM	There is a crosswalk
Mar 01 2025 03:43 PM	Bike lanes are well delineated between Yates Corner and metro station
Mar 01 2025 03:20 PM	Adequate sidewalks. Pedestrian friendly crossing walk signals at Braddock and Commonwealth
Mar 01 2025 03:09 PM	The trails and pathways are very nice and make it very convenient for walking/biking within the area.
Mar 01 2025 03:08 PM	There are so many amenities and transportation ootions in walking distance
Mar 01 2025 03:04 PM	Crosswalks
Mar 01 2025 02:42 PM	The trail is well-used and connects to places I frequent. The short duration of the light at West street causes significant back ups on Braddock at rush hour.
Mar 01 2025 01:30 PM	It's a great way to pass through multiple neighborhoods.

Mar 01 2025 01:02 PM	Nada. Through drivers do not respect that the neighborhood or pedestrians. I fear for children
Mar 01 2025 11:35 AM	The bike lanes
Mar 01 2025 11:23 AM	I avoid Braddock rd even tho it has adequate bicycle infrastructure to avoid aggressive drivers . I use Walnut st to enter the study area
Mar 01 2025 11:12 AM	Generally good pathways for pedestrians to traverse the area
Mar 01 2025 10:23 AM	Generally well kept, feels safe, enough light in the evening to walk
Mar 01 2025 10:19 AM	Meh.
Mar 01 2025 10:06 AM	Access to trails, metro, restaurants, and commuting by car,
Mar 01 2025 10:05 AM	I like that there is permit free parking available on both sides of the road between Russel and Commonwealth where I live, but I would happily give up some of that parking to slow down car traffic and provide for a wider curb to make walking on the sidewalks feel safer.
Mar 01 2025 10:04 AM	It provides convenient access.
Mar 01 2025 10:00 AM	Access to trails, having multiple options.
Mar 01 2025 08:40 AM	Trail well maintained
Mar 01 2025 08:06 AM	It is a lovely part of town- please don’t ruin it
Feb 28 2025 11:24 PM	Near home, and not in my car
Feb 28 2025 08:52 PM	The metro linear and potomac yard trails are great places to run - safe from cars and well lit in the dark.
Feb 28 2025 08:35 PM	See above.
Feb 28 2025 07:50 PM	I like the metro stop and bike trail nearby! I don’t have a car so good to have options but I wish it felt safer for pedestrians
Feb 28 2025 07:24 PM	Easy access for all types of transportation
Feb 28 2025 07:11 PM	Not much
Feb 28 2025 06:19 PM	The trails and parts of the bike lanes
Feb 28 2025 06:16 PM	It's usually decently populated and feels safe. Always nice to see families, commuters, students, dogs, and bikers to make it feel like a community. It's accessible via many modes of transportation, and the metro stop is super easy. Love that I can walk to stores and shops on Mt Vernon St or Monroe Ave from this path pretty easily. I like that it's 25mph so it feels safer for pedestrians and drivers as long as other people are obeying the speed limits.
Feb 28 2025 06:03 PM	It's close to my job.
Feb 28 2025 05:46 PM	The bike trails.
Feb 28 2025 05:41 PM	It works well. There are sidewalks, crosswalks and bike lanes already.
Feb 28 2025 05:39 PM	I like having easy access to multiple forms of public transportation and safe space for pedestrians and cyclists

Feb 28 2025 05:16 PM	I love the separated pedestrian/bike traffic from cars along the two trails.
Feb 28 2025 05:00 PM	Not much
Feb 28 2025 04:17 PM	We love our neighborhood.
Feb 28 2025 04:10 PM	Not much - this area is brutal compared to other nearby areas.
Feb 28 2025 03:16 PM	The mostly two-lane road configuration helps calm aggressive drivers.
Feb 28 2025 02:53 PM	No opinion

Q4. Please select any issues or challenges you experience on Braddock Road. Select all that apply.

Answer Choices	Responses	
None of the above	2.84%	8
It is difficult to cross the street at intersections with traffic signals.	47.16%	133
It is difficult to cross the street at intersections without traffic signals.	58.87%	166
It is difficult to cross at the intersection with flashing beacons, in front of the Metrorail station.	41.49%	117
It is hard to find parking on Braddock Road.	6.38%	18
It is difficult to access the Metrorail station or bus stops.	10.99%	31
The bus stops are not comfortable.	11.35%	32
The traffic signals are not timed well for people driving.	14.89%	42
The trails are hard to use or access for people with disabilities.	7.80%	22
There are too many traffic delays.	14.89%	42
People drive too fast.	64.18%	181
Buses take too long to get through this area.	9.57%	27
Other (please specify)	41.84%	118
	Answered	**282**
	Skipped	**8**

Response Date	Other (please specify)
Mar 23 2025 12:55 PM	The sidewalks are not convenient to use—not wide, vegetation hanging over it, dark at night
Mar 23 2025 10:11 AM	Limited walking paths going east-west

Mar 22 2025 03:25 PM	I worry every day at the pedestrian crossing by the metro that a car will stop in one lane for a pedestrian but other cars will switch to the other lane trying to pass and kill the pedestrian. I have seen this exact situation multiple times here as a near miss. It is a matter of time. Also the double set of lights at wythe and west confuse drivers. I've seen multiple drivers make a left turn through a red light because they are looking at the far set of lights which are green not the near set that is red.
Mar 21 2025 12:23 PM	The trails are hard to access on a bicycle, because both access points from Braddock Road require sharp turns in very little space. The access point to Potomac Yard Trail requires a sharp 180-degree turn across the sidewalk (which is often busy, given its proximity to a Metro station and a school), through posts, followed by an immediate left turn onto the trail. The weird shape is inconvenient to navigate in general, but at peak hours it is very difficult to get through on a bike while both feeling safe *and* not making anyone else on foot or a bicycle feel unsafe. The access point to Metro Linear Trail is even worse: there is just one turn, but there's less space to maneuver and there is a hill immediately after turning. It's a struggle to turn sharply enough in the space while also maintaining enough momentum to get up the hill. Complicating this, there is not enough for a visibility for a bicyclist coming from the trail, toward Braddock Road, to see an oncoming cyclist and stop far enough back to allow them to turn safely onto the trail. I once stopped about nine feet from the trail entrance to allow someone to turn onto the trail, and even though they were obviously an experienced cyclist, I watched them struggle to make the turn and heard them saying under their breath, "I hate this turn, I HATE this turn!" I agree!
Mar 20 2025 09:06 AM	Sidewalk on south side of street is narrow
Mar 19 2025 10:22 PM	Anywhere without flashing signals is a lot more dangerous for crossing
Mar 18 2025 10:17 PM	I wish there were an entrance to the Metro station from the northwest, because getting from the Braddock road Metro station to the heart of Delray requires walking about a quarter mile out of the way to get under the train tracks
Mar 18 2025 06:58 PM	There is a bike lane between the Metro and Mt Vernon Ave which then disappears past that light. I bike there very frequently and the narrowing of the street is always a concern as drivers don't expect a bike to merge into the lane, pushing bikers to the parking spots.
Mar 18 2025 06:11 PM	Police never patrol for speeding cars. One patrol officer once a week for 20 minutes would be an inexpensive & effective deterrent. Narrowing the road in anyway would be a DISASTER/DISASTER.

Mar 18 2025 06:09 PM	Walking to the metro station always end up being a bit round about - going under the metro tracks for the trails always adds a loop around. A pedestrian bridge somewhere along the Potomac trail to get to the other side of the tracks would be extremely helpful.
Mar 18 2025 01:01 PM	Broken glass around the underpass near the Metro. It has caused me to get flat tires on my bike. Also, I have to be careful about walking my dog through here.
Mar 18 2025 10:50 AM	Mt. Vernon and Braddock and Braddock & Russell Rd intersection lights are terrible for pedestrians. Take much much too long then people don't yield when turning
Mar 17 2025 11:03 PM	We live on W Braddock, by the Commonwealth/Glendale intersection. We love our neighborhood, but HATE the traffic. PLEASE put in speed humps!!! Cars speed down Braddock towards Russell, and if they hit the light, go flying through the commonwealth light at more than twice the speed limit. Similarly heading up Braddock but not as aggressively. It's not a highway--it's a residential street in a community neighborhood! They also blast music from their cars that make my windows vibrate. Not acceptable. This isn't a major thoroughfare!
Mar 17 2025 08:54 PM	Crossing Braddock between Mt Vernon and Commonwealth is difficult - only one dedicated crosswalk and people aren’t aware of pedestrians
Mar 17 2025 07:46 PM	Rough trail pavement
Mar 17 2025 06:59 PM	Braddock and commonwealth should have dedicated bike lanes through the corridor
Mar 17 2025 03:30 PM	I don't find it difficult to use the sidewalks or cross at intersections, the lights are well timed. Bikes use the road and drivers give them the right of way.
Mar 17 2025 01:48 PM	Lack of bike infrastructure.
Mar 17 2025 12:01 PM	Drug deals take place on trail sometimes. And vagalrants sleep on trail and in bushes sometimes. Have called the police 4 times in past 2 years for these incidents.
Mar 17 2025 11:31 AM	I've seen very dangerous pedestrian crossing of school children at Braddock and Russell Road during afternoon rush hour. This isn't a safe intersection for them and clearly the need is there for pedestrian crossing.
Mar 16 2025 04:19 PM	The Braddock Road pedestrian crossing right outside the Metro station is dangerous for pedestrians; the flashing crosswalk lights don't offer enough protection. The way Braddock Road interfaces with West Street and and Wythe Street is poor. That intersection would please everyone -- drivers and pedestrians -- if it were simplified into a conventional four-way approach.
Mar 16 2025 03:25 PM	Bus Stop under the overpass poses both safety and security issues. The sidewalk is narrow and the only options for students is to stand on the steeply sloped embankment or risk to crowding on the sidewalk and possibly getting pushed into lanes of traffic with no shoulder. Further, being under the cover of the overpass instead of out in the open poses a unique security issue. In the event they are approached by strangers, there is no way to immediately leave this location bc the bus stop is bordered by the embankment and two lanes of traffic.

Mar 16 2025 12:42 PM	There are three pedestrian crossings near the Metro & there should be only one. This confuses drivers & pedestrians alike. Braddock should be primarily a Kiss & Ride station since King station has ample pedestrian ingress via Commonwealth along with being the bus hub.
Mar 16 2025 10:32 AM	Cars do not stop for pedestrians in cross walks.
Mar 15 2025 10:31 PM	Conflicts when trying to cross Braddock Road from end of PY Trail.
Mar 15 2025 09:41 PM	It takes too long to cross Braddock Road at Mount Vernon Avenue
Mar 14 2025 08:02 AM	Visibility- hard to see pedestrians when they are crossing. Maybe more daylighting and less parking.
Mar 14 2025 06:49 AM	It is dangerous by the metro station where the road is wide. cars zip around dangerously and almost hit people. The bike lane ends and doesn't connect well to any of the adjacent bike lanes.
Mar 14 2025 06:41 AM	The bike lanes end and bikes go slowly in the roadway
Mar 14 2025 06:06 AM	Aggressive drivers breaking the law, passing illegally, turning illegally on red, not stopping at crosswalks
Mar 13 2025 10:16 PM	No designated opportunities for pedestrians to cross between Spring St and Mount Vernon
Mar 13 2025 11:41 AM	Bike markings are erratic (changes from lanes to sharrows) and require movements across traffic that are unsafe
Mar 13 2025 10:16 AM	When I metro'd into DC every day, I encountered numerous near misses at the flashing beacon path to the metro station. It is also very difficult to see, especially at night, for drivers. That slip lane is also dangerous to me as a pedestrian and a drive who does not want to run anyone over. The intersections are confusing for cars as well, with the turn lanes. It can be hard to see people in a car, and it's hard and unpleasant to walk with such a narrow sidewalk next to such fast moving traffic.
Mar 13 2025 08:09 AM	I don't feel safe walking and biking along Braddock, particularly west of Commonwealth where is there only a one-sided narrow sidewalk.
Mar 12 2025 08:29 PM	It is difficult to cross on Braddock Road when there are no intersections as there are few crosswalks
Mar 12 2025 07:20 PM	My child walks to GW and I don't think it's a very safe/thoughtful intersection.
Mar 12 2025 05:27 PM	Traffic lights are not pedestrian. Friendly and only activate if someone presses a button even if it is safe to cross.
Mar 12 2025 03:05 PM	Unprotected bike lanes feel unsafe and are frequently blocked. The intersection of Braddock and N West St. is difficult and dangerous to navigate by bike and forces me to merge with traffic.
Mar 12 2025 09:00 AM	I don't always feel safe crossing the street. Also lots of kids are crossing often and I want them to feel safe
Mar 12 2025 06:34 AM	Walkways/sidewalks are too narrow and close to the traffic.
Mar 11 2025 10:48 PM	I would like to bike it but feel the traffic is a concern. Not protected enough.
Mar 11 2025 10:10 PM	The 103 & 104 are often not running when I need it. Their schedule seems sporadic

Mar 11 2025 09:54 PM	The road, trail, sidewalk is too confusing for pedestrians and cyclists. Cars don't yield for them whether the lights flash or not. Cars go to fast. I've never seen a traffic ticket given. All the signals are for the convenience of cars not pedestrians or cyclists
Mar 11 2025 06:31 PM	The sidewalk connecting the PY trail to the metro station is too narrow
Mar 10 2025 10:03 PM	Crossing West St. from Braddock to continue eastward on Wythe requires more than one wait for a walk signal.
Mar 10 2025 04:46 PM	Buses to Metrorail are not often enough during rush hour
Mar 10 2025 11:29 AM	The bike infrastructure along Braddock Road is lacking, making me go around even when it would otherwise be the fastest path.
Mar 10 2025 10:44 AM	Buses and cars frequently pull into the bike lane in front of bikes and scooters. The bus stop under the metro bridge on braddock road is a poor location for a bus stop. Too many people waiting (typically after school) so hard to walk past there on the sidewalk and challenging to use the bike lane with the bus stopping in the lane.
Mar 09 2025 04:48 PM	When traveling east (towards the River) on Braddock Rd, it is very hard to see if there are pedestrians waiting to use the crosswalk at the end of Metro Linear Trail. Also, the pedestrian crosswalk at Monroe Ave and Metro Trail is not timed well.
Mar 09 2025 03:19 PM	The crosswalk at 7-11 on braddock needs a flashing light. Cars drive fast there and don't stop for pedestrians sometimes.
Mar 09 2025 12:50 PM	I live up the hill along Braddock, so most of the area is a fairly long walk. I wish the bus ran frequently enough and for more of the day so that it was a viable option for me to use more frequently. If the bus ran more frequently I would consider using it to commute to Rossyln via the Braddock metro, but the wait times are so long it just makes sense to drive.
Mar 08 2025 09:32 PM	The sidewalk between Mt Vernon Ave and the Metro station road is too narrow, and needs to be widened to accommodate the high use that occurs during the morning commute/GWMS rush hour when pedestrians are so numerous some of them opt to walk in the road. A related problem is weeds are allowed to grow so thick they narrow the sidewalk to the width of about one or maybe two people. City needs to remove the greenery or stay on top of cutting it and keeing it from blocking the sidewalk. The intersection of the Potomac Yard trail and Braddock Road is chaotic in mornings and evenings as middle schoolers, adult pedestrians, cyclists, and car drivers are packed into a small space. More and better traffic control is needed at that spot. Oddity alert: We have two Metrobus stops within about 40 yards of each other on Braddock b/w the Metro road and Mt Vernon Ave. Not a major problem but weird.

	Oddity #2: tractor trailers parking on Braddock Rd to make deliveries for the Seven Eleven.
Mar 08 2025 06:58 PM	I've almost been hit multiple times by cars going too fast and not paying attention at the intersection with Mt Vernon Ave and the intersection with flashing beacons.
Mar 08 2025 02:01 PM	Light at Russell Road and Braddock Rd requires a lengthy stop.
Mar 08 2025 01:39 PM	It can be difficult crossing Braddock Road on a bike from the Potomac Yard trail near the 7-11.
Mar 08 2025 09:42 AM	Cars park in the traffic lane (not actual parking) near the businesses at the Braddock/West St intersection creating a traffic block. Also, pedestrians cross in the middle of the road under the bridge and/or don't hit the cross lights creating a dangerous situation.
Mar 08 2025 06:29 AM	Even after a person was killed on Braddock Road/Commonwealth Avenue, drivers continue to run the red light. And it's not "dark yellow", it's seconds of red. Specifically, traffic on Braddock Road crossing Commonwealth Avenue. Commonwealth crossing Braddock is much rarer.
Mar 07 2025 01:04 PM	I often come to the metro by bike from the north, and you have to cross traffic twice, to go a few hundred feet, or bike through pedestrians. When driving my car I often turn north on Mt. Vernon when going west on Braddock. I'm not sure why this is a no-turn-on-red, this seems unnecessarily restrictive. I feel I have good visibility and could make that turn safely. The sidewalk on the north side of Braddock, by the school feels narrow for the number of people, especially with dogs,strollers,bikes.
Mar 06 2025 11:25 PM	The trails are disconnected at Braddock Road
Mar 06 2025 04:12 PM	Odd arrangement of streets and trails - no direct connection from trail to King St. to Potomac Yard trail or Mount Vernon Ave. No direct path from Braddock Rd. to Old Town North.
Mar 06 2025 03:46 PM	Pedestrian wait times at the Braddock Rd / Mt Vernon Ave intersection are too long. Cars don't like to stop at the crosswalk that connects to Potomac Yard Trail entrance. There is poor storm water drainage at some intersections, making crossing by foot difficult. The entrance to the Potomac Yard Trail is too narrow to accommodate people walking and biking. If you are traveling by bike on Braddock and turning north onto the trail, it's hard to navigate across the sidewalk and past the bollards and stone walls, especially when there is pedestrian crowding.
Mar 06 2025 03:29 PM	It's specifically difficult to cross braddock rd from the metro trail to potomac yard trail on a bike. The intersection with flashing lights is helpful, but crossing into the road and then making a sharp turn onto the trail is tricky. Otherwise, you can bike on the sidewalk under the bridge for a short time, which is also not ideal.

Mar 05 2025 11:03 PM	The road is too narrow. Absolutely absurd that access to Old Town is all but impossible for several hours a day.
Mar 05 2025 02:45 PM	School bus drivers are aggressive with bicyclists
Mar 05 2025 01:46 PM	Inattentive or distracted drivers
Mar 05 2025 12:17 PM	Enough drivers do NOT stop, even when required to, that it makes crossing on foot or bike potentially treacherous. Particularly at: 1. Braddock & Commonwealth 2. Braddock at Little 3. Braddock& Mt. Vernon 4. Braddock & linear trail 5. Braddock pedestrian crosswalk at Metro
Mar 05 2025 09:25 AM	Drivers who stop on Braddock to drop off and pick up middle school students at Potomac yard trail. The sidewalks along Braddock between trail and metro are not wide enough for walkers and strollers or wheel chairs to share safely while drivers speeding down the street.
Mar 04 2025 08:27 PM	Cars don’t always stop for pedestrians in the crosswalk and it’s very dangerous.
Mar 04 2025 04:22 PM	Travel distance for walking between Lena’s and GWHS across Braddock is too far
Mar 04 2025 11:44 AM	Insufficient bike lanes (How are bike lanes featured in zero suggested entries???? Do you truly think that people like me don't exist? Or don't deserve safety?)
Mar 04 2025 09:10 AM	I have almost been struck twice in the crosswalk at the intersection of W. Braddock and Hancock after getting off of the bus by careless drivers.
Mar 04 2025 08:40 AM	It can be difficult and unsafe to turn left from Valley Drive onto Braddock. The signal at Cameron Mills is not well timed and causes traffic backups. It is very unsafe for bikers and walkers from Kenwood Ave to Commonweath Ave- while there are sidewalks and bike lanes, drivers go too fast and do not act like it is a shared space.
Mar 04 2025 08:21 AM	When the light at Braddock and Commonwealth changes, the pedestrians and the cars all move at the same time, and those cars that are making a turn do not stop for pedestrians in the walkway. They try to turn in front of the pedestrian.
Mar 03 2025 09:33 PM	Biking is very uncomfortable.
Mar 03 2025 08:08 PM	The amount of litter and trash beneath the train overpass is unpleasant to look at.

Mar 03 2025 06:48 PM	More guarded or separated bike lanes
Mar 03 2025 05:51 PM	The crosswalks where there are two lanes of traffic are dangerous. Cars don't stop. My daughter and I have both almost been hit many times. Cars do not yield to bikes and pedestrians in the crosswalk. There is no police enforcement, even though I have repeatedly reached out to the police and mayor. This is a problem that needs to be fixed with infrastructure redesign. There's no reason for the road to be four lanes wide, where these crosswalks are located.
Mar 03 2025 04:40 PM	LONG back-ups at Braddock and Mt Vernon Ave and short left light cycle from Braddock to West St.
Mar 03 2025 12:22 PM	Metro Linear Park access at Braddock Road is a conflict point between pedestrians and bicyclist. Access to Metro Linear Park can be difficult for bicyclist to access when traveling from the east on Braddock Road or on the sidewalk. A wider sidewalk could be helpful.
Mar 03 2025 11:19 AM	Too many interactions between cars, bicyclists, and pedestrians. Existing bike lanes are poorly functioning (unprotected, intermittent, narrow, and design doesn't coincide with any useful traffic patterns (biker is out of luck when doing anything but going straight). Sidewalks are too narrow. Too many road crossings are necessary to access/connect trails and the metro stop. Cars go waaayyyy too fast through the area and many do not adhere to yield restrictions.
Mar 02 2025 08:09 PM	The curb ramp and trail grading on the Metro trail going onto Braddock Rd. is narrow and steep. It is thus challenging to turn right onto the Metro Trail from Braddock Rd. on a bike. There is no separation of transport modes on the shared use trails, and there are missing cross bikes at both the Metro trail and Potomac Yard trails.
Mar 02 2025 11:54 AM	This is not part of the project area but I wish bike lanes went down the length of Commonwealth. Traffic is very aggressive and it's a dense area of the city that needs bike lanes.
Mar 02 2025 08:50 AM	The area is set up to keep traffic moving at the expense of everyone not in a car
Mar 02 2025 12:28 AM	There are no protected bike lanes
Mar 02 2025 12:11 AM	Lack of safe, protected bike lanes to access areas east or west of the station.
Mar 01 2025 11:15 PM	Traffic lights are not timed for pedestrians. Often need to wait two cycles before getting a walk sign.
Mar 01 2025 09:36 PM	The buttons to request walk signals fail too often, leaving pedestrians with no legal way to cross the road. I avoid biking on Braddock in part because there are insufficient biking facilities. I'm not afraid to ride in traffic on neighborhood streets, but biking on a hilly arterial is too intense for my transportation needs.
Mar 01 2025 08:31 PM	No bike lanes from Mt Vernon Ave to Russel Road makes it dangerous. The bike lanes closer to the Metro suddenly end and I am forced back into traffic. Very poor design. Sidewalks are also very narrow and there is a long stretch with no crosswalks.

Mar 01 2025 07:46 PM	Bike lane is not continuous, it is dangerous.
Mar 01 2025 06:55 PM	I am a biker, competing with cars pulling out or making dangerous turns and passes is frightening.
Mar 01 2025 06:30 PM	The access point to the metro line trail is very tight and narrow. Southbound bicycles on the trail often go to the left of the pillar which places them head on with bicycles traveling westbound on Braddock rd and trying to turn north onto the trail. There are also a lot of conflict between pedestrians and bicycles at this choke point.
Mar 01 2025 05:54 PM	More crosswalks would be helpful
Mar 01 2025 04:08 PM	Unsafe around 7-Eleven. Especially for children. Need more police to ensure homeless population and drug dealing is taken care of.
Mar 01 2025 03:43 PM	There needs to be a flashing crosswalk sign at the 7-11 crosswalk. The bushes are too tall in the median at the crosswalk by the metro and make it difficult to see people crossing when driving eastbound.
Mar 01 2025 03:08 PM	It is dangerous for pedestrians to cross Braddock by the 7-11 and by the Braddock Metro. The sun blinds drivers heading east in the morning. Some drivers won't stop for pedestrians. Also, after rain or when snow melts the field by GW school drains across the sidewalk onto Braddock. This causes dangerous conditions as pedestrians- including school children - step into the street to avoid the water. The water also freezes, which is also a safety hazard.
Mar 01 2025 01:30 PM	Cars don't pay enough attention to the crossing between the trail and the 7-Eleven
Mar 01 2025 11:35 AM	The green arrow does not come on for bicycles wanting to turn on Mount Vernon Ave (going south). It comes on only when there is a car also turning left.
Mar 01 2025 11:12 AM	Vehicles do not stop for pedestrians at the midblock pedestrian crossing between 7-11 and the Middle School ballfields
Mar 01 2025 10:55 AM	The intersection of Braddock and Mt. Vernon is very dangerous for pedestrians. Traffic comes from unexpected directions and the sidewalks are too close to moving cars. While standing on the sidewalk a pedestrian could easily reach out and touch a passing car. Also, the walk signals takes too long, so impatient kids try to run across the street.
Mar 01 2025 10:19 AM	Pedestrians refuse to use the flashing beacons at the Metro crossing. Those beacons help drivers so much given the mix of shadows & sun glare in that section. I've seen online posts where it's clear people don't realize THEY need to trigger the beacons. This is also definitely an issue at night as well. Plus, people want to dart across from West street through the 7-11 without using the crosswalks. Kids getting off from school can also terrify you because they're in groups, chatting & rough-housing, and then just dart out because they are paying attention to each other not ANYTHING else. In terms of Russell, there is at least one driver on that road, who goes into the rt turn lane coming down the hill, and then forces his way over into the straight through lane. A dedicated left turn onto Commonwealth for eastbound Braddock would help as the majority of traffic can get stuck behind 1 person and then the speed demons start hitting the right turn to go around everyone.

Mar 01 2025 10:06 AM	Cars often don’t stop at the crossings, even when the lights are flashing.
Mar 01 2025 10:05 AM	Between Russel and Commonwealth the road is very wide so people drive fast. In the same area there is also no green curb space, so the sidewalks are right next to the road which makes walking feel dangerous
Mar 01 2025 10:04 AM	It is hard for bicycles to turn left at Braddock Road and Commonwealth.
Mar 01 2025 08:40 AM	Too many lanes of traffic at crosswalks makes it blind to see if all cars are stopping, many speed
Mar 01 2025 08:06 AM	It is difficult to cross Braddock in front of the 7-11/Lena’s. Cars that are stopped at the stoplight or slow for the crossing at the metro blinking light speed up. I see near misses at this crossing on a regular basis. Someone is going to get hurt at this crossing.
Mar 01 2025 07:50 AM	It would be ideal if the Dash bus went all the way up Braddock to Quaker. Right now, it turns at Cameron Mills. I would take the bus regularly if it went to Quaker.
Feb 28 2025 08:35 PM	The sidewalk up the hill west of Russell Road is a bigger barrier to non-auto travel in the whole area.
Feb 28 2025 07:50 PM	Sidewalks should have barriers between the sidewalk and the road. Widen the sidewalks and add trees and railing would go a long way to be more pedestrian friendly. Perhaps some traffic calming measures would be useful too!
Feb 28 2025 07:11 PM	No safe bike infrastructure on braddock
Feb 28 2025 06:19 PM	It is difficult to cross at the Potomac Yard Trail with no flashing beacons
Feb 28 2025 05:46 PM	Crossing from one bike trail to another is dangerous. I've seen many near-misses where drivers almost hit pedestrians. Needs more active traffic calming like speed tables or raised crosswalks.
Feb 28 2025 05:39 PM	Too many drivers speed through this area, run lights, and fail to yield to cyclists and pedestrians when legally required to do so
Feb 28 2025 05:00 PM	The pedestrian walking signals at Braddock at Russel take inordinately long. The 100 block of W Alexandria is almost never used but it delays a 5 way traffic stop at Braddock and Russel. Convert the 100 block to a dead. People drive INCREDIBLY fast down the Braddock Rd hill as it approaches Russell. The street organization at Yates Corner and the 7 11 is an absolute mess.
Feb 28 2025 04:21 PM	2 lanes of traffic in each direction at road crossing leads to dangerous crossing conditions. In many cases one vehicle will stop and the other will not or vehicles will change lanes to pass vehicles stopping for pedestrians or cyclist who are crossing.
Feb 28 2025 04:17 PM	It can be difficult to turn onto Braddock during rush hour from the residential streets. People frequently block the box.
Feb 28 2025 03:16 PM	Lack of protected bike/scooter infrastructure.
Feb 28 2025 02:50 PM	Not enough crosswalks
Feb 28 2025 01:24 PM	The bike routes are uncomfortable to ride on

Q5. Please select any issues or challenges you experience walking or biking on Braddock Road, the Metro Linear Trail, or the Potomac Yard Trail. Select all that apply.

Answer Choices	Responses	
The traffic signals are not timed well for people walking or biking.	43.82%	110
The sidewalk and road crossings are not accessible to people with disabilities, people with strollers, or people carrying heavy loads.	27.49%	69
The street is unsafe for families walking and biking and for children traveling by themselves.	70.12%	176
There are no dedicated bicycle facilities.	41.43%	104
Dedicated bicycle facilities are challenging to use.	29.08%	73
People ride bikes on the sidewalk.	30.68%	77
People go the wrong direction in the bike lane.	15.54%	39
Nearby trails are hard to access.	27.09%	68
Wayfinding for pedestrians and cyclists is confusing or nonexistent.	32.67%	82
	Answered	**251**
	Skipped	**39**

Q6. Are there specific locations and intersections in the study area that feel unsafe? Please list locations that feel unsafe. Include a short description of your concern for each location.

Answered	**192**	
Skipped	**98**	

Response Date	Responses
Mar 23 2025 12:55 PM	The hill by Braddock and Russell—dark with very little room on the sidewalk and fast cars just inches from the sidewalk
Mar 22 2025 11:25 PM	The light at Braddock and North West street is too short (changes too fast) and it’s a hard intersection for pedestrians to navigate
Mar 22 2025 08:27 PM	crosswalks around metro station
Mar 22 2025 05:39 PM	It feels unsafe at the crosswalk with the flashing lights to get to the metro (right next to the underpass). Cars are constantly flying through. Even when one car stops the cars in the next lane have trouble seeing pedestrians and they fly around the stopped car to pass.

Mar 22 2025 03:25 PM	I worry every day at the pedestrian crossing by the metro that a car will stop in one lane for a pedestrian but other cars will switch to the other lane trying to pass and kill the pedestrian. I have seen this exact situation multiple times here as a near miss. It is a matter of time. Also the double set of lights at wythe and west confuse drivers. I've seen multiple drivers make a left turn through a red light because they are looking at the far set of lights which are green not the near set that is red.
Mar 21 2025 12:23 PM	Every crossing on Braddock Road between Mount Vernon Ave. and N. West St. feels unsafe (including the crosswalks at those streets). The worst is the crosswalk at Metro Linear Trail with the flashing lights: car traffic routinely speeds through and disregards the flashing lights and people in the crosswalk. Also, visibility at the crosswalk with the flashing lights is limited for traffic in both directions: from the west, there is both a curve and the support post of the rail tracks; from the east, all traffic turns onto Braddock Road just a short distance from the crosswalk. Often, other drivers will impatiently and aggressively speed around drivers who stop at the crosswalk. The crosswalk without lights (by the 7-Eleven) has better visibility, but car traffic seems even less likely to stop there. Drivers are usually impatiently speeding through after waiting at one of the lights. People in cars turning into or out of the 7-Eleven parking lot need to move quickly to catch a break in the traffic, and they often fail to check both the road and the crosswalk. Cars turning into 7-Eleven also tend to block the crosswalk, while people behind them unpredictably speed around.
Mar 21 2025 06:26 AM	Braddock Rd. and Commonwealth - Lots of people traveling and I feel unsafe as a bicyclist.
Mar 20 2025 07:18 AM	The West ST intersection with Braddock RD/Wythe ST is horrendous: the timing of the lights makes little sense to people who don't go through it regularly, the separate lights at Braddock and Wythe seem related but are confusing when you're heading any direction except west on Wythe, pedestrians jaywalk along the streets around this intersection because the intersection itself is so confusing, cars use the very gentle yield from Braddock onto West ST to go too fast. So many problems.

Mar 19 2025 10:22 PM	The crossing near 7/11 is much more dangerous due to no flashing crossing
Mar 19 2025 03:02 PM	The driveway to the 7-11 from east to west creates opportunities for distractions right at a major crosswalk. I would suggest extending (and widening) the median to connect the existing medians and stop the left hand turn from Braddock. This would eliminate a key distraction, and give a wider safe space for bikes and pedestrians. Cars that want to access the parking lot at 7-11 could make a left or U-turn at Mt Vernon where a turn lane and turn signal is available. Cars leaving the 7-11 could only go eastbound or, if they want to go westbound, they could exit behind Lena's to Mt Vernon Ave and left on Braddock where a light exists. There are already enough distractions and this would help eliminate a key one.
Mar 18 2025 10:17 PM	I find find bicycling eastbound on Braddock road between Mount Vernon avenue and the Metro station or West Street to be uncomfortable and tend to avoid it because you are cycling on a busy street and too close to cars
Mar 18 2025 07:05 PM	Seven 11 area, not at all safe for walkers Stroller or bikes
Mar 18 2025 06:58 PM	Mt Vernon & Braddock - where the bike lane ends (see above). The intersection of Braddock, Russell and W Alexandria Ave. this may be out of project scope, but this really should be a roundabout. Having to cross Braddock is dangerous. Heading northwest on the south side of Braddock, the sidewalk dramatically narrows between Commonwealth and Russell. A stroller can't fit in certain places due to telephone poles in the sidewalk.
Mar 18 2025 06:11 PM	Bike riders are frequently unsafe.They ride through traffic signals without checking first & frequently cross the road without warning or any signal.
Mar 18 2025 06:09 PM	The underpass below the train tracks is a bottle neck for everyone and often has trash/broken glass that makes it feel extra precarious.
Mar 18 2025 01:01 PM	Broken glass around the underpass near the Metro. It has caused me to get flat tires on my bike. Also, I have to be careful about walking my dog through here. It's also not lit very well.
Mar 18 2025 12:09 PM	Area in and around the Braddock Metro feels unsafe sometimes, particularly at night. Area from Braddock Metro to Mount Vernon also at night. This is partly due to the consistent lack of sidewalk lighting in this area/along the sidewalks here. Benches near Braddock and Potomac sometimes used for what appears to be homeless

	individuals who may be camping out. Crime reports indicate that Braddock Metro and surrounding neighborhood experience violent crime (such as the double shooting in Andrew Adkins in 2024 or the Braddock Metro stabbing in 2024), which is concerning particularly given the proximity to such a community resource
Mar 18 2025 10:50 AM	Braddock towards Russell road
Mar 18 2025 09:12 AM	Braddock Road between Russell and Commonwealth - cars, trucks, and buses travel at excessive speeds during midday and after evening rush.
Mar 17 2025 11:03 PM	I don't like the bus stop at Braddock and Hancock. People loiter in my yard, even sit on my benches by my gate, and litter trash. It makes me feel unsafe and lacking privacy. Someone even stole my candy bowl from my porch on Halloween. That sucks. We also really need some speed humps like on Russell and Commonwealth to slow/deter people down.
Mar 17 2025 08:54 PM	Biking or scooting along Braddock to access Potomac trail is quite scary. Sidewalks can be narrow so jogging or walking also isn’t very pleasant (but safer than biking)
Mar 17 2025 07:46 PM	Under the bridge
Mar 17 2025 06:59 PM	Every intersection is a problem
Mar 17 2025 12:01 PM	Trail btwn broddocj metro and king st metro has some drug deals and vagrancy.
Mar 17 2025 11:31 AM	I've seen very dangerous pedestrian crossing of school children at Braddock and Russell Road during afternoon rush hour. This isn't a safe intersection for them and clearly the need is there for pedestrian crossing.
Mar 16 2025 04:19 PM	The intersection of Braddock, West and Wythe should be made into a conventional four-way; that would help everyone. The police must improve the safety along Wythe and Madison Streets. The quality of the road surface on too much of Wythe and Fayette in the area is atrocious.
Mar 16 2025 03:25 PM	Bus Stop under the overpass poses both safety and security issues. The sidewalk is narrow and the only options for students is to stand on the steeply sloped embankment or risk to crowding on the sidewalk and possibly getting pushed into lanes of traffic with no shoulder. Further, being under the cover of the overpass instead of out in the open poses a unique security issue. In the event they are approached by strangers, which they have been, there is no way to immediately leave this location bc the bus stop is bordered by the embankment and two lanes of traffic. My student has stopped riding DASH home from school, despite it being their preferred mode of transportation, bc they felt the conditions at the bus stop after school were no longer acceptable for 11/12/13 yr olds.
Mar 16 2025 12:42 PM	The excess of pedestrians at Braddock Metro is the problem. In a typical week I use Dash, Metro, the PY Trail, and all the surrounding streets for running & walking. My commute to work is on Braddock to West. Braddock Metro Station is the problem. It is duplicative. Cars should be first priority here, park use second, Metro access last,

Mar 16 2025 08:39 AM	The visibility to drivers as Walkers and runners cross the street is not good. Actual stop lights for walkers, runners and cyclists seems like they would be safer and allow for more efficient car traffic. The timing at the braddock and West intersection is not correct at rush hour
Mar 15 2025 10:31 PM	--The midblock crossing for Metro station. Cars don't always yield right of way; --Eliminate free right at Braddock and N. West to improve pedestrian safety --Would like to see wider sidewalks on Braddock and more protection for cyclists --The portion of Commonwealth Ave. that intersects with Braddock is difficult for cycling in shared lanes
Mar 15 2025 09:41 PM	Braddock Road and Mount Vernon Avenue
Mar 15 2025 08:50 PM	Cars sometimes ignore the flashing yellow beacons at the metro station crossing.
Mar 15 2025 08:49 PM	Dash pickup under the bridge is narrow and has lots of other passersby. A dedicated pickup bay like in front of the metro station would be better.
Mar 15 2025 07:53 PM	Crossing Braddock at Little Street needs a crosswalk. Walking through the underpass just near the metro is scary. Why not decorate/paint it with art? Why not improve the lighting so people feel safe?
Mar 15 2025 11:27 AM	Braddock at Metrorail crosswalk encourages drivers to go too fast. It's three blocks of 2 lanes with single lane on either end. Encourages drivers to accelerate through, and eastbound approach to cross walk visibility is not good. Been nearly hit by cars IN that crosswalk three times in the past twelve months, with lights activated.
Mar 14 2025 01:09 PM	Timing of light for Braddock to cross Mount Vernon is inadequate for vehicle traffic to pass through during rush hour
Mar 14 2025 08:02 AM	I feel unsafe biking in the sharrows on Braddock. Even when I am using my electric bike and going 20mph. Cars are impatient. Especially when there is the transition from lanes to sharrows and vice versa. The curves in front of 7-11 and Yates are challenging.
Mar 14 2025 06:49 AM	The crosswalks, the intersections, the section from Mount Vernon to the West
Mar 14 2025 06:41 AM	The entire area, especially where the road is wide.
Mar 14 2025 06:06 AM	Crosswalks, turn onto trails from bike lanes, missing bike lanes west of Mount Vernon

Mar 14 2025 05:54 AM	Two trail intersections near Metro. High vehicle traffic mixing with pedestrians and bikes is stressful for all.
Mar 13 2025 10:16 PM	The crosswalk from the Potomac Yard Trail to the 7-Eleven - cars don't always see or stop for pedestrians, bikers, and people on electric scooters. As a pedestrian walking up/down Braddock, if a bike wants to turn onto or come off the trail into the intersection, it can be awkward/inconvenient
Mar 13 2025 11:41 AM	The Mt. Vernon-Braddock intersection is incredibly difficult to navigate on a bike. The signaled crossing in front of the metro is unsafe, and there was a pedestrian struck there last week. Having to cross Braddock twice or go the wrong way in the bike lane to reach the metrostation from the Potomac Yard Trail is unsafe and inconvenient.
Mar 13 2025 11:06 AM	The intersection at West + Braddock is difficult for cyclists (especially kids), particularly heading East on Braddock and then turning quickly onto Wythe without any bike lanes. (Also, a more gradual way to turn onto the Potomac Yard trail from Braddock would be welcome). The traffic at that West/Braddock intersection, particularly turning left onto Braddock is also intense in the early afternoon, particularly given all the youth sports practices (including my kids') at Simpson and GWMS. Would LOVE if that intersection could be reconfigured.
Mar 13 2025 10:16 AM	I have intense anxiety every time my family bikes along the Metro Linear trail when we get to Braddock Road. The hill to Braddock is way too steep for children on bikes in either direction or anyone in a wheel chair or pushing a stroller.
Mar 13 2025 08:09 AM	The entire stretch west of commonwealth. The bike facilities and sidewalk between Mt Vernon and West street could use some improvement, particularly under the bridge
Mar 12 2025 11:36 PM	The striped crossing between the Potomac Yard Linear Trail and 7-11: without a flashing beacon, sometimes cars coming under the metro bridges have a hard time seeing bikers and pedestrians.
Mar 12 2025 09:44 PM	I have witnessed cars not stopping for pedestrians in the flashing crosswalk at the Braddock Metro. It also feels risky to cross in from of the 7-11. I also find it less accessible to use bikes and scooters to travel to the metro station. The bike lanes are too narrow and you have to share the road with buses and cars to exit the station.

Mar 12 2025 08:47 PM	Stretch of Braddock between Mt Vernon Ave and West Street. Pedestrians, bicycles, cars turning in and out of retail area, create multiple hazards. Pedestrians also don't consistently use the flashing pedestrian signals - could those be automated?
Mar 12 2025 08:29 PM	The stretch of Braddock Road between Commonwealth Avenue and the Braddock Metro Station. There are not a lot of crosswalks and I often have to wait for cars to pass to be able to cross, and the bike lane randomly ends and it is uncomfortable merging back into traffic
Mar 12 2025 07:51 PM	The crosswalk at 7-11 feels unsafe. Drivers are distracted.
Mar 12 2025 06:31 PM	The intersection of Russell Road and Braddock can be scary because drivers often go right on red despite the signage prohibiting this.
Mar 12 2025 05:40 PM	Braddock and Russell Road
Mar 12 2025 04:25 PM	The sidewalks near Mt Vernon Ave don't have an easement and I don't like being so close to traffic. Also, while I like the way the traffic lights have arrows and dedicated turn lanes - it takes FOREVER to be able to cross the street as a pedestrian
Mar 12 2025 03:05 PM	The gap in the bike facilities between the metro station and N West street. The turn onto the Potomac Yard trail is awkward in both directions, requires a sharp turn that is difficult to navigate on a cargo bike, and has unclear rights of way.
Mar 12 2025 02:21 PM	The crosswalk along Braddock Road from the Metro station only has a single that pedestrians must push to activate. Car drivers constantly blow through it even with the lights flashing, pull up into the crosswalk, do not stop, or ignore people trying to use it. We need more signage, better signals, and RAISED speed bumps in the street to stop and slow down car drivers.
Mar 12 2025 11:47 AM	7-11 parking lot entrance, both crosswalks next to trails/metro, slip lane from Braddock to West st
Mar 12 2025 11:33 AM	The crosswalk across W. Braddock at the end of the Potomac Yard Trail over to the 7 eleven does not have flashing lights and it is dangerous to cross on both bike and foot. Walking as a pedestrian along W. Braddock under the metro track bridge on the sidewalk is directly against the road on one side and on the other side is a cement slope. This is a narrow space with little margin for yielding or movement making it feel very dangerous especially with young children. Students from GW congregate around that area after school which makes it even more challenging to pass through safely on the sidewalks. The sidewalks need to be wider and have more protection from the street.
Mar 12 2025 11:31 AM	The bike facilities are definitely inconsistent and it seems like a fair number of drivers ignore the HAWK crossing. It would be great to add improvements for bicycles (that requires the bicycles

	stop for pedestrians crossing the road on the trail), and to upgrade from just HAWK to a stop sign.
Mar 12 2025 11:12 AM	Braddock and commonwealth can be difficult due to the hill and driving too fast
Mar 12 2025 10:20 AM	At the Braddock Rd. Metro. It is hard to see pedestrians walking across yhe street
Mar 12 2025 09:25 AM	The hawk signal crossing between the trail and Braddock road metro - visibility for vehicles is poor because of the bridge structure. Crossing by 7-11- hard to access trail on a bike Braddock and Mt Vernon intersection- confusing for pedestrians with traffic coming from many turn lanes and long waits
Mar 12 2025 09:00 AM	Intersection by Lena’s is really busy and scary to cross as a pedestrian
Mar 12 2025 06:34 AM	Between Ramsey/Mt Vernon Ave
Mar 12 2025 06:13 AM	Braddock and my Vernon ave. The walk signals take forever and not well timed. Really worried about my middle schooler who walks that route every day
Mar 11 2025 11:10 PM	Crossing Braddock at the 7-11 to get to Potomac Yard Trail and vice versa feels like a death trap. Westbound motorists rarely stop when pedestrians or cyclists are crossing. Poor sightlines and fast speeds are partially to blame. There are not enough places for pedestrians to cross Braddock between Mount Vernon and Commonwealth. I often find myself playing frogger to cross in this section. The area for pedestrians to wait when crossing Mount Vernon or Braddock from Yates Automotive is not large enough and feels like you are likely to get hit by a car that can't see you well when waiting, or one that is entering or leaving the gas station. Bike lanes are insufficient in most of the corridor. Connecting to major bike trails such as Potomac Yard and Metro Linear Trails, it would be a great benefit to have bike lanes continuous from the Metro to Russel Road. The pinching effect by Lena's traveling east is very dangerous. With no bike lane in front of Lenas, it feels like the traffic behind you will run you over and forces many bicycles to want to take the sidewalk. Which is also not adequate for bicycles and strollers due to the Lena's tent, heaters, etc... on the sidewalks themselves. It also encourages biking through the Lena's/7-11 parking lot, which is also not safe due to cars coming and going from the parking lot.
Mar 11 2025 10:10 PM	The crosswalk w flashing lights is uneven (in the street). There’s a divot which is problematic, especially at night.

Mar 11 2025 09:54 PM	The bike trail has utility covers throughout it. the sidewalks are frequently too narrow for two people too walk without someone having to step off. Cars and trucks park in the bike lanes when the lane is on the road and or if there is construction
Mar 11 2025 06:31 PM	The sidewalk running underneath the metro tracks that connects PY trail to the metro station
Mar 11 2025 08:16 AM	The pedestrian beacon is not always respected by drivers. Can be dangerous.
Mar 10 2025 02:27 PM	The two pedestrian crossings on Braddock Road - one by the 7-11 and one just to the east of the metro overpass have always felt dangerous to me - both as a predestination and as a driver. It may not be visually pleasing or possible from an engineering standpoint but a pedestrian overpass would make a huge difference.
Mar 10 2025 11:29 AM	Cars go quickly on the area between Mt Vernon and Russell Road, which would feel much safer if there were a dedicated bike lane.
Mar 10 2025 11:23 AM	We live at 902 Mt. Vernon Ave and use Braddock Rd in the project area at least once per day. We avoid the Mt. Vernon/Braddock intersection as both pedestrians and drivers. The current signal timing is confusing and results in long wait times when we try to cross as pedestrians. It results in vehicle traffic that results in daily backups from Braddock up Mt. Vernon past Spring St, which causes issues in us leaving our driveway during the evening. During off-peak hours, we still avoid that intersection as drivers because the signal times cause long waits compared to using back streets.
Mar 10 2025 10:44 AM	Buses and cars frequently pull into the bike lane in front of bikes and scooters. The bus stop under the metro bridge on braddock road is a poor location for a bus stop. Too many people waiting (typically after school) so hard to walk past there on the sidewalk and challenging to use the bike lane with the bus stopping in the lane.
Mar 10 2025 08:00 AM	Cars go through too many red lights at Braddock and commonwealth
Mar 10 2025 07:37 AM	The crosswalks by 7-11 and Braddock metro are dangerous to pedestrians. Two suggestions: raise the crosswalks to sidewalk level to slow cars and improve visibility of walkers; and make the section from West St to Mt Vernon a school zone when GW kids are going to school/home.
Mar 09 2025 08:10 PM	Can we get the electric scooters off the Potomac yard and metro linear trail? Especially when there is a street running alongside!
Mar 09 2025 06:23 PM	Many sections could be improved: - Braddock between West and Ramsey should be a 15 MPH school zone WITH SPEED CAMERAS for GWMS. This will help calm aggressive driving around the two crosswalks by the metro tracks & Mt Vernon while hundreds of kids are crossing. Alternatively but RED LIGHT signals at these crosswalks when pedestrians request them. - Many people speed down Braddock between Russell and West. Traffic calmers or speed

	humps (like on Commonwealth) are very much needed. Speed cameras would be fantastic along most of Braddock. - Add crosswalk across Braddock at Little—costs nothing but paint, and people need a convenient crossing place between Spring and Mt Vernon - Bikelanes are functionally non-existent West of Mt Vernon. Painting a bike on the lane does nothing to protect riders, child or adult. I know the street is not wide—do the best you can with the space using this guide: https://nacto.org/publication/urban-bikeway-design-guide/ - Lots of people rider scooters on the sidewalk around the metro stop. Perhaps better/more signs and cleaner bike lane access for scooters would move them onto the street where they belong. - The “no right on red” signs at Braddock/Mt Vernon don’t work. Replace the red lights with red arrow lights, and put cameras up to ticket runners. - Some property owners don’t trim bushes along the sidewalk, especially on the southside of Braddock west of Mt Vernon. How can we get them to free up sidewalk space? - Crossing Braddock at West St is always dangerous because cars turning onto Braddock from the north/Wythe have a high speed cutout right turn, and cars from the south are fighting to turn left through two ill-timed signals. Suggest adding a pedestrian-only cycle when requested by button/camera so ALL cars stop for pedestrians to cross in any direction between each car cycle.
Mar 09 2025 06:03 PM	The crosswalk near my house which does not have flashing lights (spring and Braddock where you can cross on Braddock) Same even where are even for where there are flashing lights for pedestrians.
Mar 09 2025 04:48 PM	The ped crossing light at intersection at Braddock and Russell (crossing Braddock) is fast (really have to scurry across).
Mar 09 2025 04:33 PM	Monroe Avenue; Commonwealth Ave; Russel Ave
Mar 09 2025 03:48 PM	All of Braddock Road in the area is scary to bike in. Drivers go fast because it is one of the few roads without traffic calming, stop signs, or stop lights. There aren't any marked or signaled crosswalks from Russel Road to Commonwealth. The sidewalks are narrow and in poor

	condition. Parking for cars on the street is prioritized for multi-million dollar homes with driveways and garages over people trying to travel without getting doored or run over.
Mar 09 2025 12:51 PM	Approaching Yates corner traveling west to East in the south side of E Braddock road the sidewalks are too close to the road and then become uneven in conjunction with the gas station entrances.
Mar 09 2025 12:50 PM	Generally, the major intersections at Russell, Commonwealth, and Mt Vernon are quite wide and cars travel quickly through them due to how wide Braddock is (the speed limit is 25 but people regularly go 35 or faster) so it can be very nerve wracking to walk or bike with our small children
Mar 09 2025 12:46 PM	Pedestrian crosswalk to Braddock Rd metro station with the blinking lights. Cars often do not stop for pedestrians.
Mar 09 2025 12:40 PM	(1) Traveling east to west on Braddock through the Mt. Vernon intersection is terrifying and the main reason why I don't like traveling by bike to the Metro. The bike lane ends and dumps you out where people are trying to turn right onto Mt Vernon, so if you want to continue straight onto Braddock you have to navigate through turning cars and merge into car traffic. There is also ZERO ENFORCEMENT of the "no right on red" signs there, which are routinely ignored. (2) There are no bike lanes on the rest of Braddock and people regularly block the sidewalk with their parked cars, so there is no safe place for my child to ride her bike, either in the road or on the sidewalk. (3) I often take the 103/104 DASH bus going west to east to get to the Metro station in the mornings. When I get off the bus at the pedestrian crosswalk with flashing lights, it is very scary to cross the road in the crosswalk because the bus I just got off of is blocking the view of the crosswalk for drivers that are approaching behind it. I have been nearly hit by drivers in that crosswalk so many times.
Mar 09 2025 11:37 AM	Area under bridge between Potomac Yard Trail and Metro Linear Trail/Braddock Road Metro. Crossing from Metro Linear Trail to Braddock Road Metro.
Mar 08 2025 10:38 PM	I think the road is very safe!
Mar 08 2025 09:54 PM	Protected or dedicated bike lane ends abruptly at Mt. Vernon and Braddock Rd.
Mar 08 2025 09:32 PM	Braddock and Potomac Yard trail near the Seven Eleven. Braddock and Metro Linear Trail.
Mar 08 2025 06:52 PM	Commonwealth Ave. and E. Braddock.
Mar 08 2025 02:36 PM	The lights at Braddock Road and Mt. Vernon Avenue seem to make pedestrians wait a long time.
Mar 08 2025 11:38 AM	Crossing Braddock Road to walk south toward King Street feels very unsafe. Cars do not honor the flashing beacons. Children cross this street and it is unsafe.
Mar 08 2025 10:25 AM	Intersection of Mount Vernon and Braddock and West Streets

Mar 08 2025 09:42 AM	The sidewalk stretch between Mt Vernon ave and the metro is often very crowded causing people to walk into the bike lane/street. There is a crosswalk over Braddock at the Church of the Nazarene (E. Spring), but vehicles often do not yield to pedestrians.
Mar 08 2025 06:29 AM	Specifically, traffic on Braddock Road crossing Commonwealth Avenue. Commonwealth crossing Braddock is much rarer. Braddock Road/ Russell Road is best described as a total disaster for cyclists.
Mar 07 2025 09:14 AM	For walking- The crosswalk signals at Russell and W Braddock Rd often do not work so dangerous to cross against the lights but have no choice and drivers get angry.
Mar 06 2025 11:25 PM	Crossing Braddock road from the metro to the trail at an unsignalized crosswalk is a death trap.
Mar 06 2025 06:01 PM	Crossing at 7/11 - no beacon signal and lots of kids / walkers. Drivers speed toward intersection down Braddock.
Mar 06 2025 04:23 PM	The flashing lights at Braddock Road Metro are unsafe, and drivers often ignore them. The Potomac Yard Trail at Braddock road also has a difficult crossing exacerbated by crowding of middle school kids who frequently had a poor sense of traffic and occasionally act out in groups.
Mar 06 2025 03:53 PM	Mt Vernon and Braddock feels big, hostile, and intimidating as a pedestrian; in general, the bike “lanes” on Braddock are always blocked by trucks
Mar 06 2025 03:46 PM	Cars don't like to stop at the crosswalk that connects to Potomac Yard Trail entrance. A raised crosswalk with RRFB could help. The Braddock Rd / Mt Vernon Ave intersection signal timing makes pedestrians wait times too long, and the intersection has too long crossing distances.
Mar 06 2025 03:00 PM	The crossing at the end of the Potomac Yard trail. Cars play chicken with the people in the crosswalk.
Mar 06 2025 09:30 AM	The crossings next to Metro Linear Trail and Potomac Yard Trail.
Mar 06 2025 09:08 AM	The crossings at the Potomac Yard Trail and Metro Linear Trail crossings are necessary putting them behind a stoplight would unnecessarily impede pedestrians, however in their current state they are unsafe. Vehicles frequently ignore the flashing lights and fly through the crossings, which I have seen narrowly miss bikers and pedestrians several times. The entire road currently feels unsafe for pedestrians and bikers as the sidewalk is not wide enough the the bike lane has no physical separation from the vehicles on the road.
Mar 06 2025 09:06 AM	North west and Braddock road- light is extremely long for pedestrians. Flashing light by bradddock metro- mostly good bit occasionally people aren’t paying attention or impatient. Ungoverned crossing by Potomac yards linear trail is impossible to cross
Mar 05 2025 11:03 PM	Near the 7-11, especially when GW lets out and tons of kids walk home

Mar 05 2025 07:36 PM	The crossing by 7-eleven is difficult because a) there are no lights for pedestrians to signal to cars to stop, and b) getting from the bike lane to the trail is only possible in a small stretch where the curb is flat, which makes it difficult to turn. Also, the wall being there creates a bottleneck for pedestrians, cyclists, joggers, etc to get on and off of the trail. Flattening the curb and extending the turn from the bike lane onto the trail would help, and also removing that wall to remove the bottleneck. It may also help to protect the bike lane from cars if you do this since cars tend to fly by this area.
Mar 05 2025 02:45 PM	Yes, bicycling between Mt Vernon and Russell Rd.
Mar 05 2025 01:46 PM	The crosswalk by the 7-11 would benefit from flashing lights similar to the crosswalk by the metro station (on the other side of the bridge) or a raised crosswalk (due to distracted drivers and vehicles traveling at a high rate of speed. It is only a matter of time before someone is struck by a vehicle here. Removing the street parking and installing a bike lane on Braddock Road between Mt Vernon Ave and Russell Road would allow for families to utilize the road for their bikes. Sidewalks are narrow with frequent obstructions to strollers or wheelchairs such as utility poles and curbs. This is less of a problem by the metro station but gets worse as you travel west
Mar 05 2025 12:29 PM	I normally walk on the sidewalk between the Metro Linear Trail and Mt Vernon. As an adult I feel safe, but I am uncomfortable walking with small children: traffic is too fast, the sidewalk is too narrow, there is no barrier between the sidewalk and road.
Mar 05 2025 12:17 PM	See 4. Other for list
Mar 05 2025 09:32 AM	Most are scary, especially Braddock and Russell when cars are speeding down the hill on Braddock towards Russell.
Mar 05 2025 09:25 AM	Biking to Braddock metro from Potomac yard metro is unsafe. It's a huge deterrent to have to cross Braddock twice in order to ride lawfully. Equally discouraging to have to navigate the too-narrow sidewalk if dismounting between the trail and the metro.
Mar 05 2025 07:47 AM	Crosswalk across Braddock at 7-11 needs warning lights. The driveway into 7-11 makes this area more confusing and dangerous.
Mar 04 2025 08:27 PM	The crosswalks entering the potomac yard trail and the metro linear trails. By the 7Eleven near the underpass
Mar 04 2025 04:22 PM	Braddock and Mt Vernon. The crosswalk in front of 7-11 The flashing light signal at the metro entrance

Mar 04 2025 11:44 AM	The basic truth is that Braddock road has insufficient bike lanes. Not just "unsafe for families walking and biking and for children" but simply not safe for normal humans riding bicycles. You people *really* seem to not want to hear this basic fact.
Mar 04 2025 11:35 AM	Cars turning north on Mt Vernon carry full speed through the protected right turn. The angle of Mt Vernon to Braddock seemingly would benefit from a round about to allow persistent flow through the intersection.
Mar 04 2025 09:25 AM	The crossing at the Potomac Yard and Braddock Road is dangerous as drivers do not stop for pedestrians or cyclists in the crosswalk. Drivers going westbound often will go around a stopped vehicle while pedestrians or cyclists are in the crosswalk. Another HAWK signal at this crossing would be helpful.
Mar 04 2025 09:10 AM	The intersection of W. Braddock and Hancock. I have almost been struck twice by careless drivers while in the crosswalk here.
Mar 04 2025 08:40 AM	Biking from Valley Drive to Commonwealth feels unsafe for bikers since cars go too fast and do not observe the bike lanes (treat it like a right passing lane)
Mar 04 2025 08:21 AM	The area around the 7 Eleven is crazy. Many many cars trying to get into and out of the parking lot, while pedestrians, bikers and scooters are vying for their attention. Middle schoolers at the end of their day move recklessly on and off the sidewalks.
Mar 04 2025 07:10 AM	Braddock road crossing at metro station. Flashing yellow warning light.
Mar 03 2025 10:53 PM	The crosswalk on the Potomac yard trail is dangerous to cross when biking
Mar 03 2025 08:08 PM	Lack of designated bike lane on Braddock Rd west of Mt Vernon Ave is challenging/unsafe for riders.
Mar 03 2025 06:14 PM	I noted above the crossing at the PY trail. Should be lit like the one by the metro.
Mar 03 2025 05:51 PM	The crosswalk near Braddock Metro, and the crosswalk near the 7-Eleven. The turn from the bike lane onto the Metro linear trail is too tight to make safely with an E cargo bike. The Ballard is in the way, and people tend to congregate in this area. The whole exchange needs to be redesigned to make it more usable.
Mar 03 2025 04:40 PM	drivers taking late decision at slip right turn at Braddock and West St. esp. when parked cars stick out
Mar 03 2025 03:50 PM	Commonwealth & Braddock. Mount Vernon & Braddock. Worst during the evening rush.
Mar 03 2025 03:30 PM	Crossing the mid-block crosswalk on Braddock (next to metro) is challenging. Too many vehicle lanes to cross. No need for 4 lanes.
Mar 03 2025 02:32 PM	There is no bike lane between Russel Road and the metro. There is only a bike lane on one side between Russel Road and Ruffner Road. Since car drivers speed through this area it's difficult to be a child on foot or child on a bike traveling through this area.
Mar 03 2025 12:55 PM	Braddock rd and Mount Vernon crosswalk is dangerous and poorly timed.

Mar 03 2025 12:22 PM	Metro Linear Park and Braddock Road pedestrian crossing feels unsafe the majority of the time. As a pedestrian I felt safer using this crosswalk when Braddock Rd was only one lane from West Street to the underpass.
Mar 03 2025 11:19 AM	From N West to Mt Vernon is particularly bad for pedestrians and bicyclists. From Mt Vernon to Commonwealth is bad but there are alternatives through the neighborhood - I never go through the Mt Vernon/Braddock intersection on my bike as there is no safe way to do so.
Mar 03 2025 08:51 AM	Because the dedicated bike lanes under the Metrorail and heavy rail tracks is so short, merging into and out of the bike lane is dangerous and I travel in the car lane when biking to reduce these conflict points. Braddock and Newton- Curb ramps and a painted cross walk are not provided to cross E Braddock Rd at this intersection. Walking across Braddock Rd feels dangerous because cars travel at higher than posted speeds and do not allow pedestrians to cross. The crossing distance across Newton St is also quite long for no apparent reason. Braddock and E Spring- Crossing distance across E Spring is long and feels dangerous. Braddock and Little- Curb ramps and a painted cross walk are not provided to cross E Braddock Rd at this intersection. Walking across Braddock Rd feels dangerous Braddock and Potomac Yard trail- cars often do not stop for pedestrians in crosswalk.
Mar 02 2025 11:51 PM	Way too much parking along Braddock given that *literally* every house along it has a driveway. We should not be subsidizing the storage of private vehicles on public lands at the expense of the safety of every road user, but especially the vulnerable road users and children, like bicyclists and pedestrians. There is plenty of room to add a protected bike lane on each side without the need to switch back and forth from sharrows and painted gutters.
Mar 02 2025 08:43 PM	There is no crosswalk at Braddock Rd. and Ramsey St. which makes it unsafe for pedestrians and kids to cross. The two closest crosswalks are too far away. It would be much easier if there was a crosswalk at Ramsey St. to cross to the other side of Braddock Rd. in order to access parks and King St. Metro.
Mar 02 2025 08:09 PM	I feel rather exposed riding on the unprotected sections of Braddock Rd. going from the Potomac Yard Trail to the Metro trail.
Mar 02 2025 05:04 PM	Braddock and West Street is particularly atrocious. The slip lanes are terrible, signalization is poorly done, and there are a high number of pedestrians and bicyclists heading into Old Town from the metro and Linear trails.

Mar 02 2025 04:47 PM	Connecting between metro linear and potomac yard is not a great experience due to the wide roads and the crosswalks between them are scary to cross (especially where they are 2 lanes wide). Cycling on braddock itself is not easy or pleasant.
Mar 02 2025 12:15 PM	Braddock Rd between Mt Vernon and Metro/West Ave is very very busy. The intersection of Braddock & Mt Vernon, headed west, is dangerous for bikes that want to go straight while many cars want to turn right onto Mt Vernon.
Mar 02 2025 11:54 AM	Areas without bike lanes and areas with really narrow bike lanes, especially turning from Commonwealth onto Braddock Road. The sidewalks are too narrow.
Mar 02 2025 08:46 AM	I am an experienced cyclist and I avoid Braddock between Mt Vernon and Commonwealth because it is too narrow and drivers don't like it when I take the lane.
Mar 02 2025 02:00 AM	Generally Braddock road feels unsafe for bicyclists - I always see numerous cyclists riding throughout Alexandria, but Braddock Road in particular would benefit from safer biking infrastructure as drivers generally drive fast and are not cognizant of cyclists and pedestrians.
Mar 02 2025 12:11 AM	The intersection on W Alexandria Ave is a mess for everyone, not just cyclists. Oddly shaped intersections like this should be replaced with roundabouts with heavy traffic calming measures for safety.
Mar 01 2025 10:48 PM	East Braddock Road and Russell Road are wide and contain too many unused parking spaces. This results in drivers driving too fast, making it uncomfortable to bike or walk alongside the route. The connection between the Potomac Yard Trail and the Metro Linear Trail is awkward to navigate by bike. Many drivers drive under the overpass too quickly due to it being designed like a 2-lane highway. The way the trails end abruptly on incredibly narrow sidewalks also leads to pedestrian-bike conflicts, and many bikes end up on the narrow sidewalks with pedstrians, too. Recommendation: Remove the excessive parking and give all the roads a diet. Reducing traffic to one lane in most places will reduce speeds and provide more space for adequately-sized pedestrian and cycling facilities. At the trail connections, create an abundantly wide speed table that doubles as a crosswalk with a relatively steep approach, forcing cars to slow, look carefully, and yield before proceeding.
Mar 01 2025 10:36 PM	From commonwealth to west the bike lanes need to be protected. There is a lot of activity- pick up drop offs at Lena's, 7-11 bus pull-outs at metro. It's complex. I think cars do stop for bicycles/peds at the trail crossings but they could be improved to increase visibility and bring awareness.

Mar 01 2025 09:48 PM	Braddock road is super unsafe for anyone not in a car. Bicycle access to old town from anywhere in northern Alexandria / Del Ray is just plain dangerous.
Mar 01 2025 09:36 PM	Drivers often fail to yield to pedestrians at Mt Vernon, Commonwealth, and Russell. Some modicum of police traffic enforcement would help a lot.
Mar 01 2025 09:07 PM	The intersection of E Braddock Rd and Mt Vernon Ave takes too long to cross as a pedestrian due to poorly timed signals. The intersection is very wide causing drivers to speed often.
Mar 01 2025 08:31 PM	Travelling east from the Metro through the Mt Vernon Ave/Braddock Rd intersection and to Russel Road feels very unsafe. Bike lanes suddenly disappear and you are forced to merge back into traffic.
Mar 01 2025 06:30 PM	The access point to the metro line trail is very tight and narrow. Southbound bicycles on the trail often go to the left of the pillar which places them head on with bicycles traveling westbound on Braddock rd and trying to turn north onto the trail. There are also a lot of conflict between pedestrians and bicycles at this choke point.
Mar 01 2025 04:09 PM	Pedestrian crossing at Braddock &Mt Vernon, particularly the corner in front of the gas station. Pedestrian crossing at Potomac trail, with cars from the 7-11 parking lot trying to turn, is difficult for pedestrians and cars
Mar 01 2025 03:43 PM	The crosswalk by 7-11 needs flashing signage. Drivers frequently blow through that crosswalk when pedestrians are present, especially driving westbound. Both crosswalks seem a little dangerous since the metro bridge reduces driver visibility/awareness in both directions. Lights embedded in the roadbed might be especially helpful.
Mar 01 2025 03:20 PM	The flashing beaconed crosswalk across Braddock coming out of the station is ignored by many drivers; cyclists getting on or off the Potomac Yard Trail don't always yield to pedestrians using the sidewalk along Braddock; people ride motorized scooters on the sidewalk between Braddock Metro and Mt Vernon Ave even though there are bike lanes
Mar 01 2025 03:08 PM	The most unsafe crossing is Braddock by the 7-11
Mar 01 2025 02:42 PM	Pedestrians at West st are in danger from cars because of the short duration of the eastbound light. Move pedestrians 1/2 block south.
Mar 01 2025 01:02 PM	The intersections from Yates to west are unsafe for pedestrians. Too many commuters and Maryland drivers speeding to get through the neighborhood. They disregard the laws and speed limits endangering pedestrians. Students are going to get hirr
Mar 01 2025 11:35 AM	Runners often run against bike traffic--very dangerous for both.
Mar 01 2025 11:12 AM	Vehicles do not stop for pedestrians at the midblock pedestrian crossing between 7-11 and the Middle School ballfields
Mar 01 2025 10:55 AM	The intersection of Braddock and Mt. Vernon is very dangerous for pedestrians. Traffic comes from unexpected directions and the sidewalks are too close to moving cars. While standing on

	the sidewalk a pedestrian could easily reach out and touch a passing car. Also, the walk signals takes too long, so impatient kids try to run across the street.
Mar 01 2025 10:23 AM	Russell to Commonwealth sidewalks are narrow; no curb; people drive pretty fast so it feels unsafe when walking with kids or a dog. People pass each other because the road is wide and get close to the curb. Utility poles make it particularly narrow in some spots. Some spots are nearly impossible to get a stroller by the pole and sometimes we have to step into the street.
Mar 01 2025 10:19 AM	The whole metro restaurant area. There's so much foot traffic and shadows followed by sun glare at certain times of day that pedestrians can be hard to track even when you're watching. Other drivers will also whip around you if they think your too cautious.
Mar 01 2025 10:05 AM	Between Russel and Commonwealth the road is very wide so people drive fast. In the same area there is also no green curb space, so the sidewalks are right next to the road which makes walking feel dangerous
Mar 01 2025 10:04 AM	The intersection of Commonwealath, Braddock, and W. Glendale is hard to navigate. Often turning onto W. Glendale is blocked by Braddock Road traffic.
Mar 01 2025 10:00 AM	The crossing at 7-11 without flashers can be challenging to cross on foot until someone clearly stops for pedestrians, even when I've entered the crosswalk. Flashers there would be a help. The crossing across Braddock on the west side of Mt. Vernon is difficult with stroller or wheelchair because the access slope forces you to enter the lane of traffic going south on Mt Vernon. A pedestrian scramble at Mt Vernon and Braddock should be considered.
Mar 01 2025 08:40 AM	Potomac Yard Trail crossing at Braddock has 2 lanes of traffic westbound and cars do not always stop, sidewalk under metro bridge narrow, cars turning left from Mt Vernon trail to Braddock often run lights which is dangerous for pedestrians
Mar 01 2025 08:06 AM	Again the crossing at the 7/11
Feb 28 2025 11:24 PM	Most of it - cars travel too fast
Feb 28 2025 08:52 PM	The cross walk at the metro stop and metro linear trail, and the cross walk at potomac yard and 7-11, are always being run through by cars (even if one car stops, cars will go around them!). I am afraid I'll be hit by a car.
Feb 28 2025 08:35 PM	See above. I walk the entire area. That sidewalk on Braddock Road up the hill west of Russell Rd is scary.
Feb 28 2025 07:50 PM	Braddock and mt Vernon, Braddock near the metro. Lots of road for cars, not a lot of space for pedestrians.
Feb 28 2025 07:24 PM	The pedestrian crosswalk on Braddock at the Potomac Yard trail is extremely congested at school opening hours. The traffic stops and backs up int the Mt Vernon Road intersection.
Feb 28 2025 07:11 PM	All of Braddock road
Feb 28 2025 06:25 PM	The weird inconsistency in bike infrastructure along Braddock makes you feel insecure as a biker; like your bike lane might just disappear at a moments notice.

Feb 28 2025 06:19 PM	1. Crossing Braddock Road at the Potomac Yard Trail can be quite hazardous. Drivers do not always stop when bike riders or pedestrians are in the crosswalk. Some drivers stop, but the driver in the next lane doesn't. 2. The bollard at the entrance to the Potomac Yard Trail makes it difficult to maneuver around other trail users 3. The curb ramp at the Potomac Yard Trail entrance is too narrower making it challenging to turn onto the trail and avoid the bollard. The bollard should be removed.
Feb 28 2025 06:16 PM	The intersection of West St and Braddock is a nightmare for everyone, especially pedestrians and bikers. The lights have such weird timing, the crosswalks are so faded and drivers blow through the lights all the time and speeding is a serious problem. It's hard because there are so many different directions in this intersection that the city has to accommodate. I also think some brighter lights need to be added under the Braddock metro bridges, because it can be a little creepy when it's dark out.
Feb 28 2025 06:03 PM	The beacons for where Mount Vernon Trail crosses Braddock Road, and where Braddock feeds into West Street with a yield sign. A lot of drivers drive too fast and don't yield for pedestrians at these spots. Some drivers are too busy watching for other drivers and don't look both ways for pedestrians.
Feb 28 2025 05:46 PM	Pedestrian crossings mid-block on each side of the train/metro bridges. The sidewalks under the train/metro bridges feel insufficiently wide and unprotected from traffic. Lots of people walk here, especially on the north side with Del Ray commuters going to metro and kids walking from the east side of the tracks to George Washington Middle. The intersection of Braddock, Russell, and W Alexandria Ave, is a very confusing intersection and difficult/time-intensive to cross on foot.
Feb 28 2025 05:41 PM	No
Feb 28 2025 05:16 PM	The intersection by Braddock Road Metro with the flashing beacons is not safe enough for pedestrians and cars frequently do not yield to allow crossing. The sidewalks under the bridge are far too narrow and often force pedestrians into the bike lanes.
Feb 28 2025 05:00 PM	Braddock and Russell.
Feb 28 2025 04:50 PM	The crosswalk in front of 7/11 needs an automatically activated rapid flashing beacon. I have had numerous near misses crossing there so a road diet is very much needed.

Feb 28 2025 04:21 PM	Cross to access Potomac Yard trail is too wide not vehicles don't stop. It's complicated by traffic turning into Lena's and 7-11. Site lines approaching the metro linear trail make it hard to cross as a pedestrian.
Feb 28 2025 04:17 PM	Biking along Braddock can feel dangerous in places with no dedicated trail. Some of the sidewalks around the intersection with Commonwealth are very small.
Feb 28 2025 04:10 PM	Bike connection between the PY trail and metro linear trail is scary - turns are very difficult to make on a bike, pedestrian filled, traffic laden with cars that are often unwilling to stop and delivery vehicles blocking the bike lane. (Also this is slightly outside of your area but could someone please add a curb cut somewhere at the end of main line? I'd happily cede that part of the trail to pedestrians and just ride in the quiet street, except there's no way for me to get up onto the trail at the end!! After Mount Vernon Ave I would not ride on Braddock with only a shareow to protect me - cars here want to go way too fast - that wouldn't be safe.
Feb 28 2025 03:16 PM	The intersections of the Potomac Yard Trail and Braddock Road are unsafe. It would help to narrow Braddock to one car lane in each direction at these intersections and install a protected bike lane throughout the study area.
Feb 28 2025 02:53 PM	Braddock & N West St because of the poor intersection design
Feb 28 2025 02:50 PM	Intersection of Braddock and Little, which connects Rosemont to Del Ray
Feb 28 2025 01:24 PM	The entire zone is unsafe, but in different ways. West of MVA: Sharrows are not bike infrastructure. Between the Metro and MVA: how do expect bikers to go from PYT to the Metro? Cross Braddock and cross again? Near the Metro: Having passing lanes in a pedestrian zone is hostile and dangerous.
Feb 28 2025 12:52 PM	Under metro bridge there is a button to push to cross. Drivers don't pay attention to the flashing lights for pedestrians

Q7. Is there anything else you want to say about your experience here?

Answered	**148**	
Skipped	**142**	

Response Date	Responses
Mar 23 2025 12:55 PM	I travel this way so the time and would appreciate improvements
Mar 22 2025 08:27 PM	please build a protected bike facility. Two way on Braddock northbound would be ideal.
Mar 22 2025 05:39 PM	I think the underpass is too dark. It feels unsafe as a woman walking at night.
Mar 22 2025 03:25 PM	The turn right off the bike lanes and into either linear parks is too sharp. It forces riders to go into the traffic lane in order to make it.
Mar 21 2025 12:23 PM	I live very close to the Braddock Road Metro station, and I am thrilled to see the city planning this project. Of all the places I regularly feel unsafe on Alexandria's streets, the stretch of Braddock Road between Mount Vernon and West is the worst. I walk, bike, bus, and drive through this area, and even though I drive, I would absolutely support traffic calming measures and more space for people on foot and bike. In particular, I think the stretch between the two trails does not need to expand to two lanes for car traffic, because traffic is bottlenecked by the lights, anyway. The current state gives drivers room to drive recklessly while failing the many people who walk and bike between the trails. I would also love to see enforcement of traffic laws, especially around speeding and stopping at intersections, lights, and stop signs. Here or, honestly, literally anywhere in the city.
Mar 20 2025 10:48 AM	When traveling by bicycle along the bike lanes on E Braddock Road, it is virtually impossible to safely turn onto the curb ramps to access Metro Linear Trail and Potomac Yard Trail because the curb ramps are at a 90 degree angle to the bicycle lane and they immediately place you on an extremely narrow sidewalk with pedestrian traffic. So in order to exit the bicycle lane and enter either trail, you need to stop your bicycle in the lane, which is usually full of bike traffic during peak hours, wait for the sidewalk to clear of pedestrians, and then proceed to the trail. This makes it unsafe for the cyclist, for cyclists waiting for the lane to clear, and the pedestrians on the sidewalk. I won’t even get into what a life-threatening experience it is to cross at the intersection with the flashing beacons by the Metro station, but I did want to say that even crossing at intersections with traffic lights feels unsafe because drivers who are making turns rush through to make the light. I would love to see more delayed green lights.
Mar 20 2025 09:06 AM	This is a tough stretch to improve. The right of way is very narrow, and it is used by people driving down to Richmond highway or George Washington expressway. The Mt Vernon / Braddock intersection’s pedestrian signals are slow because of the need for dedicated turn arrows for cars. The crosswalk at Lena’s / 7/11 could have a light, but that might cause more problems than it solves if pedestrians just ignore it. The area is a bottleneck because of the rail lines!

	The solution would be to get more people to take the metro but I don't think thay would be easy!
Mar 19 2025 10:22 PM	There should be more capital bikeshares in the beginning and end of the bike paths and along them. There should be more flashing crossings where there's no signals. The signal for crossing at the intersection with Mt Vernon Ave takes far too long for pedestrians and requires pressing the button to activate. It should probably be made automatic, as I see many pedestrians waiting there for long periods of time.
Mar 19 2025 03:02 PM	Have in-road timers installed at the Braddock/Mt Vernon intersection.
Mar 18 2025 10:17 PM	there are many quiet streets West of Mount Vernon avenue which could pick up bicycle and pedestrian traffic that is out of place on Braddock road. Brother crude is the only way to get across the train tracks between Commonwealth and Monroe, which means that cyclists in particular have no good options
Mar 18 2025 07:05 PM	Update city landscape to include pollinator beds, with descriptions More year round landscape. DC has under tree gardens for citizens to plant and install temporary art. What a nice community activity!
Mar 18 2025 06:58 PM	I live within a block of this corridor, and walk, bike, AND drive the length of it most days. Often with children in a stroller. I would love to provide any additional feedback which would be helpful - bfegan@gmail.com
Mar 18 2025 06:11 PM	Any changes to the lanes/roads/curbs on the Braddock Road corridor would be a poor use of city resources. It would be a disaster to impose pa road diet or narrow the road. I would consider moving out of Alexandria if you did anything to Braddock Road.
Mar 18 2025 06:09 PM	Appreciate the comment opportunity! Thank you!
Mar 18 2025 12:01 PM	I'm new to biking and want to do more of it especially as I live here and taking my car everywhere feels very inefficient. I do find busy stretches of road without clear bike protections make biking more feel much more daunting.
Mar 18 2025 10:50 AM	Cars travel much too fast. Add traffic calming measures. Reduce to one lane. The light at my Vernon and Commonwealth: a line was added to remind cars not to block Glendale Ave ...but it's not often clear what the line is for. Cars stop at the line instead of the light then get honked at. Busses idle there too causing more road noise. There needs to be a sign that makes it clear why the line is there (like there is further up the road by Russell) Road backs up from Mt Vernon back to Russell Rd. Cars clearly use this as a cut through so do what's necessary to discourage that and encourage cars sticking to the highways.
Mar 18 2025 09:12 AM	I cycle along Braddock Rd and cycling situation is fine, other than excessive speeds by motor vehicles.

Mar 17 2025 11:03 PM	See my note above. Also, I don't want the changes to be loud and garish in color, but neighborhood friendly. I want it to feel more quaint and quiet, to encourage people to slow down or take a different route, and respect my neighborhood street--this is a real community; Not encourage traffic.
Mar 17 2025 08:51 PM	Providing greater access to pedestrians and bikers would really improve my experience as a resident. I would be able to connect safely to the Potomac Yards Trail and more.
Mar 17 2025 03:30 PM	I have not witnessed any mobility issues on West/East Braddock Road for the 15 years I have lived here. What problem are you trying to solve - and for whom?
Mar 17 2025 02:31 PM	Thank you for this survey!
Mar 17 2025 01:48 PM	Feels like a place to drive through and not a place to visit.
Mar 17 2025 11:31 AM	North of the study area, Commonwealth Ave. Has dedicated bike lanes. This is a great opportunity to significantly impact bike lane network by implementing bike infrastructure here as well as connecting to the Metro station.
Mar 16 2025 04:26 PM	Better parking/accessible parking around the metro station
Mar 16 2025 04:19 PM	I've lived in Alexandria for 20 years and in this neighborhood for 10. Generally speaking, it's great. However the crosswalk over Braddock Road must be made safer for pedestrians with additional barriers, narrower lanes, traffic calming or other improvements. And the intersection of Braddock, West and Wythe frustrates everyone. A dream outcome would be for Braddock to be straightened from the railroad bridge to Wythe and reach a conventional four-way intersection with West Street; while that work is underway, the city should dig a D.C.-style tunnel under the crosswalk so that cars can pass east and west without interacting with pedestrians as they go across Braddock Road on their way to or from the Metro station.
Mar 16 2025 03:25 PM	The bus stop headed north up Braddock Rd needs to be sited away from the obscured overpass area and into a more open area closer to the fields. There’s an existing crosswalk directly across from the 7-11 that would make more sense. Also, the crosswalk on the southbound side needs to be repainted with additional high vis markings added. A flashing speed radar, similar to the ones located on upper Braddock Rd. near Minnie Howard/Episcopal HSs should also be installed.
Mar 16 2025 12:42 PM	This survey’s design does not lend itself to voters who value cars, in addition to transit modes that are utilized less. I use them all (except bikes), and in this zone daily. We need one major east-west (ish) route designated for through cars or else they will clog Russell & Commonwealth. The city should stop imagining car traffic away, or hoping current drivers will fall in love with scooters & Metro. Make smart accomodation of the dominant mode of transit the first priority. In this case, it means reducing crossings for peds around the Braddock Metro. I type this as I am on my THIRD walk around this zone in 12 hours.
Mar 16 2025 08:39 AM	We worry about our middle school children walking across Braddock road at the Dash bus stop.
Mar 15 2025 09:41 PM	Adding a bikeshare station at the head of the Potomac yard trail would be more convenient and cut down on needless bike traffic on the sidewalk connecting it to Braddock Road metro.

Mar 15 2025 08:50 PM	More pedestrian safety enhancements would be useful.
Mar 15 2025 08:49 PM	Lots of kids use dash to get to school. They usually cut across the field at GW since the path is a bit farther from school, and end up with wet shoes.
Mar 15 2025 07:53 PM	Thanks for looking at this area! So many commuters and students access it.
Mar 15 2025 11:27 AM	More investment in pedestrian and bicycle throughways please! Plenty of space to better share this road. Road needs a diet to encourage drivers to naturally proceed at a safe (slower) speed. Two lanes here is really unnecessary.
Mar 14 2025 01:09 PM	Dedicated bike lanes needed on Braddock Trail
Mar 14 2025 08:02 AM	I am looking forward to the study on the rest of Braddock- from Russell to Quaker. :)
Mar 14 2025 06:49 AM	Needs a bike lane and better sidewalks
Mar 14 2025 06:41 AM	Drivers need to slow down and treat this area like a neighborhood street
Mar 14 2025 06:06 AM	Had a driver try to kill me on my bike yesterday breaking 3+ laws as he passed. Yelled out his window “stay in your lane “ in the sharrow section. Drivers don’t understand sharrows and the traffic volumes are way too high on Braddock to not have dedicated protected bike lanes. Have also almost been hit at the crosswalk many times. One car stops and another swerves into the second lane and doesn’t. It’s a deadly design. The second lane needs to be removed.
Mar 13 2025 10:16 PM	When there is any substantial rainfall, water doesn't drain properly at the storm drain at the northwest corner of the intersection of Ramsey and Braddock, which causes a large puddle and obstructs a considerable portion of the crosswalk and the side of the road on Braddock.
Mar 13 2025 10:16 AM	Many years ago I refused to buy a house along Braddock Road because I was scared of the car traffic, noise, and pollution. It was at an intersection and it felt unsafe for my (then future) child to play in our own yard. I also rarely ride my bike on Braddock Road because of that huge hill just beyond the study area. I used to be an avid cyclist and triathlete, and I could never imagine getting up or down that hill safely--even though I would have loved to bike from my house in Old Town to the pool.
Mar 12 2025 09:44 PM	Overall, it seems that the Braddock Metro station area is underinvested in compared to other stops. This area should be a much denser residential and commercial area where all residents can thrive. I want a future where it is a destination stop.
Mar 12 2025 07:51 PM	It’s good that the crosswalk at the Metro has a flashing light. But people drive too fast and are distracted and distracted and don’t always see pedestrians.
Mar 12 2025 06:31 PM	It's a wonderful neighborhood that we generally feel safe navigating in a car and on foot.
Mar 12 2025 05:40 PM	No
Mar 12 2025 04:25 PM	My child will be walking to GWMS next year and I'm definitely nervous about him crossing Braddock Rd

Mar 12 2025 03:05 PM	Painted bike lanes are scarcely better than nothing. This area calls for protected bike lanes and better east/west connections.
Mar 12 2025 02:21 PM	I have found that the signal improvements over the last few years has really benefitted traffic flow and car drivers. The head start on the crosswalks for pedestrians has also been helpful. We now need to slow speeders down and make this area safer for people on bikes and walking.
Mar 12 2025 11:47 AM	I have been involved in two minor accidents on the 4-lane part of Braddock in the past 3 years. Reduce Braddock to one lane each way with dedicated bus stops and two way cycle track on north side. Add HAWK signal at both crosswalks near metro. Remove the slip lane from Braddock to west st. The area around the metro is so so bad.
Mar 12 2025 11:33 AM	Traffic headed East on W. Braddock into the intersection of question is backed up due to being single lane up until Dos Amigos where the lane splits. Offering two lanes would aid with flow to turn left or right onto West street.
Mar 12 2025 11:31 AM	There's no real seating area for people to rest at this intersection. You see people attempting to sit on the retaining wall, but seating would improve the accessibility of the trail and metro station for people with different mobility needs.
Mar 12 2025 11:18 AM	The transfer between the potomac yard trail bike path and the metro station is basically designed to make people go the wrong way in the bike line or ride in the sidewalk, otherwise users are crossing the street twice in 100 feet
Mar 12 2025 11:12 AM	I would love protected dedicated bike paths !
Mar 11 2025 11:10 PM	This is one of the areas I travel most, by foot, bicycle, and car. As well as my small children. I am excited for improved safety and mobility in this area soon!
Mar 11 2025 10:48 PM	I would frequently bikeshare from home to metro if I felt safe doing it.
Mar 11 2025 10:10 PM	I find it unclear when biking north on Braddock from the metro direction. The lane stays right but I go straight up Braddock. It seems dangerous.
Mar 11 2025 09:54 PM	I wish the transportation dept would get out of their cars and trucks and walk or ride. So many of the decisions they make would be shown to be absurd if they had to use the sidewalks or bike lanes they design
Mar 10 2025 02:27 PM	Thank you for collecting public input.
Mar 10 2025 11:29 AM	Generally great walking, biking, and driving in this area! A bathroom near the Potomac yard trail by the middle school would be a great boon.
Mar 10 2025 11:23 AM	Please reevaluate the current signal timing/cadence at the Mt. Vernon/Braddock intersection.
Mar 10 2025 10:44 AM	Using the crosswalk on braddock to directly access the metro can be challenging due to the condition of the pavers. Very bumpy - not smooth.
Mar 10 2025 07:37 AM	Thanks for asking for our feedback!
Mar 09 2025 06:23 PM	You all do a great job and I appreciate the chance to offer helpful solutions.

Mar 09 2025 04:48 PM	Thank you for evaluating this very busy corridor. Cars have a terrible time getting through the light at Braddock and Mt Vernon headed east towards the River in the evening but my non scientific opinion is that a majority are MD tagged vehicles trying to get to Rt 1 through OldTown to the bridge.
Mar 09 2025 04:33 PM	Please don't just focus on obvious areas like Mt Vernon Ave..yes, it has the most pedestrian traffic, but the City must to a pedestrian traffic survey to find the intersection of vehicle traffic and pedestrian traffic
Mar 09 2025 03:48 PM	There is not any good east-west connection from this area of the City for people traveling outside a private car. It's a perfect place for a protected cycle track, wider sidewalks, and bump outs to shorten crossing distance.
Mar 09 2025 12:51 PM	The crosswalk across E. Braddock that's just southeast of the intersection of E Spring and E Braddock is not well observed by drivers. We sometimes wait for 10-12 cars to pass before anyone stops despite the normal cross-walk signs.
Mar 09 2025 12:50 PM	I would really like the city to consider adding roundabouts on these major intersections, they have the benefits of slowing traffic through them while providing a safer way to navigate with the affordance of islands. Russell and Braddock is also a five leg intersection which would be much better served with a traffic circle.
Mar 09 2025 11:37 AM	This area needs to be more friendly to bicyclists!!!!
Mar 08 2025 10:38 PM	I wish the light at Braddock and Mt Vernon was on a sensor. Many times (especially on Sunday as I go to Church) I am the only person at the intersection. The wait is way too long to go through the cycle when only one car is there. This is just about every Sunday around 9:00 am.
Mar 08 2025 09:32 PM	I understand why cyclists use the sidewalk or ride the wrong way in the bike lane. The road is so narrow they are trying to protect themselves from the cars. Please install a traffic signal between Mt Vernon Ave and West St. You can put in a regular signal or one of your pedestrian-activated red stop signals like you have on upper Braddock near Minnie Howard. Either type is better than the current uncontrolled chaos.
Mar 08 2025 02:36 PM	Please do not make it harder to drive this road! In contrast to Russell Road and Commonwealth Avenue, Braddock Road allows people to get where they need to go!
Mar 08 2025 11:38 AM	Please add speed cameras throughout this area and the rest of the city. Currently Alexandria is a place that people speed through, making it very unsafe for those of us who live here to walk or bike. Alexandria needs more bus lanes, more bike lanes, better sidewalks, and fewer lanes for cars.
Mar 08 2025 10:25 AM	I stopped riding my bike to work and hesitate to walk because cars don't obey walking signals
Mar 08 2025 09:42 AM	The timing of the lights at Mount Vernon and Braddock has gotten better over the last 6-9 months. You used to sit a very long time trying to make a left from southbound Mount Vernon to Braddock.

Mar 08 2025 06:29 AM	Please continue to create safer streets for all. From riding around the city, I can tell you that the main issue that endanger cyclists include: Red light running Drivers making right turns without looking out for cyclists going straight in the bike lane.
Mar 07 2025 09:14 AM	I live on W. Braddock. The traffic is too heavy and moving too fast. I sign/machine that notes how much cars and trucks are exceeding speed limits between Russell and commonwealth may help slow drivers down as they speed up to catch the lights at both intersections. There are times when cars are going 40 or more miles an hour on a very residential street with hidden driveways, walkers, and kids nearby. At night, drivers sometimes go 45-50 miles an hour which is just scary.
Mar 06 2025 04:23 PM	Widen Potomac Yard trail in places, especially at Braddock, consider some kind of lanes and dividers to separate pedestrians and cyclists on Potomac Yard Trail.
Mar 06 2025 03:53 PM	I want the city to make this area more friendly to pedestrians, as it is in the walk shed of a Metro station and two very popular trails. Some bike connectivity would be excellent too.
Mar 06 2025 03:46 PM	Car traffic congestion at the entrance to the 7/11 parking lot is a problem, frequently blocking the bike lane and sidewalk. The segment of Braddock Rd between the Potomac Yard Trail and the Metro Linear Trail really is a key trail segment connecting the two trails (which happens to be shared with cars) -- it should be treated as such with pedestrian and cyclist priority.
Mar 06 2025 03:00 PM	Maybe some police presence when school is starting and ending would be helpful.
Mar 06 2025 09:30 AM	Generally pleasant, with the occasional near-death experience. Need better bicycle lanes.
Mar 06 2025 09:08 AM	The entire E Braddock-Old Town North interface is overbuilt for the amount of traffic it receives. The slipways from E Braddock to N West St take up space and provide very little advantage to drivers. Parking in the slipway for a handful of cars comes at the expense of the pedestrian experience. Stoplights at Wythe and Pendleton should be replaced with stop signs, as the current systems unnecessarily slows down transit for drivers and pedestrians. Two-lanes of travel on each side of the road are unnecessary, one lane should be removed and replaced with a wider sidewalk and GRADE SEPERATED bike lanes. The pedestrian crossings near Potomac Yard Trail and Metro Linear Trail need speed bumps as inattentive drivers, especially at night, miss the visual cues to stop.
Mar 06 2025 09:06 AM	If you cross at north west and Braddock there is no direct path to metro. You have to walk around the fence
Mar 05 2025 11:03 PM	Alexandria's failure to build roads to accommodate its cars, walkers and bikers is outrageous. And please -- stop pretending cars are "optional". They are the primary means of carting kids around and

	engaging and shopping in the community. Make the roads better for cars even as you also make them safer for bikes and pedestrians. You have imprisoned us.
Mar 05 2025 07:36 PM	Thanks for gathering constituent feedback and for your service to this community!!
Mar 05 2025 02:45 PM	I don't bike this section because of the danger.
Mar 05 2025 01:46 PM	The area is doing a lot of things well but could be improved to accommodate all road users
Mar 05 2025 12:29 PM	The sun lines up with Braddock at commute times making it difficult for drivers to see pedestrians. I'm not sure what the solution to this is.
Mar 05 2025 12:17 PM	Appreciate the attempt to remind motorists they are sharing Braddock with bicyclists. But feel this is frequently ignored by motorists
Mar 05 2025 09:32 AM	The speeding drivers are my biggest concern as a pedestrian and cyclist. I honestly feel like I'm taking a big risk using Braddock Road. I "never" see police there. Why?
Mar 05 2025 09:25 AM	The crowding at the end of the Potomac trail and Braddock during middle school dismissal is unsafe.
Mar 05 2025 07:47 AM	The timing of the traffic light coming north on Mt Vernon to Braddock is too long and encourages cut through traffic from the neighborhood. There should be sensors in the road (like at Braddock and Russell) to adjust for traffic patterns.
Mar 05 2025 07:36 AM	This is a critical missing link that needs protected bike infrastructure.
Mar 04 2025 06:07 PM	I'm very happy with the area as is.
Mar 04 2025 04:22 PM	Drivers get frustrated And speed through this section. When they speed through the section, it's very dangerous to cross the corridor.
Mar 04 2025 11:44 AM	Either we have a network of safe, connected bicycle lanes and shared-use paths or we have a broken transportation facility that only the most determined people will use. Please stop building brand-new shiny broken stuff.
Mar 04 2025 10:20 AM	I jog along the PY and Metro Trails twice a week, morning and evening hours, and do not see any issues or challenges. Great job!
Mar 04 2025 09:10 AM	There needs to be more attention paid to snow removal on sidewalks and not piling the snow at the entrance to crosswalks.
Mar 04 2025 08:21 AM	It's a great place for people, with trails, walkers, restaurants, and cars, but it's hazardous near the 7 Eleven, and there are no marked bike lanes west of Mt Vernon, so bikers are in the flow of traffic.
Mar 03 2025 08:08 PM	It is difficult for pedestrians to navigate the intersection of Braddock Rd and West.
Mar 03 2025 06:14 PM	I think the timing at the stoplight could be improved. The recent improvements at Russell / King have been wonderful.
Mar 03 2025 05:51 PM	Dangerous drivers are a huge liability. I have been almost hit in the crosswalk many times, and seen many drivers failed to yield to pedestrians and cyclists who were in the crosswalk. I have also been passed illegally many times on Braddock Road by cars driving dangerously. The bicycle lanes need to

	be extended all the way to the intersections with bike bars, so there are not re-emerging conflicts every block.
Mar 03 2025 04:40 PM	Walked to Metro for many years with no issues -
Mar 03 2025 02:32 PM	Car drivers do not stop for people waiting to cross at the crosswalk near where the Metro Linear Trail hits E Braddock.
Mar 03 2025 12:55 PM	Sidewalks are terrible throughout the entire corridor and not friendly for strollers let alone pedestrians walking. Bus stops that halt the entire driveway lane cause unnecessary congestion.
Mar 03 2025 12:22 PM	Designing the access point to Metro Linear Park similar to Potomac Yard Trail would create a better uniform sense of place.
Mar 03 2025 11:19 AM	This is the most important set of intersections as it has metro, trail access, and schools. Generally pedestrians are enabled (although with much opportunity for improvement) but bicycling is very dangerous in this area. Enabling low-skill bike riders through these very congested and dangerous intersections would be more impactful than than most other bike projects.
Mar 03 2025 10:09 AM	This is a major gap in an area that otherwise features a fairly comprehensive bike and pedestrian network. It should be straightforward and noncontroversial for the City to address if it abides by its Complete Streets and Vision Zero commitments.
Mar 03 2025 08:51 AM	The Braddock, N West, and Wythe St intersection is challenging and confusing to use for pedestrians and bikes. It seems like removing slip lanes and making a standard 4 way intersection where Braddock and Wythe meet would provide for a more predictable intersection for pedestrians and bikes. The light time at Commonwealth and E Braddock should be reviewed. There is a weird delay between left turn green arrow and straight green. I think the leading pedestrian interval was implemented incorrectly.
Mar 02 2025 05:04 PM	Please put in dedicated bicycle lanes and widen the sidewalks. We should be encouraging multi-modal transportation modes, especially so close to critical junctions like Braddock Metro. Many cyclists and pedestrians use this road but it is designed quite poorly. Instead of continuing the bike lanes through this section, the road has sharrows and parking spaces. Cyclists often have to weave around parked cars or wait for speeding cars to pass them. Parking spaces are often over 50% unused, and every single house here already has driveways.
Mar 02 2025 11:54 AM	There are LOTS of middle schoolers that bike in this area to/from GWMS which is FANTASTIC. But traffic is really aggressive. We need better bike lanes along Braddock and throughout the neighborhood.
Mar 02 2025 08:50 AM	please eliminate the sharrows/parking spaces and install a proper bike lane and make pedestrian improvements at corners

Mar 02 2025 08:46 AM	This area is a crucial connection point for the north end of the city. It would be nice if it was access was a little more safe and convenient for non-drivers.
Mar 02 2025 06:48 AM	The pedestrian traffic signals need to be longer. At least 30 seconds
Mar 02 2025 12:11 AM	A bike lane down Wythe or Pendleton Street would do a lot to connect the Mount Vernon Trail to the Potomac Yard and Metro Linear Trails.
Mar 01 2025 10:48 PM	Fixing this area could be a huge boon to the neighborhood! It would connect a lot of homes and people to the Metro and other businesses. The goal should be to make this study area so safe that elementary school kids are able to bike or walk themselves to school. Anything less is not enough.
Mar 01 2025 09:48 PM	I bike and bus through this area very consistently on my way to old town. All busses entering the loop to braddock road take so long to stop there, and the bus facilities should be redesigned to speed up access. Additionally any level of bicycle access would make Old Town more accessible to the rest of Alexandrians.
Mar 01 2025 09:36 PM	Braddock Road is a dead spot between the Del Ray, Old Town, and Rosemont bike networks. Improved bike facilities and increased police traffic enforcement would go a long way to improve non-car transportation.
Mar 01 2025 09:07 PM	Road diets would make this area much more pleasant for people outside of cars
Mar 01 2025 08:31 PM	Every single house in the study area already has a driveway (yes literally 100%) and there are several side streets with parking. Please remove the street parking on this section of Braddock Rd to make room for dedicated bike lanes. Also, this section is a critical "missing link" for several other nearby bike lanes and trails (Potomac Yard Trail and the trail to King Street). Bike lanes are sorely needed.
Mar 01 2025 06:55 PM	The "click here" button was not active.
Mar 01 2025 04:09 PM	I know it’s out of scope but the sidewalk ending on the north side of Braddock at Russell road means pedestrians need to cross and they might not know (that’s also a tough crossing on that side)
Mar 01 2025 04:08 PM	Too much traffic through Linden between Braddock and Commonwealth. Very unsafe for children.
Mar 01 2025 03:43 PM	The new light cycle at Braddock and Mount Vernon is great, please don’t change it.
Mar 01 2025 03:20 PM	The wait time for pedestrian crossings at Mt Vernon Ave and Braddock can feel very long. Perhaps it’s a pipedream but I’d love to see pedestrian access to the Braddock Rd platform via elevated walkway over the train and Metro tracks from the Potomac Yard trail so it’s easier to access from points in Del Ray. That’s something I appreciate about the option to exit King Street Metro just off of Commonwealth & Cameron heading into Rosemont. It limits the need to cross multiple streets with heavy traffic.
Mar 01 2025 03:08 PM	Thank you for working to improve this area! Scooters and e-bikes. They are heavy and extremely fast and are left across sidewalks, including accessible ramps. Also, drivers cut through the Yates parking

	lot from Mt Vernon past Lena's and 7-11. There is a do not enter sign posted, but some drivers ignore it.
Mar 01 2025 02:42 PM	New light cycle at Mt Vernon is good.
Mar 01 2025 01:20 PM	Don't take down trees to make improvements, this should make this more accessible AND beautiful to promote a thriving community usage space
Mar 01 2025 11:23 AM	The more signage & painted bike route sharrow's tell drivers that they are to share the road safely with all users . Speed bumps help out a lot calming traffic like on commonwealth Ave
Mar 01 2025 10:55 AM	I think drivers generally respect the cross walks near the metro. I think the most dangerous area is the Braddock and mt. Vernon intersection
Mar 01 2025 10:19 AM	You may want to think about how driving Braddock eastbound from King in the am is affecting drivers. The lack of left turn lanes can slow flow a lot but somewhat sporadically. God forbid you get caught behind a garbage truck. Then there's the drivers who use the right turn onto Russell as a means to push ahead of 2-10 cars going straight through; doesn't really achieve anything for them timewise but they succeed in antagonizing other drivers right before we all move in to the pedestrian heavy areas. Plus, the repeating roadwork / infrastructure work between Russell & Commonwealth over the last 3 years probably led to more irate drivers. I also have had colleagues who biked and they preferred to use the park trails as much as possible for transit. They hated the Braddock Metro area because they felt neither drivers or pedestrians were paying attention, though the flashing beacons helped.
Mar 01 2025 10:06 AM	I fully support this project and hope that it makes people feel safe, and enjoy walking and biking more.
Mar 01 2025 10:05 AM	Thank you for paying attention to the walking safety issues on their corridor
Mar 01 2025 08:40 AM	Pedestrian signal at Braddock & Mt Vernon should always be in due to proximity of school and Metro station, not beg button
Feb 28 2025 08:35 PM	Please extend the study area westward to include the block I have discussed. It makes no sense to cut it off at Russell Road.
Feb 28 2025 07:50 PM	I take my baby in my stroller on Braddock all the time and it would nice to feel safe outside! If we build pedestrian friendly infrastructure, more people will feel comfortable being pedestrians! This could be a great walkable area connecting to old town and del ray but is just a bit too car friendly for folks to feel safety
Feb 28 2025 07:24 PM	Even when I ride my bike I don't feeel particularly safe on Braddock from the trail to west street (my office is down West Street, so I don't interact with the Metro station as much as the school and the buses
Feb 28 2025 07:11 PM	Braddock doesn't really work well for anyone
Feb 28 2025 06:25 PM	The bike infrastructure feels half assed right now, you gotta be all in or all out!
Feb 28 2025 06:16 PM	I've also found the 7-11 on Braddock to be a little uneasy walking or biking past. There are often people (possibly unhoused, mentally ill, dayworkers, etc) hanging outside and either talking at people passing

	by or just slumped over / sleeping on the ground outside. A couple months ago there was also a big pile of human excrement right in the middle of the sidewalk which took me by surprise. I wish the 7-11 was replaced with another business, like the dry cleaners or pizza place next store which do not have these types of issues.
Feb 28 2025 05:46 PM	Braddock feels like a dangerous road to cross as a pedestrian, and I try to avoid it whenever I can. I would probably take more trips by foot or bike between Old Town and Del Ray if not for having to cross Braddock.
Feb 28 2025 05:41 PM	No
Feb 28 2025 05:16 PM	Generally this section of Braddock Rd. encourages cars to drive too fast and the entire section could use a road diet or other calming measures, such as bump outs for bus stops, raised cross walks, more stop signs at the intersections once you get past Mt. Vernon
Feb 28 2025 04:50 PM	Trucks often unload illegally or park in the bike lane next to 7/11 so please add some sort of protection there. Have you looked at extending the bike lanes all the way to Commonwealth Ave and Russell Rd? It would require repurposing parking spaces but all of the homes have driveways so street parking is an underused public asset. Even getting a bike lane on the uphill segments would be helpful. The 2016 bike/ped plan shows sharrows between Mount Vernon Ave and Commonwealth, perhaps a reflection of the political climate at the time, but nowadays, newer guidance says traffic volumes are too high and fast for cyclists to safely share the road. And our political climate has become significantly more bike friendly. This is an important route to and from the Braddock Rd Metro. Is the segment between Commonwealth and Russell Rd planned to have bike lanes like the Master Plan shows?
Feb 28 2025 04:21 PM	Freight delivery vehicles for 7-11 and Lena's routinely block the bike lane.
Feb 28 2025 04:17 PM	We need access to the metrorail station from the west side of the CSX tracks. Having to cross all the way around adds several minutes onto travel times. A new entrance would be greatly helpful!
Feb 28 2025 02:53 PM	You have to do something to fix the intersection's tendency to flood.
Feb 28 2025 01:24 PM	Adding the advance walk signal at MVA was a step in the right direction, but I would also like to see 360º pedestrian crossings because many walkers need to cross diagonally.

Community Comment Period #2: Fall 2025

Q1. What transportation modes do you use in the project area? Select all that apply.

Answer Choices	Responses	
Drive (car, truck, motorcycle, SUV, or passenger)	86.37%	507
Bus (DASH or Metro)	35.43%	208
Walk	74.28%	436

Bicycle, e-bike, or scooter	52.81%	310
Wheelchair or other mobility-assist device	0.85%	5
Metrorail	55.54%	326
Other (please specify)	1.36%	8
	Answered	**587**
	Skipped	**0**

Q2. Why do you typically travel on Braddock Road? Select all that apply.

Answer Choices	Responses	
I live or work near Braddock Road.	64.51%	378
I travel through this area but do not stop.	24.57%	144
I use Braddock Road to reach shops or restaurants.	65.19%	382
I use Braddock Road to reach nearby parks.	40.10%	235
I use Braddock Road to get to school.	10.41%	61
I use Braddock Road to access the Metrorail Station.	57.85%	339
All the above	12.12%	71
Other (please specify)	9.39%	55
	Answered	**586**
	Skipped	**1**

Response Date	Other (please specify)
Oct 04 2025 06:46 PM	Good Shepherd Lutheran Church
Oct 03 2025 08:15 PM	pick up or drop off child at school on occasion
Oct 03 2025 08:09 PM	I drive my kid to school and scouts on Braddock.
Oct 03 2025 07:04 PM	Kid goes to GWMS
Oct 03 2025 11:33 AM	I am a member of a community group that meets there every week.
Oct 03 2025 10:16 AM	I attend rehearsals at a church on Braddock road with no dedicated parking lot, and the only handicapped spots are on Braddock
Oct 03 2025 09:48 AM	it is one of the few main corridors between old town and hospital
Oct 03 2025 08:37 AM	To reach a church

Oct 03 2025 07:10 AM	I used to live very close to this area on E Glendale Ave
Oct 02 2025 10:20 PM	I regularly visit a place of worship on this block.
Oct 02 2025 09:08 PM	Attend events at Good Shepherd Lutheran Church
Oct 02 2025 08:55 PM	to church, and to community events
Oct 02 2025 06:54 PM	Attend church
Oct 02 2025 06:08 PM	Work on Fairfax St.
Oct 02 2025 05:54 PM	Visit family
Oct 02 2025 03:24 PM	Have a client off of Braddock.
Oct 02 2025 03:18 PM	visit family and friends
Oct 02 2025 02:12 PM	my church is locatyed on Braddock Road
Oct 02 2025 01:38 PM	I use Braddock Road to go to Good Shepherd Church. I have to make a U turn to park in the only handicap space.
Oct 01 2025 03:44 PM	use Braddock Rd to get to 395 via Quaker Lane
Oct 01 2025 12:26 PM	I also use to visit friends and neighbors
Oct 01 2025 10:16 AM	I use Braddock Road to go to church.
Oct 01 2025 08:46 AM	Dental and doctor appointments
Sep 29 2025 10:46 PM	I access GSLC and have to drive there once a week
Sep 27 2025 04:34 PM	I to to Good Shepherd Lutheran Church and sing in a group there.
Sep 26 2025 04:33 PM	I visit my son who lives in the Parker Gray area.
Sep 25 2025 09:04 PM	I have lived on Braddock Road for 16 years
Sep 23 2025 07:19 PM	Out for a bike ride.
Sep 22 2025 01:43 PM	I use Braddock Road to visit friends
Sep 22 2025 11:28 AM	visit friends
Sep 21 2025 06:57 PM	Leisure and recreation in the area
Sep 19 2025 07:36 AM	To visit Old Town Alexandria from my home in Del Ray
Sep 18 2025 03:54 PM	To get to work
Sep 18 2025 01:14 PM	To go from my house to my brother's house
Sep 18 2025 08:46 AM	Exercise on the Potomac Yard trail
Sep 17 2025 08:59 PM	I use Braddock Road to walk to work
Sep 17 2025 12:23 PM	Braddock is one of very few east-west options in the city. While living in Rosemont and Old Town, I used Braddock Road daily, sometimes multiple times a day -- shopping, taking kids to school, doctors appointments, etc.

Sep 17 2025 12:09 PM	We live off braddock Road on Valley - I cross everyday walking
Sep 17 2025 08:51 AM	visit friends and family
Sep 16 2025 07:31 PM	to visit good friends
Sep 16 2025 05:57 PM	To access the PYT and Metro Linear Trail
Sep 16 2025 12:46 PM	And access the bike path.
Sep 16 2025 08:57 AM	I access the PYT and the MLT
Sep 15 2025 01:48 PM	nasdsd
Sep 15 2025 10:58 AM	Recreationally, for exercise and enjoyment of our beautiful trails
Sep 15 2025 05:19 AM	I use it to transfer to DASH bus
Sep 14 2025 09:53 PM	To access the Main Line Trail to bike to work
Sep 14 2025 04:55 PM	Taking students to and from school events
Sep 14 2025 04:30 PM	It's a major connector artery for me
Sep 14 2025 07:53 AM	I live on the corner of Braddock and Commonwealth
Sep 13 2025 05:14 PM	I take my child to school by bike
Sep 12 2025 12:12 PM	I use the Braddock Road sidewalks to access the PY Trail
Sep 12 2025 07:56 AM	This stretch of road is my principal jogging route
Sep 11 2025 02:15 PM	Jog through area
Sep 11 2025 10:16 AM	my kids use Braddock Road to get to school

Q3. On a scale of 1 (not at all important) to 5 (very important), how important is it to you that the future design of Braddock Road achieves the following objectives?

	1 Not At All Important		2 Not Important		3 Neutral		4 Important		5 Very Important		I Don't Know		Total	Weighted Average
Encourages safe travel speeds	4.48%	26	3.27%	19	9.81%	57	20.83%	121	61.10%	355	0.52%	3	581	4.31
Provides safe pedestrian crossings	2.23%	13	1.89%	11	7.56%	44	17.35%	101	70.45%	410	0.52%	3	582	4.53
Makes sidewalks safe and easy to use	2.24%	13	2.24%	13	8.43%	49	21.69%	126	64.72%	376	0.69%	4	581	4.45

Provides comfortable places for people to bike or scoot	15.57 %	90	8.82%	51	13.67 %	79	11.07 %	64	50.17 %	290	0.69 %	4	578	3.72
Makes it easier to get to bus stops and the Metro	7.48%	43	4.52%	26	16.52 %	95	26.78 %	154	44.00 %	253	0.70 %	4	575	3.96
Minimizes traffic congestion	17.04 %	99	11.70 %	68	22.55 %	13 1	17.04 %	99	30.81 %	179	0.86 %	5	581	3.33
Reduces crashes	2.75%	16	2.58%	15	14.80 %	86	24.78 %	144	53.53 %	311	1.55 %	9	581	4.26
Improves access to nearby trails	10.05 %	58	11.27 %	65	15.94 %	92	21.49 %	124	39.86 %	230	1.39 %	8	577	3.71
											Answered			**584**
											Skipped			**3**

Q4. On a scale of 1 (strongly dislike) to 5 (strongly like), please rate how you feel about the different features of Option 1A?

	1 Strongly Dislike		2 Dislike		3 Neutral		4 Like		5 Strongly Like		I don't know		Total	Weighted Average
A buffered uphill bike lane for people traveling westbound towards Russell Road.	21.27%	114	7.09%	38	9.51%	51	17.16%	92	43.28%	232	1.68%	9	536	3.55
A shared travel lane for bicycles and motor vehicles traveling eastbound towards Commonwealth Avenue.	34.02%	182	24.30 %	13 0	22.99 %	123	11.03%	59	6.36%	34	1.31%	7	535	2.3

Parking removal on the north side of Braddock Road, in the westbound direction towards Russell Road.	26.68%	143	6.72%	36	18.28 %	98	13.81%	74	32.84%	176	1.68%	9	536	3.2
Keeping parking along the south side of Braddock Road, in the eastbound direction towards Commonwealth Avenue.	22.76%	122	13.81 %	74	25.93 %	139	9.89%	53	24.44%	131	3.17%	17	536	2.99
											Answered			**539**
											Skipped			**48**

Q5. On a scale of 1 (strongly dislike) to 5 (strongly like), please rate how you feel about the different features of Option 1B?

	1 Strongly Dislike		2 Dislike		3 Neutral		4 Like		5 Strongly Like		I don't know		Total	Weighted Average
A buffered uphill bike lane for people traveling westbound towards Russell Road.	23.33%	126	5.37%	29	5.19%	28	13.15%	71	51.11%	276	1.85%	10	540	3.65
A buffered bike lane for people traveling eastbound towards Commonwealth Avenue.	23.52%	127	5.74%	31	7.78%	42	13.70%	74	47.59%	257	1.67%	9	540	3.57
No changes to existing travel lanes.	9.79%	52	6.03%	32	28.25%	150	18.27%	97	35.97%	191	1.69%	9	531	3.66
Parking removal along both sides of	28.89%	156	7.04%	38	17.04%	92	12.22%	66	32.59%	176	2.22%	12	540	3.13

Braddock Road between Russell Road and Commonwealth Avenue.														
											Answered			**541**
											Skipped			**46**

Q6. On a scale of 1 (strongly dislike) to 5 (strongly like), please rate how you feel about the different features of Option 2A?

	1 Strongly Dislike		2 Dislike		3 Neutral		4 Like		5 Strongly Like		I don't know		Total	Weighted Average
Bike lanes in both directions.	24.38%	128	6.48%	34	8.00%	42	13.33%	70	46.67%	245	1.14%	6	525	3.52
Parking removal on both sides of the street.	30.40%	159	7.27%	38	14.91%	78	11.09%	58	34.42%	180	1.91%	10	523	3.12
											Answered			**526**
											Skipped			**61**

Q7. **On a scale of 1 (strongly dislike) to 5 (strongly like), please rate how you feel about the different features of Option 2B?**

	1 Strongly Dislike	2 Dislike	3 Neutral	4 Like	5 Strongly Like	I don't know	Total	Weighted Average

A buffered bike lane for people traveling westbound towards Russell Commonwealth Avenue.	21.82%	115	7.21%	38	9.11%	48	16.70%	88	44.02%	232	1.14%	6	527	3.55
A shared travel lane for bicycles and motor vehicles traveling eastbound towards Mount Vernon Avenue.	33.59%	177	24.48%	129	21.44%	113	13.28%	70	6.26%	33	0.95%	5	527	2.34
Parking removal on the north side of Braddock Road between Commonwealth Avenue and Mount Vernon Avenue.	26.43%	139	7.03%	37	20.15%	106	13.69%	72	31.18%	164	1.52%	8	526	3.16
Some parking preserved along the south side of Braddock Road between Commonwealth Avenue and Mount Vernon Avenue.	20.42%	107	15.84%	83	29.01%	152	18.70%	98	13.74%	72	2.29%	12	524	2.89
											Answered			**528**
											Skipped			**59**

Q8. On a scale of 1 (strongly dislike) to 5 (strongly like), please rate how you feel about the different features of Option 3?

	1 Strongly Dislike		2 Dislike		3 Neutral		4 Like		5 Strongly Like		I don't know		Total	Weighted Average
A protected cycle track (or bi-directional bike lane) along the north curb of Braddock Road.	20.89%	108	5.03%	26	8.90%	46	13.35%	69	50.48%	261	1.35%	7	517	3.68
One travel lane heading westbound toward Mount Vernon Avenue.	24.66%	127	8.35%	43	13.79%	71	19.42%	100	31.65%	163	2.14%	11	515	3.26
One travel lane heading eastbound toward North West Street.	24.12%	124	8.17%	42	14.79%	76	19.26%	99	31.32%	161	2.33%	12	514	3.26
A large buffer separating the travel lane from the bike lane.	19.77%	102	6.01%	31	12.98%	67	17.64%	91	41.67%	215	1.94%	10	516	3.57
A bike lane along the south curb of Braddock Road for people traveling eastbound toward North West Street and connecting to the Metro Linear Trail.	18.52%	95	6.43%	33	11.31%	58	20.47%	105	41.52%	213	1.75%	9	513	3.61

										Answered	**517**
										Skipped	**70**

Q9. What is most important to you for the intersection of Braddock and Russell Road? Rank the following on a scale of 1 (not at all important) to 5 (very important).

	1 Not at all important		2 Not important		3 Neutral		4 Important		5 Very Important		I don't know		Total	Weighted Average
Minimizing vehicle wait time	24.21%	122	15.08%	76	20.04%	101	18.06%	91	21.23%	107	1.39%	7	504	2.97
Minimizing pedestrian wait time	9.33%	47	10.52%	53	30.75%	155	30.75%	155	17.06%	86	1.59%	8	504	3.36
Minimizing pedestrian crossing distances	10.76%	54	11.16%	56	22.11%	111	20.92%	105	33.07%	166	1.99%	10	502	3.55
Providing dedicated space for people biking and scooting	20.20%	102	9.50%	48	9.70%	49	16.04%	81	43.17%	218	1.39%	7	505	3.53
Creating more space for pedestrians	12.18%	61	8.98%	45	16.77%	84	22.95%	115	37.52%	188	1.60%	8	501	3.66
Reducing conflicts between turning drivers, pedestrians, and cyclists	5.96%	30	4.57%	23	11.13%	56	21.47%	108	55.07%	277	1.79%	9	503	4.17
											Answered			**505**
											Skipped			**82**

Q10. Do you have any comments on the Braddock and Russell Road intersection options?	
Answered	**190**
Skipped	**397**

Response Date	Responses
Oct 03 2025 08:22 PM	I like 4A.
Oct 03 2025 07:59 PM	I prefer 4A
Oct 03 2025 07:09 PM	I prefer 4A
Oct 03 2025 06:10 PM	I think the eastbound right turn lane is more harmful than good. More frequently than I see vehicles turning right, I see people in cars aggressively speeding down the right lane and then cutting in front of the left lane to go straight. I feel more frequently delayed by left-turning car traffic, but I'm not concerned about having to wait for the occasional right turn. I'd be thrilled to see that right turn lane go away.
Oct 03 2025 06:01 PM	This is fantastic — cars can wait, prioritize pedestrians and cyclists.
Oct 03 2025 12:57 PM	Generally I have less strong opinions about this intersection going East/West because the hill discourages biking in that direction. It's not as high a priority as the Mt Vernon and Commonwealth intersections.
Oct 03 2025 11:53 AM	I have no strong ties to the monument cannon placed in the middle of this intersection. I cannot read the description as either a driver or a pedestrian so it does not seem to be a good location for a historical marker. If moving it to the side of the road is offered as a way of improving the pedestrian and bike safety of that intersection, I would support that.
Oct 03 2025 11:44 AM	The plan is deeply flawed and makes bad assumptions. Bike lanes never come close to attracting the promised volume and it results in more congestion with no benefits
Oct 03 2025 11:38 AM	This intersection doesn't need any improvements other than to improve No Turn on Red signage, especially at the northbound Russell Rd lane
Oct 03 2025 10:15 AM	enough with the bicycles.. most bicyclists do not know or disobey rules of the road. lanes provided thru most of city remain unused. bicyclists are a hazard andscooters are insane. this is a tremendous waste of taxpayer money and is not desired by the vast majority of city residents. Do something useful and teach our kids how to read and write. and do not give them scooters to kill themselves and others.. These questionaires are also a joke. The city convenes meetings and questionaires to get citizen input and then when the majority input is contrary to their desires, the input is ignored and our authoritarian government does exactly as it pleases. I wonder who is going to pay for this unnecessary nonsense that appeases a small minority when the residents and small businesses are chased out. After Braddock and Duke Sts are destroyed, the grand finale shall be how to ruin what's left of King..

	Amazing!
Oct 03 2025 03:38 AM	Prioritize Car/Truck traffic.
Oct 02 2025 09:44 PM	Every change you all have made thus far throughout the city has led to increased accidents and incidents. Seminary road is absolutely shameful and a disgrace. There are not nearly that many cyclists throughout the area to warrant changing everything and wasting our tax dollars on these insane attempts at making this a biking city. It is not one. It will never be one. It has never been one. Do not continue to tear up the city and waste money needlessly for a very tiny chunk of the population that bikes occasionally. All you're doing is causing problems with millions in taxpayer dollars.
Oct 02 2025 09:27 PM	Comment on Braddock Road access to Good Shepherd Lutheran Church (GSLC): I am disabled and depend on the accessible entrance to the church every week. Please do not make changes that limit or remove that accessibility. Removing parking at GSLC removes accessibility for the disabled, as well as making access more difficult for the general GSLC community and for local residents. Please remember ADA considerations in your plans moving forward. Parking on Braddock Road at GSLC is the only way for the disabled to safely access GSLC.
Oct 02 2025 07:42 PM	Seems to work as is
Oct 02 2025 06:05 PM	Prefer 4A due to likely physical car back-ups from fewer lanes. Back ups create difficulty with westbound left turns, etc.
Oct 02 2025 03:34 PM	These road diets and all they entail cause more congestion, longer travel time for your citizens, police and fire - police and fire are against these! They are dangerous for everyone, especially because cyclists, scooter riders and pedestrians are running out into streets and in general not abiding by the rules of the road. We are the 2nd worst traffic area in the Nation, these changes make traffic worse. Seminary road diet has caused nearly 30 accidents on a stretch that didn't have accidents prior to the diet. Please stop.
Oct 02 2025 03:23 PM	take away street parking for better pedestrian sight lines.
Oct 02 2025 03:15 PM	Less cars more people more bikes more buses
Oct 02 2025 02:49 PM	I have never seen pedestrians here
Oct 02 2025 02:27 PM	We need more than painted curb extensions
Oct 02 2025 01:50 PM	It is hard to control speed when coming down Russell Rd eastbound. NO bumps/tables (they hurt my back), but should be taken into consideration when timing lights.
Oct 02 2025 01:50 PM	I live a block from there and travel this intersection several times a day, via car and on foot for 20 years. You do not need more space for pedestrians. You do not need to increase any more wait time for cars. Traffic is already so bad at that intersection. No one is riding their bike west on Russell up that insane hill. Traffic apps now direct cars to skip this intersection by traveling back and forth on Spring Street, between Braddock and Russell, causing huge problems for us with speeding pass

	through cars all day long. If this intersection and the one at Commonwealth is made to have an even longer light cycle, this danger on Spring will get worse. So many young children live on these 2 blocks. It is an accident waiting to happen.
Oct 02 2025 01:20 PM	Both options include conflicts between westbound bikers and westbound drivers turning right
Oct 02 2025 12:32 PM	not every road needs to have bike lanes!
Oct 02 2025 11:24 AM	The northwest corner sidewalk is terrible to navigate with a stroller or mobility device due to utility polls interfering with sidewalk. This intersection is still in the walk zone for GWMS but we aren't comfortable using Braddock to bike to school. Also the pedestrian crossing at Spring street is often difficult for my middle schooler when walking. Cars don't stop especially during the morning rush.
Oct 02 2025 10:56 AM	More traffic lights
Oct 02 2025 10:47 AM	Keep the streets as they are please
Oct 02 2025 09:31 AM	Reduction of complexity would be a positive
Oct 02 2025 09:00 AM	Can we make left turns onto northbound Russell ONLY from W Alexandria and make the single Braddock eastbound lane thru traffic (straight ahead) and right turn only? Left turning vehicles from the single eastbound lane will hold up eastbound traffic and there are a lot of cars going eastbound during PM rush. So they should make a left using W Alexandria ONLY.
Oct 02 2025 08:18 AM	I have lived at this intersection for 9 years. I use it as a pedestrian 2-4 times per day. I don't see wait times or cross conflicts as in issue. I strongly oppose reversin direction of Alexandria avenue. That will increase traffic in a narrow residential street, encourage riskier practices crossing and make things less safe. Removing the turnlane from east bound Braddock will cause not only delays but dangerous backups on that decline. Further , there are multiple churches in the area that would be negatively impacted by parking loss. This has to be considered. These institutions serve people from across the city during worship and by offering their spaces free of charge for a range of community purposes. They need parking to be inclusive. Material parking reductions along Russell road will make them less accessible to the community and cause parking congestion and increased traffic on residential side streets. Options for bike priority in side matters should be further explored. There is not compelling reason it all has to be on Braddock.
Oct 02 2025 04:11 AM	Leave it as is
Oct 02 2025 03:03 AM	We need lanes for cars; bikers can share Never reduce lanes for cars
Oct 01 2025 11:23 PM	This is ridiculous. Status quo is fine and better for actual taxpayers. This is make work for a bureaucracy at its best. We don't need this.
Oct 01 2025 02:26 PM	The biggest issue with the intersection has to deal with vehicles and congestion and not with pedestrian wait times or crossings.
Oct 01 2025 01:07 PM	Law enforcement should be used to enforce current configuration and fine violators. Bicycles should be using secondary arteries and not major thoroughfares.

Oct 01 2025 11:19 AM	The light from Alexandria Ave is ON DEMAND. There is no need to change the direction of travel on Alexandria Ave.
Oct 01 2025 10:21 AM	Although the wait times are long for pedestrians, this intersection seems to work well. There are not usually long backups of traffic. The light manages the flow between cars, bikes, and pedestrians.
Oct 01 2025 10:12 AM	Provide options for this and other wide intersections similar to it that are not perpendicular to include a roundabout. Understanding that Braddock eastbound does carry speed down the hill and bus turning radius needs to be accounted, the four timed segments just build up cars in every direction when stop / yield signs into the roundabouts could allow persistent flow in all directions. Including the bike lanes can be incorporated as well with 4-way stops at the intersection.
Oct 01 2025 08:50 AM	Adding vehicle wait time by eliminating travel lanes is planning to make drivers lives worse. Why would a city take such an irresponsible action when they trade-pods are insufficient? In other words, catering to 5 daily bicyclists instead of hundreds of daily drivers.
Oct 01 2025 07:56 AM	Since implementing the turn signals and an actual wait time instead of having to fight the traffic going into Rosemont from Mount Vernon has been extremely helpful. However, what is causing the mess from 3 o'clock until 6 o'clock is that you allow 10 seconds to turn left onto West Street going towards the metro and if you have two city buses making that light, no other cars can make, it hence the back up past Yates. The left turn signal onto West going towards Braddock Rd., Metro has to be longer.
Sep 30 2025 10:47 PM	If more people opt to walk or bike instead of drive, then wait times for drivers may even go down! I don't think the wait times will be a problem at all
Sep 30 2025 09:28 AM	There is way too much traffic on Braddock Rd from Commanwealth to BR Metro. The city wasn't created as a walkable city so please quite catering to the bike lobby (which mostly don't live in our city). We all need to obey traffic laws and bikes sharing the roads with vehicles has made traveling for both MUCH more dangerous! Please stop wasting hard earned tax payer money on initiatives that most Alexandrians do not support. Is there a public hearing on this? Take a city wide vote and I bet this initiative will fail.
Sep 30 2025 05:52 AM	These plans remove parking spaces from an area (intersection of Braddock Rd and Mount Vernon Ave) that already have limited parking - especially since can't park on east side of Mount Vernon Ave during the day. Look at any side street and you'll see how desperately more parking spaces are needed.
Sep 29 2025 10:18 PM	Do not make changes that will further traffic congestion (see 4B).
Sep 29 2025 03:50 PM	Why would reversing Alexandria help? That would just make Alexandria Ave very unsafe!
Sep 29 2025 02:52 PM	I don't commute through this area by car or walking, however... Removing the westbound turning lane onto northbound Russell Rd will be very bad for drivers. So will removing the southbound turn lane from eastbound Braddock Rd. These seem to let more vehicles get through the intersection. In some

	projects the City has seemed to not care about the drivers that no other choice but drive through these intersections. The options you have here seem like ones I could have come up with; they don't seem like options designed by traffic planners who are really trying to balance priorities. Also, where are the people who live in the homes along Braddock Road supposed to park? It seems like you care little for the property owners and renters who live along this road.
Sep 28 2025 01:21 PM	I strongly dislike a shared bike and car lane and strongly like a separate right turning lane. I strongly dislike more bike lanes in the area when there are SO many more cars on the road these days and just a handful of bikers
Sep 27 2025 11:36 PM	What is the nature of the traffic cycle for Alexandria Avenue? Does it only happen when actuated?
Sep 27 2025 04:20 PM	a dedicated westbound left turn lane is a must to avoid delaying traffic progressing west. At this section of W Braddock, bikers/scooters can share the road. Pedestrians have ample space. I walk and bike this daily, mornign and night. Cars need to turn left or right safely. Current setup (no green arrow westbound) allows for adequate flow, without causing more wait time at a red light.
Sep 27 2025 08:49 AM	It seems like you are trying to fix a problem that doesn't exist. Cyclists are a low volume but loud group. What is the cyclist count that justifies inconveniencing car traffic?
Sep 26 2025 09:46 PM	The proposed changes seem insane. Why are you reversing the one way portion? Has anyone actually been harmed at this intersection? This seems like a like a lot to do about nothing.
Sep 26 2025 04:48 PM	Directional change on Alexandria Avenue is not acceptable. Home owners will be negatively impacted. Parking should not be removed.
Sep 25 2025 09:20 PM	There is no reason for any of these options at Russell and Braddock. It is a poor use of tax dollars that should be spent elsewhere.
Sep 25 2025 04:18 PM	Strollers need to fit down sidewalks and safely cross. there are tons of small kids/strollers in the neighborhood.
Sep 25 2025 03:39 PM	Create a better and safer crosswalk at the 7-11 flashing lights and a pedestrian activated button to stop traffic
Sep 25 2025 09:39 AM	Safety is key
Sep 25 2025 08:29 AM	There's going to be a ton of NIMBY comments on this to preserve parking and road lanes, but we should be safely designing this intersection for everyone to use it, not just a handful of vocal residents. Right now, this intersection is a death trap for anyone not in a car.
Sep 25 2025 08:20 AM	Needs WAY more design work that just painting lines
Sep 25 2025 07:38 AM	Losing parking for the neighborhood is going to drastically reduce the quality of life and ease of life for residents who pay taxes and lives in the area. Many of these homes were built in the 1930s and 1949s where garages and driveways were not common, preserving street parking is a necessity. I rarely see bikers on Braddock and the sidewalks are ample for the given pedestrian traffic.

Sep 24 2025 07:27 PM	Changing the one-way direction of W. Alexandria is crazy and dangerous. It wasn't too long ago that the city worked with residents to make it the way it is now to eliminated cut through traffic coming down the Road on Braddock. Please rethink this.
Sep 24 2025 02:23 PM	Minimizing vehicle wait time isn't a particular priority of mine, other than to say: Vehicles can’t be made to wait too long, otherwise it could cause frustration which can occasionally induce conflict.
Sep 24 2025 02:01 PM	You may wish to dead end W Alex Ave to remove this from the equation.
Sep 24 2025 08:47 AM	keep it the same.. changing directions on Alexandria Ave would not be safe and cause more congestion.. Bike lanes take up way too much space and nobody uses them. Massive waste of space and taxpayer money
Sep 23 2025 11:16 PM	The main problem there is pedestrian crossings need to be easier. The right hand turn lane is important
Sep 23 2025 10:14 PM	I bicycle through this area regularly and choose to cycle on quieter streets. Braddock and Russell are two of the few busy, arterial streets for cars in the area -- cyclists have alternatives. Also, the hill on Braddock above Russell is unchangeably intimidating for most cyclists -- I don't want to be dealing with that slope while dodging heavy traffic.
Sep 23 2025 09:51 PM	Traffic backs up significantly on Russell Road and along Commonwealth in the evenings between 5pm and 6pm, making it difficult for local residents to leave their homes or pick up children from school. It is critical to keep traffic moving and alleviate congestion.
Sep 23 2025 08:56 PM	It is a terrible idea to reverse the direction of W Alexandria. As it is, these side streets (Alexandria, Luray, etc) are used heavily as a “speedy” means by unsafe drivers to get from Mt Vernon Avenue to Russell. This section of W Alexandria is at least somewhat protected from these unsafe speeders due to the fact that they simply cannot access the street at that point. Reversing the direction - simply put - could cost pedestrian and resident’s lives due to additional unaccountable drivers using it as a convenient thoroughfare. I see it and I’m not even a resident of that segment.
Sep 23 2025 07:28 PM	Do what is safest for people, not what is fastest for people.
Sep 23 2025 07:13 PM	The presentation said you would reverse the one-way segment of Alexandria Ave. CRAZY! That wouldvmake safe, sweet Alexandria Ave dangerous from Russell to Mt. Vernon. Everyone will avoid Braddock and come at high speeds down Alexandria Ave. You will endanger scores of children if you do that. It is so obviously dangerous that I can't fathom why you are considering it.
Sep 23 2025 06:36 PM	Please retain the current configuration to retain reasonable movement of vehicles.
Sep 23 2025 05:22 PM	Public transit, walking, and biking are the only scalable form of transportation. Cars are inherently more dangerous and antithetical to an enjoyable human environment. We need a balanced and right

	now there is a huge tip in the scales towards cars. Adding protected bike lanes is a step in the right direction.
Sep 23 2025 11:44 AM	REMOVE no turn on red!
Sep 23 2025 11:34 AM	Watch a short video describing corridor and intersection design options. link does not "autostart" for me unless a click the index link on the right Keep parking on Braddock near Good Sheppard maybe Sunday only if really important - WAY TOO much info and options for average person to understand
Sep 23 2025 08:08 AM	use 4A
Sep 23 2025 01:42 AM	I live on Braddock that is under consideration. I despise the people that hit the light at Russell and the fly down Braddock to catch the light at Commonwealth, speeding. Please consider light timing to trigger if speeding, or a speed hump similar to what are on Russell and commonwealth, places point of the church property. I love the added pedestrian benefit, but some street parking needs to be preserved. Avoiding major traffic build up and preserving our street as a community, residential street with children, dogs and walking is important. We are not a roadway! Thank you for making the Alexandria way both directions again and removing a light! People driving through our neighborhood need to be more careful or find another way to get to their destination. .
Sep 22 2025 10:36 PM	Traffic in the city is very bad. These plans seem to make traffic worse by having fewer travel lanes for cars. I strongly oppose those options. The traffic makes the city nearly unlivable! We should be increasing the flow of traffic, not restricting it.
Sep 22 2025 11:37 AM	i prefer 4A because it prevents right-turning vehicles from cross the bike lane, instead having them wait their turn along with bicycles
Sep 22 2025 10:52 AM	Keep eastbound lane configuration as-is. Making all traffic share one eastbound lane would cause significant delays. Traffic in that lane already backs up to the top of the hill during busy periods and all traffic sharing one eastbound lane would make that worse. Why does every solution presented in this project work so hard to increase safety for bikes? Biking down the braddock corridor is already feasible, all you need to do is slow down the car traffic to make it safer. The focus should be on pedestrian safety and reduction of traffic speed, not shoe-horning in bikes lanes wherever possible.
Sep 22 2025 10:06 AM	Few pedestrians in the wealthy enclave.
Sep 21 2025 12:19 PM	When traveling eastbound on Braddock, allow for use of the slip lane by vehicles to turn left onto Russell Road or proceed straight down West Alexandria Avenue, now that the direction has been reversed.
Sep 21 2025 11:24 AM	I walk and drive trough the interection daily. The current pedestrian crossing distances are fine, as is the pedestrian space, and do not need changing.
Sep 20 2025 07:59 PM	Prefer 4B, especially if eastbound Braddock Rd downhill is reduced to one vehicle lane anyways to add a bike lane; would be nice to fix up/landscape the cannon median island a bit (and physically

	extend it over the removed eastbound lane of Alexandria Ave rather than just paint if the new traffic pattern becomes permanent)
Sep 20 2025 03:57 PM	I live on W. Braddock by Russell, and find the current configuration works well as do current street directions. I would recommend no changes. This is a major intersection for emergency vehicles day and night and changes to fill more space with bikers, scooters, or walkers would only make more hazards for just the people you are trying to protect.
Sep 20 2025 11:20 AM	I strongly oppose reversing the one-way direction on W. Alexandria. This will cause more traffic flow from Russell or Braddock into a street that's already narrow/congested due to street parking (I live on W. Alexandria and park on the side of the street since I don't have a driveway) and possibly speeding concerns since W. Alexandria is a downhill slope (when reversed), posing a major safety risk. Option 4B Eastbound lane reduced to one lane will only cause more back-up traffic.
Sep 19 2025 07:07 PM	Can you make it have a green wave?
Sep 19 2025 06:07 PM	Maybe put crosswalks on both sides of intersection for pedestrians walking east on Braddock, crossing, and continuing on Braddock
Sep 19 2025 05:39 PM	This is a very "leading" question, by reducing conflicts what do you speak to here? By removing a light and reversing our street you in fact CREATING conflict.
Sep 19 2025 10:42 AM	Stop reducing travel lanes for vehicles and asserting there will be no delays. We know this is not true based upon other road diets.
Sep 19 2025 10:34 AM	Option 4B will create an irritating vehicle bottleneck uphill for east-bound traffic. It will also have a negative safety effect, encouraging bikers/scooters to not slow down prior to the intersection by giving them a false sense of protection. No on 4B!
Sep 19 2025 09:51 AM	I really like the eastbound bike box.
Sep 19 2025 12:11 AM	Drivers are wholly-protected in their cars. They can spare 10s of their "busy" lives to make it safer for other users of the road.
Sep 18 2025 06:20 PM	4B is the best.
Sep 18 2025 01:18 PM	I prefer 4B to create more space for biking and pedestrian.
Sep 18 2025 12:50 PM	You are removing all turning left lanes. One lane of traffic designs in Alexandria are AWFUL. Cars get backed up behind turning vehicles.
Sep 18 2025 11:11 AM	Unclear in 4A and 4B the direction of traffic flow in the little extension of Alexandria Ave. west of Russell Rd. Very much dislike the "painted" pedestrian ways. They provide no protection. If you are going to do it, do it right and install proper sidewalks and curbs so pedestrians feel safe.
Sep 18 2025 09:45 AM	A separate bike lane with concrete barriers and curb extension would make that area safer for those on bikes especially since cyclists are more likely to get hit when cars are turning.
Sep 18 2025 08:11 AM	It is difficult to reliably turn left from Braddock road and into Russel road. Having a left turn signal would change traffic patterns through the neighborhood/side streets.

Sep 17 2025 09:44 PM	You people are insane to propose everything in this questionnaire. Do you think we live in Amsterdam? The people that live in this area have lives, families and jobs. They are not biking or walking to school events or work. Please stop putting your head in the sand and pretending that just because you have approved nothing but high density buildings everywhere around the area that you are going to turn the area into some utopian green area. This shit is the reason people are leaving the city. Wake up
Sep 17 2025 08:47 PM	Reducing turn lanes will result in traffic congestion and aggravated drivers that will speed through intersections and use side streets. Bicycles can already navigate around major intersections via neighborhood streets.
Sep 17 2025 08:16 PM	Braddock Road is a main throughout fare and already is backed up during rush hour. If we change the intersection or the lanes at Braddock there will be more traffic and frustrated drivers leading to more road rage and possible accidents. The system is working as is and anyone who lives in and around these neighborhoods know if the intersection changes it will be more difficult to get in and out of the Rosemont neighborhood.
Sep 17 2025 07:00 PM	I ride my bike through this intersection quite often. Anything to improve the safety of bike riders and distance between pedestrians, bike riders, and cars would be the best option.
Sep 17 2025 06:43 PM	All these options look terrible. I live in this area. When traffic backs up on Braddock road we face increasing traffic going thru the neighborhoods along side Braddock (such as Oak Street) going at high speed! All these options will back up traffic horribly! Parking is also already a major issue that all these plans would only make worse!
Sep 17 2025 06:41 PM	that intersection is already fairly well-trafficked and relatively narrow; significant reduction of vehicle travel options (in particular as proposed by option 4B) seems likely to just further congest or render the area more unwieldy with regards to traffic flow
Sep 17 2025 06:16 PM	It's one of the few intersections that doesn't back up, why change what is working?
Sep 17 2025 06:07 PM	Prefer 4A because it would maintain two driving lanes.
Sep 17 2025 04:46 PM	Can you please put a crosswalk at the intersection of Braddock and little? I can't find other places to put a comment in but it would be so so so valuable to have a crosswalk there. Lots of people and families try to cross Braddock at Little Street and it is not very safe.
Sep 17 2025 01:30 PM	I would be happy to agree with most any improvement that accompanies cyclists obeying the law and actual enforcement of speed and traffic regulations. Right now we are spending far too much for bike lanes that are grossly under-used by cyclists that don't obey traffic laws anyway.
Sep 17 2025 12:47 PM	Our home sits at 10 West Braddock Road near the intersection of Braddock and Commonwealth. Though we have a difficult time getting out of our driveway in the morning due to traffic backed up on the stretch of Braddock between Commonwealth and Russell, there are currently TWO lanes that help keep the traffic moving at the intersection of Braddock and Russell. The left lane is a left turn only

	lane. The right lane allows cars to go straight up Braddock Hill or turn right onto Russell. After two or three traffic cycles, one is generally able to get through that light a mere 0.2 miles from our home. If those two lanes are reduced to one to create more bike lanes, I can't imagine how long the trip will take, if it's even possible at all. Further, our neighbors on the Glendale side of our corner lot already complain constantly about pass-through traffic between Commonwealth and Russell and the many parked cars that do not belong to anyone on the street. If parking is removed on Braddock Road to create more bike lanes, the side streets will be overwhelmed with cars racing through and cars with no other place to park creating hazards for those who live there. In addition, it's important to keep in mind that Rosemont houses often do not have driveways, so street parking is the only option even for those of us who do live here. Finally, Braddock Road is a well-worn route for emergency vehicles. We can attest to this fact as for years when our boys were little, all we had to do was step out into our front yard to see the daily parade of ambulances, police cars and fire trucks that passed by en route to providing critical services to the city. Reducing lanes at the intersection of Russell and Braddock will create chaos for them, increase their travel time and lessen medical and emergency assistance to those most in need. For this reason alone, the intersection should be kept as-is. My husband works in Herndon and despite his early departure time finds it difficult to even exit our own driveway. Hours later when I take my son to school, traffic is still crowded such that joining west bound traffic is often impossible and I have to circle around on the Glendale side to leave my own home. Obviously, there's little we can do about traffic volume as it's the price we pay for living in a popular city, but how we manage that traffic is well within our control. Please reject Option 1A to eliminate lanes at the intersection of Braddock and Russell Roads, keep things as they are, and help us keep people moving in Rosemont!
Sep 17 2025 12:30 PM	Need to keep through and turn lanes separate eastbound.
Sep 17 2025 11:34 AM	I feel the lack of a dedicated left turn lane on Braddock will cause considerable backups or cause people to cut through side streets to get to Russell.
Sep 17 2025 09:55 AM	I live on Mount Vernon Avenue. We already have bike lanes, built at great taxpayer expense, AND YET I STILL DODGE BIKES AND SCOOTERS IN THE SIDEWALK EVERY DAY TO AND FROM THE METRO. Instead of blowing even more tax money on building new bike lanes, how about enforcing the existing laws around bike operation??? Literally every day I walk to the Metro or Old Town, I have to dodge someone on a bike or scooter on the sidewalk.

Sep 17 2025 09:04 AM	Cars are going to pull forward and stop in the crosswalks and bike lanes. Can we get hard bollards to help prevent this dangerous driver behavior?
Sep 17 2025 06:33 AM	Can the city stop fucking JP our neighborhood with bullshit transportation plans that impact 1000 but only benefits a handful.
Sep 16 2025 07:39 PM	Braddock Road is VERY step west of Russel road. VERY few people cycle on that portion. Perhaps you should consider another road with a less severe slope such as Windsor.
Sep 16 2025 04:32 PM	Prefer Option B because slightly decreases risk of bike being hit by car turning right
Sep 16 2025 04:23 PM	As a resident of Alexandria Ave, I'm strongly opposed to reversing the direction of the one way. There is not much traffic eastbound on Alexandria ave because it isn't conducive to fast, cut-through traffic because of the light signal. Reversing it would encourage traffic going in either direction on Russell to cut down Alexandria ave. While the left turn from Braddock east bound to Russell may stop some east bound cut-throughs, it will be easy for drivers to be confused thinking that the turn is the small section to the north of the triangle park where the canon is. We see that confusion now with cars doing this and going the wrong way down Alexandria ave. It will only get worse with a confusing intersection. Moreover, the left turn (and the right turn) going east are already dangerous because of the significant slope down Braddock. Finally the signal going west on Alexandria is only triggered by cars waiting and therefore the delays for either Russell or Braddock are not significant to change the direction of our street. There are many families along our street and encouraging cut-through traffic will be dangersous
Sep 16 2025 04:17 PM	You're doing the best you can with the mess handed to you.
Sep 16 2025 12:07 PM	Intersections introduce the most conflict between vehicles and bicyclists/pedestrians. It is imperative to get these right and minimize conflicting turning movements and unsafe speeds.
Sep 16 2025 09:09 AM	It works fairly well, albeit with ridiculous light timing immediately after the intersection. Don't screw it up.
Sep 16 2025 09:07 AM	Anything to make sure cars have to naturally slow down before make right and left turns into pedestrians and cyclists.
Sep 15 2025 08:31 PM	Shared bike lines (not separate) and reversing the one way eases the flow and volume.
Sep 15 2025 06:30 PM	Focus on traffic flow
Sep 15 2025 05:21 PM	Safety first. Bikes should not be using Braddock road but should be using secondary less busy side streets
Sep 15 2025 05:20 PM	Please do not reverse the flow of traffic on West Alexandria Avenue. Doing so will increase risks to pedestrians and those attempting to access the street from their driveways on West Alexandria Avenue. It will also just turn West Alexandria Avenue into a cut-through for those seeking to avoid congesting on Braddock Road.
Sep 15 2025 04:28 PM	Please retain the turn lane. Removing it will cause more accidents and a lot of honking horns. West Alexandria is not wide enough to accommodate two-lane traffic.

Sep 15 2025 03:57 PM	Making West Alexandria Avenue a two way street OR reversing the direction of the street will make the street significantly LESS safe for the residents, particularly families with children. Drivers will speed down the street at high speeds. This is why the street was made one way initially. Leave the directionality of West Alexandria Ave as is.
Sep 15 2025 02:04 PM	Crossing Braddock from W. Alexandria Ave or the eastbound/downhill Braddock sidewalk southwest of the intersection is very difficult. Can another crosswalk or flashing yellow light be added at the mouth of W. Alexandria Ave? And a small sidewalk on the little spur next to the cannon statue where a curb extension is being added? Pedestrians and bikes frequently dash across Braddock and then walk on the road or grass and it's unsafe. People often walk on that corridor down in to Del Ray and the options are either wait on 2 lights or make the unsafe dash across Braddock.
Sep 15 2025 01:42 PM	Better marked pedestrian crossings, and slow cars down as they come down the hill. Reversing the ONE WAY on W. Alexandria is inviting MORE accidents with pedestrians. It is already difficult to slow people coming down Braddock and now you want to give them a longer runway to go faster down the hill. What are you thinking folks? This is a dangerous plan.
Sep 15 2025 01:38 PM	Do not change W Alexandria movement direction.
Sep 15 2025 12:24 PM	You CANNOT reverse the direction of West Alexandria Avenue!!! Do you realize that if you do, the street traffic would be going downhill off of Braddock Road which would enable cars to INCREASE their speed down a street which is inhabited by MANY LITTLE CHILDREN??? I have lived on this street for almost 44 years. In the 1980's when it was a two-way street (& there were also lots of children) we petitioned the city to change the street to a one-way WESTBOUND direction which would (hopefully) protect our children and reduce accidents: A car once sped down our two-way street going EAST and crashed into the tree that was in our front yard (at the intersection of West Alexandria & Hancock Avenues). We were extremely fortunate that our young children were not out in the front yard at that time! You can look up the accident in City records. This reversal is a really stupid idea (sorry for the harsh language, but it is). First of all, we residents of West Alexandria Avenue were never notified of this proposal and the idea that some urban planners are nilly willy changing the direction is unfair. I invite the planners of this project to visit our street and actually look at how the proposal would impact us. We already have people coming down the street the wrong way! In fact, the young family who lives at the top of the street have taught their children to stay far away from the curb in case someone is coming down the street in the wrong direction. You must know, & have experienced personally, that people are driving much more dangerously since the pandemic. And now you're proposing to allow drivers to careen down the Braddock Road hill and

	then zoom down our street with no traffic light to (maybe) slow them down! Ludicrous. Please remove this idea from the project, or be prepared for action by the residents of our street. Not a threat, just be aware that we are taking this reversal idea very seriously. I'd be happy to host any City personnel who would like to walk up and down our street with other neighbors and me to see the detrimental impact the reversal would have. Thank you for your attention.
Sep 15 2025 11:50 AM	I live on W Glendale and we already experience cut through traffic at alarmingly high rates, especially during rush hour, much of it is at unsafe speeds. Many parked cars on the street have been struck over the years. A number of children live on the street and bike, skateboard, etc. and this cut through traffic is a threat to them. I fear the proposed changes to Braddock/Russell and Braddock/Commonwealth will only increase, and in some instances encourage cut through traffic. Additionally, removing parking on Braddock is likely to shift those vehicles to park onto Glendale which will create even more blindspots and narrow travel width
Sep 15 2025 09:24 AM	Reversing the flow on W Alexandria Ave will INCREASE conflicts between vehicles and pedestrians as higher-speed westbound and downhill Braddock traffic continues into the funnel of narrow W Alexandria. This suggested flow is a public safety danger and is obvious to anyone who has watched traffic at this corner. Further, southbound traffic on Russel with an option to cut the corner at Braddock to head west (on Braddock off Russell) will enter the narrow chute of W Alexandria at speed and endanger people and property. We see this ALL THE TIME now as people do this at high speed AGAINST the current eastbound one-way in place now. This solution is reckless. If CoA wants to constrict the flow on Braddock, “for safety,” don’t do so at the cost of safety on adjoining streets. If safety = inconvenience (ie narrowing / reconfiguring Braddock), then the CoA should own that - but at at the expense of safety on narrow, low speed, low volume capillaries.
Sep 15 2025 09:07 AM	Eliminating turn lanes will cause more severe traffic backups.
Sep 15 2025 08:42 AM	I think it is important to have dedicated space for biking going west uphill on Braddock, but not as important going the opposite direction. As a pedestrian approaching on Alexandria Ave and crossing Russell Rd, the intersection is confusing and the wait time to cross is significant, so I would generally not wait for the signal, but just run across before it tells me to go.
Sep 15 2025 07:20 AM	improve signage for turning/straight lanes. Too many cars realize they are in the turning lane but want to go straight so they do, get out of my way!
Sep 15 2025 05:27 AM	Make sure you don’t impact those turning left from Braddock on to Russell unless you are going to improve the access to the turn lane is there is a long line on Braddock.
Sep 14 2025 11:58 PM	4B is the more preferable option
Sep 14 2025 11:21 PM	Do not reverse w. Alexandria Ave.

Sep 14 2025 10:41 PM	The plan to reverse the flow of traffic on West Alexandria Avenue is dangerous and ill considered. "Reducing wait time" is code for "allowing speeding cars to barrel down Braddock Road, through the light, and down a narrow one-way street with cars parked on two sides, a hidden alley, limited visibility, and many small children." Why weren't the residents of this block notified about the March survey, or contacted regarding this plan?
Sep 14 2025 10:03 PM	Very few people will bike up or down Braddock - too steep to make it common. A better option would be to have a safe way to ride on Russell northbound and then to turn left on High Street- it makes the grade a little less steep and doable for cyclist.
Sep 14 2025 09:24 PM	I live on West Alexandria Avenue and have since 1999. When drivers go down our street in the wrong direction they are often speeding down it every time. I along with just about every one of my neighbors on W Alexandria oppose this change of direction for our street!
Sep 14 2025 09:01 PM	Reversing traffic flow on West Alexandria Avenue is an unacceptable proposal. Zero input from the City was provided prior to this announcement and zero input was solicited from me as a resident of West Alexandria Avenue. I live with my wife and three small children at the end of the block, 120 W. Alexandria Avenue. Even with the existing one-way traffic, which I understand was implemented more than 40 years ago following a petition to the City from longer-tenured residents on the block, there is still substantial wrong-way traffic that travels at reckless and unsafe high speeds down our block, opposite the direction of travel. Flipping the existing route will endanger countless children on our block, including my own, by encouraging downhill traffic to travel unsafely. I oppose this change in its entirety. This is extremely disappointing and not consistent with representative government.
Sep 14 2025 09:01 PM	I adamantly oppose allowing a left turn on to Russell from eastbound Braddock. I TOTALLY the plan to reverse the one way direction of W. Alexandria Avenue. More than any other plan(s), this one makes no sense at all. This change would place many toddlers and small children at risk.
Sep 14 2025 08:56 PM	4B please
Sep 14 2025 08:47 PM	No
Sep 14 2025 08:15 PM	As a bike rider going west on Braddock Road, I feel vulnerable to oncoming traffic when in the left turning lane onto Russell Road and vehicles coming up behind me while waiting to turn from Braddock Road.
Sep 14 2025 07:51 PM	I've never found it to be too much of an issue as is, but I usually just run through there
Sep 14 2025 06:48 PM	Add barriers between travel lanes and bike lanes. Paint isn't magical.
Sep 14 2025 06:46 PM	Stop with all the bike lanes already and spend that money on things that matter like feeding, educating, and housing Alexandrians. All these bike lanes installed around the city have done is make more traffic congregation for locals and waste money on barely used bike lanes.
Sep 14 2025 05:58 PM	Please do not eliminate lanes for driving, people drive.

Sep 14 2025 05:41 PM	Will reversing the direction of West Alexandria create congestion and confusion across the northbound side?
Sep 14 2025 05:05 PM	Just concentrate on the safe movement and visibility at each part of this tricky intersection rather than overcomplicate it and use it as a petri dish for experimentation. As somebody who has walked and biked throughout Alexandria, including this corridor, there are alternatives for the relative handful going westbound on Braddock Road at peak traffic times that may seem to mitigate the need for doing any huge buffered “improvements“ other than winning brownie points from particular lobbying concerns.
Sep 14 2025 04:49 PM	This is a flawed survey that doesn't ask for direct feedback on both alternatives. 4A is better because it keeps more turn lanes on Braddock. Not clear from concepts which direction (or both) traffic flows on Alexandria Ave. north of the cannon.
Sep 14 2025 03:58 PM	Great decision to change one way direction on Alexandria Avenue. For the intersection of W Alexandria and Braddock, please use features to highlight that people need to turn from W Alexandria onto Braddock. That intersection is not well marked and often blocked by traffic heading east on Braddock. The wait times at the intersection of Braddock and Russell to walk are currently very long in the sidewalk. Space is currently very narrow with electric poles and other city features occupying sidewalk space so that there’s almost no room for two people on the sidewalk at the intersection of Braddock and Russell. But the people who drive so fast coming down Braddock Hill Eastwood it’s very unsafe
Sep 14 2025 02:08 PM	Braddock and Russell intersection is fine. I travel it all the time. No issues.
Sep 14 2025 02:01 PM	I would like to see a better protected bike crossing. I think 4b is a start. Extending the curb/sidewalk so the bike lane flows through it would help with bike and pedestrian safety. I would also hope the intersection is no turn on red.
Sep 14 2025 01:56 PM	I don't like either option. I'd prefer a larger redesign, perhaps into something like the roundabout developed for Mt Vernon and Glebe.
Sep 14 2025 01:24 PM	is this the intersection where there are not both lane signs in the air as well as pavement painting for lane directions? if so, that is a huge problem at this intersection. also, westbound, the parking is WAY TOO close to the light.
Sep 14 2025 01:19 PM	I prefer 4B because I don't always bicycle fast and therefore do not like sharrows
Sep 14 2025 12:22 PM	I live one block from this intersection. We have lived here for 20 years. I am a constant walker and driver through this intersection. I travel through it on a daily basis in my car and on my feet. I never had any outreach, so this is the first time I am seeing this. The only issue I've ever had with this intersection is that cars are speeding up as they go up the hill towards 395. These tend to be people who appear to be "cutting through" from 95 to 395, but they are also people trying to get to the high school in the morning or just driving fast because its a really steep hill. When I am walking and using

	the appropriate crosswalk at the intersection, this is not a problem. It is a big problem when I am driving because I access to Braddock Rd. via Stonewall. And this is going to be a massive problem for the new cofiguration where you have removed the turnlane onto Russell from Braddock (going towards Old Town). The traffic at the light on Braddock Rd going south already backs up past Stonewall. When I have to turn left on Braddock from Stonewall, I cant pull out because of that line. I have to play Frogger to cut across the cars speeding up the roadway and hoe someone nice is letting me in who is headed south. By eliminating the run lane onto Russell, this light will back up so much more than it already does, because the right hand turn folks headed to Old Town via Russell will now queue up in the one lane with everyone else. So, every time there is a pedestrian crossing Russell, the whole line will back up and wait. This is a common occurrence, as this is a highly walkable area. It's going to create a huge jam, especially in the morning when folks are trying to get to work and school. This is not an area that is broken, like the areas closet yo GW middle school. Also, I've never seen a biker on this stretch, Ever. The hill is way too steep. When we bike, we avoid it because you just can't climb it...you inevitably have to get out and walk our bike. Which noone wants to do. Please think twice about this small adjustment which will have a major impact on residents who live right there. Like me. Thank you.
Sep 14 2025 11:33 AM	4B seems much more preferable. Shared lanes between bikes and cars while turning are very dangerous, as drivers are easily distracted looking to turn.
Sep 14 2025 11:23 AM	I travel this way often and rarely see pedestrians. Do not create solutions to problems that don’t exist.
Sep 14 2025 11:06 AM	I drive through here everyday, the entire length of Braddock Rd, and there are almost no pedestrians. It is the only efficient way to get through Alexandria from West End. There are several other neighborhoods people can bike and walk through along this corridor, but vehicle access should be as efficient as possible to help with commutes.
Sep 14 2025 11:02 AM	Prefer 4b
Sep 14 2025 10:51 AM	I run and walk here frequently, and it seems like the pedestrian signals are very strange. I often cross without the signal because it seems safe and the waits are very long. Maybe more predictable and frequent signals would help here.
Sep 14 2025 10:23 AM	No left turns on W Alex Ave on south side of Braddock when coming westbound.
Sep 14 2025 08:11 AM	Do not take away parking spaces or car lanes. That is a terrible idea and a true disservice to everyone who lives on Braddock. Plus, is there any information on traffic studies and what this will do to traffic on Braddock, Russell and Commonwealth? It’s going to make rush hour a lot worse. A good solution would be if the Dash bus went all the way up Braddock instead of always turning at Cameron Mills. Then bikers could hop in the bus to get up and down Braddock. I would take the bus rather than driving if that were the case.
Sep 14 2025 08:04 AM	The idea of making that intersection of Braddock and Russell more congested is insane. It takes up to three cycles to get through it and as a resident of Braddock road at 10 west it’s difficult enough to get

	out of our driveway as it is. Please do NOT take away the right turning lane onto Russell. Keep the left lane as a left turn only and right lane as a straight and right turn lane. It's the only hope of us ever leaving our driveway again!
Sep 13 2025 12:14 PM	It is my experience that people will not opt to bike/walk unless there are safe options to do so. Please prioritize biking and walking safety so that people are more likely to NOT drive in this area.
Sep 13 2025 11:13 AM	Complex intersection in part due to cannon island, which has no place for pedestrians to pause. We always scoot across this at an opportunity, the wait for the light is SOOO long and the crossing awkward
Sep 12 2025 05:08 PM	Traffic delays are a needless waste of energy and time, create pollution and manufacture delays. It's manufactured inconvenience for entertainment purposes.
Sep 12 2025 04:09 PM	Braddock Road eastbound backs up at the intersection of Russell Road. Eliminating the right hand turn lane would further back up traffic. The existing right hand turn lane allows traffic travelling east on Braddock and crossing Russell to continue moving when pedestrians cross Russell. Additionally, the severe hill at Braddock Road does not encourage biking. I am a regular biker and when travelling westbound, I also avoid when travelling eastbound as the severe hill makes it challenging to stop should the light change while travelling downhill. I avoid that hill and instead use Windsor Ave or Woodland Rd. Even with the addition of a bike lane, demand will not be there to ride up or down Braddock.
Sep 12 2025 01:03 PM	Fixing the nasty (maybe from Ting cutting & patching lines in the street?) hole/divot badly-repaired near the SW corner of Braddock & Russell, a small thing that makes turning right onto Russell on a bicycle mean you have to almost stop even if you have the green light. Planning bike lanes is awesome, & I really appreciate you guys asking for our input like this — I mean it. But smoothing out holes/choppiness in the street — before we even get to bike lanes — will really help bicyclists too. Thank you for your consideration!
Sep 12 2025 12:49 PM	There is currently little cycling traffic at this intersection. Removing the right turn lane doesn't make a lot of sense to me. (and I don't usually use that lane.)
Sep 12 2025 12:23 PM	Consider providing a bike lane and box on Russell southbound to better utilize the striped space and help people biking and scooting get through the intersection safer
Sep 12 2025 11:59 AM	Instead of reversing direction on the one-way street, can you block it off? So it doesn't access this intersection at all? Similar to the block at the end of Walnut Street.
Sep 12 2025 08:04 AM	The city already clogged up King St west bound from the metro with a bike lane. Let that be enough. No bike lanes on Braddock! In order to not get more cut throughs wandering the neighborhoods, it is essential that we keep reliable major through streets with decent speed. I am a pedestrian DAILY at the Braddock/Russel intersection, and a driver 2x/day on Braddock by metro. The existing crossings are sufficient, and this needs to remain a route designed to maximize car traffic. That is what's best for

	the neighborhood. Prior bike lanes changes on King have resulted in car backups on Russell, negatively impacting the residents. The city needs to prioritize the VAST majority of people who use cars & live and n neighborhoods and ignore the tiny vocal number of bikers, many of whom are not even Alexandrians. Have the guts to tell the bike lobby “no” and stand up for neighborhoods.
Sep 11 2025 10:30 PM	Please keep the cannon there!
Sep 11 2025 08:27 PM	Separating people walking, people on bicycles, and cars seems like the big win here. Doesn't help if there's not a continual safe/separated path through the whole corridor. Should avoid sharrows on this Braddock corridor everywhere.
Sep 11 2025 02:35 PM	We will need proper infrastructure that will increase visibility of bikers and pedestrians and *make* drivers actually slow down, especially when turning.
Sep 11 2025 02:29 PM	Delineators/curbing should be considered near intersections where vehicles can turn right to reduce likelihood of vehicles blocking the bike lane
Sep 11 2025 02:21 PM	As a pedestrian, it takes forever to cross Braddock at this intersection and it never feels safe. Improvements are welcomed!
Sep 11 2025 12:01 PM	terrible as-is 4B seems like the only sensible improvement
Sep 11 2025 11:43 AM	I favor 4B
Sep 11 2025 11:07 AM	As someone who drives and walks through this intersection regularly, I love the idea of reversing Alexandria Ave traffic to eliminate one phase of the light cycle - the current light cycle is very confusing and takes forever. I prefer option 4B to 4A because the idea of mixing bikes and cars in the right turn lane seems like it would create a potentially dangerous conflict point.
Sep 11 2025 10:44 AM	Tricky multipoint intersection with long waits. Pedestrian and bike refuges are very important!
Sep 11 2025 10:37 AM	I suggest closing that little intersection leg completely to drivers since few drivers make that turn and there is a faster and more direct option to get from Russell Rd to Braddock Rd via Monroe and Stonewall, Mason and High St or even Lloyds Ln or Windsor Ave. Lots of cities have closed these spaces completely and we should be one of them. I do not support the loading zone near 7/11 because drivers will simply extend their ramps across the bike lane to access the curb as they have done for more than a decade. They have off-street space and need to use it, not public space in a dangerous manner
Sep 11 2025 10:31 AM	Option 4A only makes sense if you're going to put in a green turn arrow for the turn from eastbound Braddock to Southbound Russell while northbound traffic on Russell has the green light. Otherwise, it would be preferable to reduce the car/cyclist conflict there.

	It's imperative to protect (ideally with hardened infrastructure) all of the bike lanes here. Otherwise, drivers will simply use them anyway to park and/or pass.
Sep 11 2025 10:17 AM	I think the bike boxes are very confusing as a rider - is the design in 4b helping me turn left onto Russell? I had to ride one block on Russell to take my kid to camp this summer and it felt like my life was in my hands every time. Unless we are going to address that street with bike lanes of its own soon, I'm not sure what the point of that box is (but if we are - sure, lets do it)
Sep 11 2025 10:16 AM	Please harden the painted curb extensions with bollards to deter drivers from entering the painted areas. Even better, add planters or actual curbs in this space.

Q11. What is most important to you for the intersection of Braddock and Commonwealth Avenue? Rank the following on a scale of 1 (not at all important) to 5 (very important).

	1 Not at all important		2 Not important		3 Neutral		4 Important		5 Very Important		I don't know		Total	Weighted Average
Minimizing vehicle wait time	24.95%	123	16.43%	81	19.88%	98	18.46%	91	19.27%	95	1.01%	5	493	2.91
Minimizing pedestrian wait time	9.55%	47	12.60%	62	28.46%	140	32.32%	159	16.06%	79	1.02%	5	492	3.33
Minimizing pedestrian crossing distances	10.18%	50	11.20%	55	24.24%	119	24.03%	118	29.33%	144	1.02%	5	491	3.52
Providing dedicated space for people biking and scooting	20.28%	100	7.71%	38	11.36%	56	13.79%	68	45.64%	225	1.22%	6	493	3.57
Reducing conflicts between turning drivers,	5.28%	26	3.86%	19	13.01%	64	23.58%	116	53.25%	262	1.02%	5	492	4.17

pedestrians, and cyclists														
											Answered			**495**
											Skipped			**92**

Q12. Do you have any comments on the Braddock and Commonwealth Avenue intersection options?

Answered	**157**
Skipped	**430**

Response Date	Responses
Oct 03 2025 08:22 PM	I like 5A.
Oct 03 2025 07:59 PM	I prefer 5A
Oct 03 2025 07:10 PM	I prefer 5A
Oct 03 2025 06:13 PM	I love the existing bike lanes on Commonwealth Avenue, but I rarely use them because they don't continue to Braddock Road. I would really love to see them extended.
Oct 03 2025 01:00 PM	Really important intersection as it is a main biking thoroughfare (junctions between King St, Braddock Rd Metro, GWMS, and Del Ray) that is currently very poorly suited for low to medium skill riders. It is very very important to focus the bike infrastructure on low/medium skill riders, otherwise usage will not follow.
Oct 03 2025 11:46 AM	Same as earlier. Waste of resources since it just leads to more congestion and little if any of the promises. Happens time and again
Oct 03 2025 11:42 AM	If the bicyclists would actually observe the traffic laws, no changes would need to be made
Oct 03 2025 11:28 AM	Had many close calls at this specific intersection
Oct 02 2025 11:03 PM	Please make it safer for everyone, it feels dangerous as a driver much less someone on a bike or walking.
Oct 02 2025 09:44 PM	Same as my last comments.
Oct 02 2025 09:27 PM	Comment on Braddock Road access to Good Shepherd Lutheran Church (GSLC): I am disabled and depend on the accessible entrance to the church every week. Please do not make changes that limit or remove that accessibility. Removing parking at GSLC removes accessibility for the disabled, as well

	as making access more difficult for the general GSLC community and for local residents. Please remember ADA considerations in your plans moving forward. Parking on Braddock Road at GSLC is the only way for the disabled to safely access GSLC.
Oct 02 2025 07:45 PM	Seems to work well as is, as long as cyclists, drivers, and pedestrians pay attention.
Oct 02 2025 03:34 PM	These road diets and all they entail cause more congestion, longer travel time for your citizens, police and fire - police and fire are against these! They are dangerous for everyone, especially because cyclists, scooter riders and pedestrians are running out into streets and in general not abiding by the rules of the road. We are the 2nd worst traffic area in the Nation, these changes make traffic worse. Seminary road diet has caused nearly 30 accidents on a stretch that didn't have accidents prior to the diet. Please stop.
Oct 02 2025 03:24 PM	Remove left turns. They are dangerous for pedestrians.
Oct 02 2025 03:19 PM	Because of the Dash bus stop locations to either side of this intersection, reducing to a single lane for vehicles without shifting those bus stops seems to risk more cars driving dangerously to avoid being caught behind a bus.
Oct 02 2025 03:16 PM	less cars more people more buses more bikes more scooters safer no left turns
Oct 02 2025 01:54 PM	This is the intersection where that woman was run over by the dump truck and literally cut in half 10 years ago. The volume of traffic on Commonwealth is huge, and frustrating the pass through traffic makes it so much worse for people like me who live, work and are raising kids in this neighborhood. The pass through traffic is awful, ALL DAY LONG. Cars zig zagging down commonwealth, Spring, Glendale, Russell, to try to save 30 seconds on their time, almost t boning us as we come out of our driveway, sometimes I can't go anywhere the traffic is so bad. Making lights longer makes my daily life miserable. We also would need local traffic only on Spring Street between Braddock and Russell (like you have on Sunset or in OT).
Oct 02 2025 11:29 AM	My GWMS student does not bike to school because of the conditions on Braddock Rd. We are in the walk zone but would bike. Also the pedestrian crossing at Spring Street can be hard to cross for walkers heading to GWMS. Vehicles don't stop/see waiting pedestrians when coming from the intersection/light.
Oct 02 2025 10:57 AM	More traffic lights
Oct 02 2025 10:48 AM	Keep things as they are
Oct 02 2025 09:05 AM	There are not many cars turning left from southbound Comm onto Braddock eastbound, so a single lane is okay. But pedestrians cross Braddock without waiting for their walk light so they are impatient and cause confusion with drivers. Bikes often sit between vehicles since there are no bike lanes. Dedicated bike lanes on northbound and southbound Comm Ave. are vital to safety here.
Oct 02 2025 08:18 AM	Unacceptable remove the turn lane.
Oct 02 2025 04:12 AM	Leav it as it is

Oct 02 2025 03:06 AM	Too many cars; do not reduce car lanes anywhere in our Vity. Bring back two lanes each way on King St near ACHS Bring back two lanes each way on Seminary Road
Oct 01 2025 11:24 PM	Again there is no problem. All this does is make issues where there are no issues.
Oct 01 2025 09:40 PM	Traffic already gets backed up. And bikers use it just fine. This will cause insane traffic for people trying to get into old town which we travel every day four times a day.
Oct 01 2025 01:08 PM	Law enforcement should be used to enforce current configuration and fine violators. Bicycles should be using secondary arteries and not major thoroughfares.
Oct 01 2025 12:58 PM	Reducing dedicated turnlanes at this intersection will incur massive backups along braddock road for cars. This will have negative impacts to cyclists as they will pass along side the cars creating high speed bike-to-low speed car conflict
Oct 01 2025 11:20 AM	By removing the turn lane on Braddock, you will increase congestion for no benefit for bikers or pedestrians
Oct 01 2025 10:22 AM	This intersection is very easy to navigate as it currently exists. The left-turn lane and light have made it very easy for everyone to cross. There are not long traffic backups at this intersection. The walking crossings are easy to follow.
Oct 01 2025 10:19 AM	Provide options for this and other wide intersections similar to it that are not perpendicular to include a roundabout. Understanding that bus turning radius needs to be accounted for, the unprotected left turns are inherently more dangerous. Southbound pedestrians on Commonwealth is very dangerous when unfamiliar with the protected left northbound. The no right turn from Braddock to Commonwealth would be updated to a stop sign. Including the bike lanes can be incorporated as well with 4-way stops at the intersection. Provide street painting for other traffic calming for those who do not respect bikers and walkers in the area.
Oct 01 2025 08:51 AM	See comment to prior questions. What problem are you all seeking to solve, especially where there are already bike lanes? Why eliminate travel lanes and create greater congestion?
Sep 30 2025 09:51 PM	Option 5B seems good. Option 5A still has the problem of the bike lane on Commonwealth going away and will require cyclists to merge back into the lane which can be problematic for cyclists and drivers
Sep 30 2025 09:31 AM	Same as previous comments…I feel that your changes only make traveling via bike or car much more dangerous. And scooters should not be allowed unless riders are required by law to wear helmets. They are generally pretty wreckless. Traffic wait times have become a problem and most of us don't have the leisure if walking to work, grocery, etc and also don't have the extra time that it takes.
Sep 30 2025 05:54 AM	Bicyclists run stop lights and stop signs in the area constantly. I don't see how these plans make the traffic safer for cars or bicyclists.

Sep 29 2025 10:19 PM	Do NOT make traffic congestion worse!!!
Sep 29 2025 03:50 PM	option A would make traffic TERRIBLE and less safe for all!!
Sep 29 2025 02:55 PM	5B is the least bad because it retains one of the turning lanes for cars. These plans seem to be designed without any care for vehicle flow, and I'll bet the number of people who go throught these intersections in cars dwarfs the number of pedestrians and bikers. I walk for 75% of my trips through this area and it seems obvious to me youre going to make traffic much worse.
Sep 28 2025 04:27 PM	Strong pref for option 5A
Sep 28 2025 01:22 PM	Strongly dislike combined turning lanes and anything that adds delays for traffic.
Sep 27 2025 11:37 PM	two corners have no structure --- opportunity?
Sep 27 2025 04:23 PM	Dedicated turn lanes for cars helps the flow. Bikes should share the road.
Sep 27 2025 08:51 AM	Same comments as in prior segment. You are trying to fix a problem that doesn’t exist. The cyclist and scooter traffic volume does not justify any of the changes contemplated.
Sep 26 2025 09:49 PM	Please do not change the option for a dedicated turn lane from Commonwealth onto Braddock. The idea of there being one lane for all option is absurd. I drive this route routinely and never see bicyclists. Please don't increase the already terrible traffic at this intersection.
Sep 25 2025 09:25 PM	Any issues at this intersection were addressed 8-10 years ago. The only significant issue is vehicle back up at rush hour. There is no reason for any of these options at Commonwealth and Braddock. It is not a good use of tax dollars that could be spent elsewhere.
Sep 25 2025 03:40 PM	There is already a significant amount of eastbound traffic on Braddock Dr at rush hour. Don’t eliminate or narrow car travel lanes or parking
Sep 25 2025 11:26 AM	Traffic is congested already. Do not need another delay to increase congestion.
Sep 25 2025 08:30 AM	See previous comment. Same comment.
Sep 25 2025 08:21 AM	Needs WAY more design work that just painting lines
Sep 24 2025 02:02 PM	Buffered bike lanes
Sep 24 2025 09:15 AM	Traffic backs up going eastbound in the PM so there needs to be room to go around a car waiting to turn left.
Sep 23 2025 11:24 PM	The most important thing to me is making the intersection safer and easier for pedestrians . Less waiting time at the light is always nice but it's not horrible with that intersection. I'm a senior citizen and not a bike rider or scooter user. That said I know the importance of those things. On the other hand taking parking away is going to make people furious. Maybe taking out the median and making that a protected bi-directional bike lane would be good on Commonwealth
Sep 23 2025 10:23 PM	I cycle more on Commonwealth than on Braddock -- and am ; but consider spot upgrades and signs to make routes that rely on e.g. Newton and Wayne good alternatives to commonwealth. The Newton route involves about 100 yards on Monroe that's a little tricky.

Sep 23 2025 09:51 PM	Traffic backs up significantly on Russell Road and along Commonwealth in the evenings between 5pm and 6pm, making it difficult for local residents to leave their homes or pick up children from school. It is critical to keep traffic moving and alleviate congestion.
Sep 23 2025 08:58 PM	As someone who currently uses the intersection, I have no changes.
Sep 23 2025 07:30 PM	Do what is safest for people, not what is fastest for people.
Sep 23 2025 06:36 PM	Please don't eliminate the separate lanes and increase backups. Retain the current configuration.
Sep 23 2025 11:45 AM	remove all no turn on reds!
Sep 23 2025 11:36 AM	Bus stop has right lane with cars to go around on left if bus is stopped to load unload or waiting for crosswalk
Sep 23 2025 08:10 AM	4b
Sep 23 2025 01:48 AM	Generally, I resent and despise the no right turn signs all over this town. They are ridiculous—there are plenty of times no people and no cars are coming that one should and could be able to make a right turn on red. Please correct this ridiculousness, especially in adding dedicated biking/scooting/walking lanes, which provide the necessary protections to make our neighborhoods safer for pediatricians. Contrary to city council's belief, we are not monkeys who need micromanaged. We need traffic to divert, slow down, and make pedestrians safer.
Sep 22 2025 11:05 PM	5A will be an absolute nightmare to this neighborhood!
Sep 22 2025 10:37 PM	We should not be adding wait times for cars and making traffic in our city worse.
Sep 22 2025 11:38 AM	prefer 5a
Sep 21 2025 07:03 PM	I currently avoid turning in this intersection as a cyclist because it is unsafe to turn onto Braddock Eastbound from Commonwealth southbound. I go out of my way to continue south and then through the neighborhood to make my way to Colecroft Station.
Sep 21 2025 11:26 AM	I walk and drive through this interection several times per week. The changes made a few years back, after a pedestrian who was crossing against a signal was killed, have remedied the issues at the intersection.
Sep 20 2025 07:59 PM	Prefer 5A; worried about vehicles blocking the Braddock / Glendale intersection to the west
Sep 20 2025 03:59 PM	I regularly cross Commonwealth on foot and by vehicle. The current configuration works well as do current street directions. I would recommend no changes. Some years back changes were made after a pedestrian was hit and killed- those fixes worked and do not need new changes. This is a major intersection for emergency vehicles day and night and changes to fill more space with bikers, scooters, or walkers would only make more hazards for just the people you are trying to protect.
Sep 19 2025 07:08 PM	Can we get a green wave?

Sep 19 2025 03:37 PM	Option 5A looks amazing to provide more bike accessibility on Commonwealth while allowing Russell to be more car-centric
Sep 19 2025 01:14 PM	because this intersection is still kind of large and not a right angle, you may need to use turn hardening tools like flexposts to ensure cars and trucks make safe turns and don't cut corners.
Sep 19 2025 10:45 AM	All of this assumes there are huge numbers of cyclists and walkers in this corridor. As one who travels through this area almost every day, there are not. Stop planning based upon the theory that if you build it they will come. They have not on other roads that have had bike lanes placed on them.The terrain of this corridor makes it too difficult for all but the most advanced cyclists, of which there are about 20 in our city.
Sep 19 2025 10:42 AM	Keep Commonwealth configuration the same/unchanged (5B). Vehicle traffic is already building along Commonwealth. Do not add to the bottleneck. Dedicated/buffered bike lanes can also give a false safety impression to riders encouraging them to not slow down or stop at intersections. Also, why not better utilize the strip of W. Glendale that was blocked off many years ago? Can't that connection point between Commonwealth and Braddock be utilized?
Sep 19 2025 09:54 AM	I really want the bike lanes on Commonwealth
Sep 18 2025 06:22 PM	5A is better
Sep 18 2025 02:07 PM	Bike lanes on Commonwealth Ave would also be great
Sep 18 2025 01:29 PM	Per the diagrams at Commonwealth Ave, there is shown a dedicated bike lane going north on Commonwealth up to the intersection with Braddock. But there is no bike lane on Commonwealth on the north side of the intersection. So a cyclist in the designated bike lane will have to play a game of chicken with vehicles as traffic and cyclists cross the intersection and merge together. THIS IS VERY DANGEROUS!!! I ride there; I know. If the city puts a designated bike lane on the far right side of commonwealth south of the intersection but none crossing the intersection and continuing north on commonwealth, I won't use the bike lane. I'll bike in the traffic lane so I have my spot in traffic. That's much safer.
Sep 18 2025 01:20 PM	I prefer 5A
Sep 18 2025 01:17 PM	The turning lanes on Commonwealth Ave. to Braddock Road are very important in minimizing congestion at that intersection. Narrowing that intersection to one lane is a very bad idea.
Sep 18 2025 12:51 PM	Again, removing left turn lanes is a disaster. It's already horrible driving here.
Sep 17 2025 09:47 PM	What the hell are you doing, do you want to make living in a high tax, heavily trafficked increasing crime area even worse? If so great job this whole scheme will help get sane people to move.
Sep 17 2025 08:49 PM	Removal of turn lanes will create longer backups and frustration from drivers. Bicycles already have east-west neighborhood streets that can be used instead of Braddock rd.
Sep 17 2025 08:44 PM	Elimination of the left and right turn lands will not work well for cars. It will increase congestion.

Sep 17 2025 08:18 PM	If you change this interest there will be more traffic on Braddock and make it harder for the people who live in Rosemont to get in and out of their neighborhood.
Sep 17 2025 07:00 PM	I ride my bike through this intersection often so any dedicated bike lanes and providing distance between bikes, pedestrians and cars is a great idea.
Sep 17 2025 06:17 PM	This intersection was redone after a pedestrian was hit and killed. It works now. Don't add bike lanes!
Sep 17 2025 06:11 PM	Could the signal timing be adjusted to compensate for the loss of Commonwealth Avenue lanes in option 5A?
Sep 17 2025 01:35 PM	Traffic backups just lead to frustrated drivers, especially during peak times and thus more crashes.
Sep 17 2025 12:48 PM	Do not get rid of lanes and make driving through that intersection hard than it already is for people who live and work in Rosemont!
Sep 17 2025 12:31 PM	Through and turn lanes should be separated.
Sep 17 2025 11:38 AM	I fear the lack of a left turn lane here will also cause considerable backups. I support bike lanes and bike often but I rarely see people biking on Braddock because it is so much easier and safer to use existing side streets. Just beyond Russell is a huge hill that few people will be able to bike up anyways. This will end any kind of bike lane in that area.
Sep 17 2025 09:56 AM	Instead of blowing tax money on bike lanes, start enforcing bike and scooter laws. I walk on Braddock Road every day and every day I have to dodge someone on a bike or scooter on the sidewalk, next to the bike lanes they aren't using.
Sep 17 2025 09:08 AM	This should be a round about. These left turns are unsafe for everyone.
Sep 17 2025 06:33 AM	This plan if awful
Sep 16 2025 07:45 PM	A vehicle occupies a much larger footprint than a pedestrian. Moving the vehicles more quickly will help reduce congestion in the area as opposed to focusing on moving pedestrians. However, the safety of the Pedestrians is paramount. There are better ways for cyclists to get to the Braddack road metro station besides using Braddock Road. I think the concept of emphasizing the placing of cyclists on Braddock Road is not the best outcome. I live in Alexandria and I Cycle 5 days per week in different locations.
Sep 16 2025 04:19 PM	As a frequent Commonwealth user, strongly prefer the bike lanes in the intersection for the road, too.
Sep 16 2025 12:09 PM	Same comment as before - it is imperative to reduce vehicle conflicts with bikes/pedestrians. Minimizing turn lanes to create safer places to bike and reduce crossing distances is absolutely the way to go.
Sep 16 2025 09:10 AM	Again - works well now, don’t screw it up.
Sep 16 2025 09:08 AM	See above
Sep 15 2025 08:36 PM	Shared bike lane preferred
Sep 15 2025 06:31 PM	Focus on traffic flow

Sep 15 2025 05:23 PM	Safety first. Bikes and scooters should not be in Braddock road but smaller secondary roads.
Sep 15 2025 01:38 PM	Do not change the intersection configuration.
Sep 15 2025 01:15 PM	As someone who frequently both drives and bikes at and near this intersection, having the North/South bike lanes is absolutely necessary for safety, and any minor travel time reduction will be well worth the safety increases.
Sep 15 2025 11:50 AM	There should be a dedicated turning lane onto commonwealth. With a tri-directional lane this will back up traffic and encourage cut through from Russell/Glendale to Braddock/Glendale
Sep 15 2025 09:41 AM	Don't understand the buffer zone on the North side of the intersection along Commonwealth- will it be inaccessible to cyclists/mobility device users?
Sep 15 2025 09:27 AM	Reversing the flow of traffic on W Alexandria to ease the congestion the CoA already anticipates doesn't solve the safety issue, it only displaces it on W Alexandria. This is a profoundly underinformed option and a creates a public safety issue where one does not exist today.
Sep 15 2025 08:48 AM	I think this intersection is fine for pedestrians as it is. I can understand having dedicated bike lanes on Braddock Road to provide access to the metro. I don't see the same need on Commonwealth.
Sep 15 2025 07:22 AM	better signage straight vs turn lanes so cars unfamiliar with intersection can get in the correct lane instead of pushing their way into the straight lane requiring straight through drivers to yield to them
Sep 15 2025 05:47 AM	Please do not reverse the one way on W Alexandria Ave. (and if the complaints are coming from W. Nelson reverse W Nelson). W Alexandria is too small a street for traffic coming from Braddock. It would be thoroughly unsafe for the family that lives on the corner of Russell and Braddock given how people barrel down Braddock. It is unnecessary and harmful to all of our homes on the street.
Sep 14 2025 11:58 PM	5A is the preferable option
Sep 14 2025 10:07 PM	Drivers will use bike lane to turn right from Commonwealth to Braddock unless there are barriers to protect the lane (5A). I see it happen all the time in Arlington where there is one lane for straight and turning and bike lane on the right side.
Sep 14 2025 08:56 PM	5A please
Sep 14 2025 08:49 PM	No
Sep 14 2025 07:52 PM	Both options seem okay to me
Sep 14 2025 06:49 PM	Add barriers between travel lanes and bike lanes.
Sep 14 2025 06:47 PM	Stop with all the bike lanes already and spend that money on things that matter like feeding, educating, and housing Alexandrians. All these bike lanes installed around the city have done is make more traffic congregation for locals and waste money on barely used bike lanes.
Sep 14 2025 05:59 PM	People drive cars
Sep 14 2025 05:49 PM	Option 5B is essential to preventing vehicular traffic from obstructing bike turns onto Braddock northbound from Commonwealth. Note that cyclists turning left southbound onto Commonwealth from

	Braddock must be able to access the vehicular turning lane. There should also be some means of connecting to/through Glendale that reduces confusion with oncoming eastbound traffic
Sep 14 2025 05:16 PM	The dedicated left turn lanes & signals on NB & SB Commonwealth are important at this intersection. They should be kept, as shown in 5B.
Sep 14 2025 05:11 PM	If you want to turn this intersection into the same quagmire that exists at King and Russell, that may be the ultimate result for what otherwise seems to be an intersection with enough space currently that shared bike space may seem ample (including for heightened visibility), as well as pedestrian access for distances that are not that considerable, especially if there are extended walk signs and actual enforcement of aggressive driving from cut through commuters.
Sep 14 2025 04:50 PM	Flawed survey because there are no direct questions on either alternative. 5B is better than 5A because it would preserve all turn lanes on Commonwealth Ave. Both alternatives would eliminate too many turn lanes on Braddock Road.
Sep 14 2025 03:13 PM	I cycle through this intersection regularly, and in particular there is a very dangerous situation when traveling southbound on a bike going straight (continuing on Commonwealth) and cars are turning right from Commonwealth onto Braddock.
Sep 14 2025 02:10 PM	Remove the ability to turn right on red at that intersection.
Sep 14 2025 01:24 PM	is this the intersection where there are not both lane signs in the air as well as pavement painting for lane directions? if so, that is a huge problem at this intersection. also, westbound, the parking is WAY TOO close to the light.
Sep 14 2025 01:22 PM	I prefer 5A because I live close to Commonwealth Ave and dream of the day when the bike lanes on Commonwealth connect together, just like roads do
Sep 14 2025 11:34 AM	5A seems much safer.
Sep 14 2025 11:25 AM	You give us these options but don’t say what the current problems are. Again, I live in this area and don’t have a problem nor do a see a huge influx of cyclists, scooters, or pedestrians. I walk this area nearly every day too.
Sep 14 2025 11:05 AM	Prefer 5a
Sep 14 2025 10:54 AM	I bike here frequently and the current configuration is not great. You go from protected bike lanes on Commonwealth to having bikes intermingled with cars in the intersection. There are also people pulling in and out of street parking. To make it worse, this part of Commonwealth is really dark, so it is hard for bikers to see obstacles in the road and drivers to see cyclists. Continuing Commonwealth's bike lanes south seems like a really good idea.
Sep 14 2025 10:26 AM	The delays caused by a single lane for left and right turns and through cars from commonwealth would be significant. Minimizing vehicle wait time at this intersection is preferred.
Sep 14 2025 08:06 AM	Both of these changes will make it impossible to live and function normally for those of us who live near it. Please do NOT reduce car lanes.

Sep 13 2025 11:21 AM	The wait times are a bit long at this intersection, for pedestrians and cars (because of the non-right angles and light sequence). But it feels pretty safe now for pedestrians. Biking S on Comm, there is no clear provision for bikes in what is now a right turn lane. Selfishly, I car more about bike flow than car flow (although we do both). However, a single Southbound land on Comm seems overly restrictive for cars going 3 ways.
Sep 12 2025 05:10 PM	Traffic delays are wasteful, consume energy, time consuming, and create pollution. They are manufactured delays for entertainment purposes.
Sep 12 2025 04:14 PM	The existing leading pedestrian intervals at Braddock and Commonwealth has made it substantially easier for pedestrians to cross Commonwealth. At all hours of the day, traffic backs up on Braddock approaching Commonwealth. Removing right hand turn lanes from Braddock road will delay traffic crossing Commonwealth or encourage unsafe road usage. If a bike lane is desired, bike traffic could be encouraged to travel on adjacent low traffic parallel streets such as Myrtle Ave, Spring St , Adams St, or Glendale St.
Sep 12 2025 01:56 PM	People know the shortest route to the Potomac Bike Trail is straight up Glendale they will not stick to Braddock Rd until they hit the 7-11 - we know people will take the shortest route to the contra lane - how much are you considering that dynamic? Big impact on E. Glendale Ave.
Sep 12 2025 01:08 PM	I strongly support any plan that moves toward a connected bike lane for the entire distance of Commonwealth Ave and am heartened there seems to be progress toward that goal with these plans
Sep 12 2025 12:53 PM	I travel this intersection almost daily--both as a pedestrian and a driver. Drivers already show frustration that pedestrians are "in their way." I think the current speed and congestion of traffic doesn't significantly threaten cyclists (I do cycle, too.)
Sep 12 2025 12:24 PM	Consider providing a bike laneo n Commonweatlh northbound to better utilize the striped space and help people biking and scooting get through the intersection safer and merge after the turn instead of before.
Sep 12 2025 12:01 PM	This intersection works very well currently. If you were not doing improvements to Commonwealth Avenue to connect the bike lanes north and south of Braddock, why would you change the lanes on Commonwealth just at the intersection?
Sep 12 2025 11:39 AM	Do not remove parking
Sep 12 2025 08:13 AM	You should have set this up as a ranking question.
Sep 12 2025 08:06 AM	This intersection has an acceptable wait time for pedestrians. I walk my dogs here 3x/week.
Sep 11 2025 10:34 PM	Please consider an option for a right turn lane to spare people sitting in long lines of traffic just to turn south onto commonwealth. The timing of the signals there is good since the fatal accident a number of years ago, but the overgrown bamboo on the corner there still reduces right turning drivers' visibility of pedestrians.

Sep 11 2025 08:31 PM	Given that Commonwealth has bike lanes everywhere except the blocks adjacent to Braddock, it makes no sense not to connect the bike lane network and maintain cycle-car separation through this critical intersection.
Sep 11 2025 02:37 PM	Will these bike lanes have hard infrastructure separating them from car traffic or is this buffered lane just paint? We need physical barrier to protect bikers, especially at intersections, from cars and from people parking in the bike lane.
Sep 11 2025 02:30 PM	Delineators/curbing should be considered near intersections where vehicles can turn right to reduce likelihood of vehicles blocking the bike lane
Sep 11 2025 01:48 PM	It would be great to have protected bike lanes! Longer light for pedestrians
Sep 11 2025 12:29 PM	A safe space for vulnerable road users is the best congestion fighter.
Sep 11 2025 11:43 AM	I favor 5A
Sep 11 2025 11:17 AM	Absolutely love the proposal to add bike lanes on Commonwealth to close the gap and provide safe space for cyclists on the entire length of the road. One travel lane on Commonwealth is fine. I constantly see drivers ignoring the current lane markings - going straight through the intersection from the left turn lane is a common offense in both directions, but particularly northbound. So you might as well just reduce it to one lane, it would be safer.
Sep 11 2025 10:44 AM	Refuge/painted area needed for left turning cyclists from Commonwealth south to Braddock
Sep 11 2025 10:37 AM	I prefer 5A. I suggest adding a buffer/protection to the Braddock Rd eastbound bike lane at the intersection because without it, people will drive through the bike lane to illegally turn right on red. Consider banning right turns from northbound Commonwealth onto Braddock since Spring St is more direct/faster for drivers.
Sep 11 2025 10:31 AM	It's imperative to protect (ideally with hardened infrastructure) all of the bike lanes here. Otherwise, drivers will simply use them anyway to park and/or pass.
Sep 11 2025 10:20 AM	Please harden the painted space between the bike lanes and the general travel lanes to deter drivers from cutting the turns and endangering people in the crosswalk and bike lanes. Generally speaking, any unhardened space on the road will be abused by drivers to bully vulnerable road users to the margins, but this project is a great opportunity to harden the buffers between these modes to physically enforce the rules that keep everyone safe.
Sep 11 2025 10:18 AM	Commonwealth should have a complete bike land end to end. The disruptions are maddening (also, can we remove the speed bumps from them please?!?!)
Sep 11 2025 09:40 AM	Commonwealth Avenue is a CRUCIAL N/S cycling route for access to schools, Metro, and King Street from Del Ray and Rosemont. It is very, very important to have dedicated bike lanes along Commonwealth through this busy intersection.

Q13. What is most important to you for the intersection of Braddock Road and Mount Vernon Avenue? Rank the following on a scale of 1 (not at all important) to 5 (very important).

	1 Not at all important		2 Not important		3 Neutral		4 Important		5 Very Important		I don't know		Total	Weighted Average
Minimizing vehicle wait time	23.08%	114	15.79 %	78	19.64%	97	18.83%	93	22.06%	109	0.61%	3	494	3.01
Minimizing pedestrian wait time	10.79%	53	9.98%	49	29.33%	144	30.14%	148	19.14%	94	0.61%	3	491	3.37
Minimizing pedestrian crossing distances	10.75%	53	10.34 %	51	24.34%	120	21.10%	104	32.66%	161	0.81%	4	493	3.55
Providing dedicated space for people biking and scooting	19.68%	97	8.72%	43	8.72%	43	15.21%	75	46.45%	229	1.22%	6	493	3.61
Reducing conflicts between turning drivers, pedestrians, and cyclists	5.88%	29	5.68%	28	9.74%	48	22.92%	113	54.56%	269	1.22%	6	493	4.16
Minimize queue lengths	13.41%	66	11.18 %	55	25.20%	124	23.58%	116	22.56%	111	4.07%	20	492	3.32
											Answered			**494**
											Skipped			**93**

Q14. Do you have any comments on the Braddock Road and Mount Vernon Avenue intersection options?

Answered	**172**
Skipped	**415**

Response Date	Responses
Oct 03 2025 10:01 PM	Improve the curbs at intersection crossings here. The corner of the Yates gas stations is dangerous when crossing north if you're in a wheelchair or have a stroller as you must go into traffic to get down off the curb.
Oct 03 2025 08:24 PM	I like 6A
Oct 03 2025 08:00 PM	6A
Oct 03 2025 07:10 PM	I prefer 6A
Oct 03 2025 06:28 PM	I am somewhat concerned that neither option accounts for the amount of right-turning traffic from Braddock Road (westbound) to Mount Vernon Avenue (northbound). If I were biking west on Braddock Road, I would be nervous about being hit by a right-turning driver with either of these options. I think this is an intersection where mutually exclusive bike and right-turn lights would be ideal, but I realize that there might not be enough space.
Oct 03 2025 06:05 PM	I prefer safety over wait times. I can wait a few more seconds if it means not being run over. =)
Oct 03 2025 01:07 PM	Critically important intersection as it is THE main biking intersection (metro/GWMS/access to old town) and is currently very poorly suited for low to medium skill riders. It is very very important to focus the bike infrastructure on low/medium skill riders, otherwise usage will not follow. I (a very confident rider) avoid this intersection if at all possible (by going through the 7/11 parking lot). 6B is non-functional for low/medium skill bikers and is more dangerous than doing nothing - it is like Monroe/Mt Vernon which is extremely dysfunctional - I use the sidewalk instead of being a sitting duck between the straight/turn lanes.
Oct 03 2025 12:17 PM	Why are there no bike lanes added for southbound Mt. Vernon Ave in Option 6B? Option 6B looks more dangerous than existing for cyclists! Why do none of the options address improvements to the crosswalk from the south side of E Braddock to northside of E Braddock at the trail? or the intersection at West St?
Oct 03 2025 11:58 AM	Because this intersection is adjacent to a school, the most important factor to me by far is the safety of everyone attending school functions, specifically on foot or by bike / scooter. Nothing is more important than the safety and convenience of children crossing the street here. Screw the cars; drivers can learn to adjust their routes to accomodate children being safe.
Oct 03 2025 11:47 AM	Same. These plans are deeply flawed and makes huge incorrect assumptions.

Oct 02 2025 11:08 PM	I think including the GW school intersection in this plan might help smooth traffic, but overall safer crossing for kids and people using the paths and metro should be the top concern.
Oct 02 2025 09:45 PM	Same as last comments.
Oct 02 2025 08:05 PM	I often ride my bike north on Mt Vernon to turn right onto Braddock. There is a gap in the eastbound bike lane that makes it dangerous to turn there, so I like 6A best
Oct 02 2025 07:49 PM	Again, longer wait times will increase hazards as drivers and pedestrians get impatient or rush to get through yellow lights before they turn red.
Oct 02 2025 03:35 PM	These road diets and all they entail cause more congestion, longer travel time for your citizens, police and fire - police and fire are against these! They are dangerous for everyone, especially because cyclists, scooter riders and pedestrians are running out into streets and in general not abiding by the rules of the road. We are the 2nd worst traffic area in the Nation, these changes make traffic worse. Seminary road diet has caused nearly 30 accidents on a stretch that didn't have accidents prior to the diet. Please stop.
Oct 02 2025 03:32 PM	6A is better. I don't like the on street loading zone as the 7/11 has a dedicated off street space they only sometime use and adding one on street will result in loading ramps crossing the bike lane. Protecting the bike lane next to the dry cleaners should be a priority too, even if a few parking spaces are lost
Oct 02 2025 03:27 PM	Bollards or barriers to stop cars from cutting the corners into other cars and or pedestrians in crosswalks.
Oct 02 2025 03:18 PM	less cars more people more bikes
Oct 02 2025 01:53 PM	It's hard enough to make a left turn onto Mt Vernon to get to restaurants.
Oct 02 2025 01:24 PM	I'm willing to wait a little longer in my car to increase safety for pedestrians and bikers
Oct 02 2025 11:36 AM	This is a heavily trafficked intersection by GWMS students in the morning and afternoon. Design elements that reduce conflicts are important but a crossing guard to ensure adherence would also help.
Oct 02 2025 10:57 AM	More traffic lights
Oct 02 2025 10:48 AM	Keep things as they are please
Oct 02 2025 09:32 AM	high visibility for drivers of any peds or bikers
Oct 02 2025 09:12 AM	Option 6B looks risky. Asking impatient car drivers to cut through bike/scoot lanes is dangerous. No way that will work out. Love the dedicated pedestrian cycle. Should use that feature more often. There are so many bikes and scooters and pedestrians here that they must be given priority. I live nearby and know to avoid with my car if I need to get somewhere fast. Think about alternative routes for drivers trying to just pass through to decrease car volume at rush hour.
Oct 02 2025 04:13 AM	Leave it as it is
Oct 02 2025 03:10 AM	Never reduce car lanes in this City
Oct 01 2025 11:26 PM	The fact that this is not being considered in concert with the middle school associated traffic nearby is just ridiculous. We don't need this and wasting dollars on even the planning is absurd.

Oct 01 2025 09:41 PM	Traffic is crazy here already with cars waiting as bikes and scooters fly through intersections. This would cause chaos and ensure huge backups all around old town and del Ray.
Oct 01 2025 01:08 PM	Law enforcement should be used to enforce current configuration and fine violators. Bicycles should be using secondary arteries and not major thoroughfares.
Oct 01 2025 01:00 PM	Adding better coloring and indicators is great, removing lanes or dedicated turn lanes is a bad idea, resulting in backups along Braddock Rd. It will make the intersection effectively untransitable by car or bus and will cut off a major pipeline to Rt. 1 pushing more vehicular traffic into the neighborhoods
Oct 01 2025 10:25 AM	This is a challenging intersection - especially for GW students. The wait times often make pedestrians impatient and cause them to try to cross when it is "not their turn." It is hard to tell when your turn to cross is coming as a pedestrian. The intersection works well for cars. The addition of the No Turn on Red restriction slows the flow of traffic and causes bigger backups for cars - but seems unlikely to change to a No Turn on Red when Pedestrians are Present option.
Oct 01 2025 10:24 AM	Provide options for this and other wide intersections similar to it that are not perpendicular to include a roundabout. Understanding that bus turning radius needs to be accounted for, the unprotected left turns are inherently more dangerous. Northbound traffic cannot see oncoming traffic when a southbound car is turning. Southbound cars show little awareness of the northbound traffic and turn left reflexively. The right turn from Braddock to Mt Vernon can be taken at speed with the current curb arrangement so traffic takes it at speed. Including the bike lanes can be incorporated as well with 4-way stops at the intersection. Provide street painting for other traffic calming for those who do not respect bikers and walkers in the area.
Oct 01 2025 08:54 AM	Broken record: these alternatives intentionally create vehicular congestion. Traffic is okay to sometimes bad now, so the thought is why not make it worse?
Oct 01 2025 07:59 AM	Again, if you made some of the lights longer, there wouldn’t be such a back up. But again the city of Alexandria chooses to get rid of housing while people still have to work here, but then I have to get to another city or state because we’ve pushed them out of their housing. Which is causing more traffic. People that once could walk to their jobs no longer get that luxury. There’s always a cause and effect to everything we do.
Sep 30 2025 10:49 PM	I’d like to see protected bike lanes. Painted bike “gutters” do not make people feel safe
Sep 30 2025 05:54 AM	Bicyclists run stop lights and stop signs in the area constantly. I don't see how these plans make the traffic safer for cars or bicyclists.
Sep 29 2025 10:20 PM	Do NOT make changes that make traffic worse!! Also, these proposed changes are going to be worse for the CHILDREN that walk to and from the local schools!!!!
Sep 29 2025 03:51 PM	I walk this literally every day. I have no issues crossing the street... ever. Why would we need dedicated pedestrian times? This wouldn't help anything.

Sep 29 2025 03:00 PM	In 6A offers cyclists the opportunity for bad behavior, riding in front of turning cars (going N on Mt Vernon). I suppose you plan to have. red turn arrow which will slow down car traffic even more. 6B is probably the best option here. Also, it needs to be said that a large portion of people "scooting" are malbehaved. They disregard traffic measures, stop signs, etc. Designing intersections for them only makes sense if the city is going to enforce the traffic laws on them. And sadly the city seems to think scooters are some affordable transit option that should not be policed in any way.
Sep 28 2025 04:34 PM	I like the eastbound bike lane in option 6A and the variation of the westbound bike lane from option 6B. I cannot tell from the drawing why option 6B reduces the southbound lanes on mt Vernon because the curb lane is not shown as dedicated to anything… you may want to stripe/bollard extensions of the sidewalk bulb on the northwest and south east corners too, to prevent cars from turning it too tight.
Sep 28 2025 01:25 PM	PLEASE DO NOT ADD TRAFFIC DELAYS.
Sep 27 2025 11:39 PM	let motorists turn right on red
Sep 27 2025 04:27 PM	Dedicated bike lanes on each side from Mt Vernon to West are a good link due to metro and acces to turn on Mt Vernon. However, cars need a dedicated turn lane at the eastbound intersection- so a shared bike lane from Commonwealth to Mt Vernon.
Sep 27 2025 08:55 AM	The biggest problem I experience is the number of large trucks that drive through between Mt. Vernon Ave. and E. Linden St. all the way through W. Linden St and onto Russell Rd. There are technically no through trucks permitted but zero enforcement. The number of trucks is astounding.
Sep 26 2025 09:55 PM	This intersection already gets so backed up. You absolutely cannot eliminate car turn lanes. I walk home from the metro every work day and it's fine! The bicyclists are already fine. Good grief. Do not make something that already causes a lot of traffic even worse for the sake of like 10 bicyclists.
Sep 26 2025 04:56 PM	bicycle/scooters when traveling straight thru should not be turning from the curb lane
Sep 25 2025 09:31 PM	There is no justification for a diagonal crosswalk
Sep 25 2025 11:28 AM	Back up and delay would GREATLY influence the intersection negatively. There is already an extreme amount of congestion at this intersection.
Sep 25 2025 08:23 AM	What is the problem that is attempted to solved here, unclear
Sep 24 2025 07:30 PM	The intersection design presupposes that there will be bike lanes between Mt Vernon and Commonwealth. I strongly oppose removal of parking so I cannot support any of the intersection design options presented.
Sep 24 2025 02:04 PM	Two-way cycle tracks can be wonderful but only if used thoughtfully. They're great on one way streets, allowing for a dedicated bike route in both directions. When putting it on a two way thoroughfare, it needs to be sufficiently long and continuous. A cycle track from West to Mt Vernon is too short. Riders will be forced to switch side of the road if going east coming from west of Mt Vernon towards West. The crazy Ivan maneuvering for that through this intersection with dedicated turn lights would be a nightmare. Those eastbound riders are going to continue through on the south curb instead of using the

	eastbound portion of this too short cycle track, rendering it useless for eastbound traffic. Now if you were proposing a cycle track that continued on further, there may be more appetite for the logistics of switching sides to use it , but a one block cycle track is too much investment for too little return.
Sep 24 2025 09:17 AM	Additional delays for diagonal crossing will back up traffic considerably.
Sep 24 2025 12:05 AM	A diagonal crossing as described will make it inconvenient for pedestrians going to 7-Eleven and the restaurant from the gas station Eastbound. The backup during rush hour going eastbound on Braddock is the worst. There's already one lane after Mount Vernon and a few spaces for 15 minute parking in front of the businesses. The other problem is crossing from the North side of Braddock to the South from the trail to the 7-Eleven. You have a pedestrian where you stop but then you have to wait a few feet away and to make a left hand turn into the 7-Eleven. When exiting the 7-Eleven parking lot and turning left, visibility is poor because of course parked to the left and the median obscuring traffic coming from Northwest Street removing that median would improve his ability and allow more room for bike lanes ... not that I want to live through the construction for that An easier walk to the Metro would be welcome . People jay walk all the time on that stretch of Street despite three pedestrian crossings You need the loading area for 7-Eleven. Maybe it could be limited to certain hours so it wouldn't interfere with rush hour. Taking away the temporary parking in front of the businesses wouldn't be terrGoing westbound although it would increase waiting time you could make the nail Middle lane a straight ahead and right turn lane. I don't know why there's no turn on red from Northbound Mount Vernon onto eastbound Braddock. Coming the other way visibility isn't as good for seeing traffic going westbound on Braddock . Those turn lanes could be shared bike and car lanes. You could also take parking spaces away from Braddock Road in front of the businesses there from the trail to Northwest Street. I don't know why there's not more available parking at the Metro and getting in and out of the metro station by car is not easy. One problem with the diagonal lane is I think it might encourage more jaywalking. You just have to remember that taking parking spaces away from residents leaves them few options of where to park. I'm fortunate to have my own driveway on Wayne st but parking is at a premium. In the end I think pedestrian safety is the most important thing. We all might have to get used to some increased waiting times unless the lights can be timed differently
Sep 23 2025 10:48 PM	My commute involves crossing both Braddock and Mount Vernon, but typically cross Braddock when an opportunity presents well before I get to this intersection, so the case for a diagonal phase is weak. Please only have the pedestrian only phase of the cycle when pedestrians are present and need it. This is the entrance to a major bottleneck in the neighborhood -- I don't like cycling through this intersection and on to west street and there are few good, quieter alternatives. I'm particularly frustrated as a west bound cyclist who wants to go straight or turn left, since the bike lane is to the right of a right turn only lane.

Sep 23 2025 09:52 PM	Traffic backs up significantly on Russell Road and along Commonwealth in the evenings between 5pm and 6pm, making it difficult for local residents to leave their homes or pick up children from school. It is critical to keep traffic moving and alleviate congestion.
Sep 23 2025 07:37 PM	1. Do what is safest for people, not what is fastest. 2. I take exception with separate questions for vehicle wait times and pedestrian wait times. All people are equal and should be treated as such. Also, at no time are vehicles waiting; their drivers are waiting.
Sep 23 2025 07:16 PM	Traffic is miserable at rush hour and must not be made worse to accommodate this plan. All you have to do to make it safer is time lights so cars stop in every direction so pedestrians and cyclists can move through.
Sep 23 2025 06:40 PM	Turn pockets can be too short, and queue times are insufficient to clear the queue in the pocket. Both options will make this much worse and should be revised.
Sep 23 2025 11:46 AM	remove no turn on red signs!
Sep 23 2025 11:37 AM	Bus stop has right lane with cars to go around on left if bus is stopped to load unload or waiting for crosswalk
Sep 23 2025 08:13 AM	6a please, I am very nervous about adding a right turn lane through the bike lane
Sep 22 2025 11:08 PM	The bigger problem is this block is the crossing by the 7-11. There are near misses at the crosswalk daily. A bike lane is not going to help. You need another set of flashing lights for people to cross here.
Sep 22 2025 10:39 PM	These seem like very significant additions to the wait time for cars. Traffic already is bad in the city. This seems like it will make it far worse.
Sep 22 2025 11:38 AM	prefer 6A
Sep 22 2025 10:08 AM	Current signal timing and lack of detection loops or cameras result in significant westbound delays
Sep 21 2025 07:06 PM	As a pedestrian I detest the long waits to cross at this intersection. Love the idea of a diagonal crossing in either or bothered directions. As a cyclist, I currently avoid Braddock between Mount Vernon and Commonwealth because getting through the intersection feels unsafe, especially as Braddock westbound narrows next to parked cars.
Sep 21 2025 11:27 AM	I use this intersection several times weekly. The only issue I see is vehicle wait times on Braddock Road.
Sep 20 2025 07:59 PM	Prefer 6A; strongly dislike 6B for both the westbound Braddock Rd bike lane weave and the removed southbound Mt. Vernon Ave left turn lane
Sep 20 2025 04:01 PM	I live on W. Braddock and find the current configuration works well. There is plenty of room now for walkers and bikers. I would recommend no changes.
Sep 19 2025 08:22 PM	Using a single lane for right turn, left turns and thru traffic sounds dangerous. Having right- turning cars drive thru bike lanes also sounds dangerous
Sep 19 2025 03:38 PM	6A looks much better - 6B looks like cars could easily cross over to turn right onto Mt Vernon Ave and clip cyclists

Sep 19 2025 01:20 PM	will staff look at only adding the ped-only signal phase during morning and evening periods when schools let out, or at all hours?
Sep 19 2025 10:44 AM	Unclear what “Minimize queue lengths” means: for vehicles or for bikes/scooters? Answer is based on vehicles. No on 6A. Yes on 6B.
Sep 19 2025 09:55 AM	The Eastbound bike lane in 6A is important
Sep 18 2025 07:09 PM	6A - concern with one lane traveling eastbound on Braddock at the intersection. During morning/afternoon rush hours, cars are often backed up on Braddock Rd past Little St.
Sep 18 2025 02:11 PM	For those moving west on Braddock across the intersection with Mt Vernon, I think it is very important to minimize conflict between cyclists going straight and drivers turning right on Mt Vernon
Sep 18 2025 01:42 PM	Although a dedicated bike lane going east at the Mt Vernon intersection may look good, I won’t use it, because: 1) as a cyclist crosses mt Vernon, the bike lane passes thru the Dooring zone of cars parked on Braddock at Yates Corner. Cars parked there belong to customers using the businesses. Those customers are not thinking about a bike lane there. It’s too dangerous to get doored. And it only takes one to kill you: no do-overs, no take-backs; you’re dead. 2) the current bike lane and the changes proposed lead that bike lane right into the back end of park cars at Dos Amigos. So a cyclist is made to play a game of chicken merging out if the dead end bike lane into the traffic lane. This is particularly dangerous here, because Braddock is splitting to go right and left, and cyclist will face a hard time determining which way a car is going to go. So, starting way back on the west side of Mt Vernon, I’m going to be cycling in the traffic lane so I avoid the dooring zone and so I have my spot in traffic when I reach west street.
Sep 18 2025 01:22 PM	I prefer 6A
Sep 18 2025 12:54 PM	Both 6A and 6 B are lousy. 6 B worse. A double right turn on Mt Vernon??
Sep 18 2025 11:24 AM	Neither option does anything to reduce the MASSIVE crossing distances for pedestrians. Painted lines on the asphalt do not make safe crossings. Please install proper curbs and sidewalks for reduced widths of road to help pedestrians. Sidewalks in this area are already very much substandard widths given the amount of pedestrians going to/from the Metro station. Also, investment needs to be made in signage, signals and education for alternate modes of transportation--- much like European cities have bike lane signals that indicate red/yellow/green for stop and go at signalized intersections so it is absolutely clear for cyclists/scooters. We have auto signals and pedestrian walk/don't walk signals, need to address these other forms of transportation and not ignore them because of the cost.
Sep 17 2025 09:49 PM	No, you can’t be serious people if you think this plan is realistic. I’d use Chat GPT to come up with something more eloquent but honestly I can’t be bothered. What a joke of a city this is. Just wow
Sep 17 2025 08:55 PM	Traffic design options do not consider the significant backup to vehicles during rush hour which cause cascading delays on Mt Vernon ave, Braddock rd and other roads in Old Town. Rosemont ad Delray have many neighborhood streets that are better suited for bike, scooters etc. pedestrians can use the

	acceptable sidewalks on Braddock rd if desired. I don’t feel this change has been modeled for the traffic flow impacts if it is implemented.
Sep 17 2025 08:45 PM	Elimination of the right turn lane will cause more delays and congestion.
Sep 17 2025 08:26 PM	This intersection and light system was redesigned a few years ago to lessen traffic. Adding unnecessary bike lanes will cause traffic to increase causing issues at an already busy intersection. It will be harder to get in and out of the neighborhood. Additionally, you haven’t thought about buses coming to and from GW middle school and how those impact most of those buses through this intersection. What is shown on in A & B won’t work; keeping it as it is with dedicated turn lane at both Braddock and Mt. Vernon allow for busses to get to and from the school with minimal issues. This intersection during rush hour can get backed up trying to get into Old Town as is, eliminating the system we have now is going to only hurt the community.
Sep 17 2025 07:03 PM	I ride my bike through this intersection frequently. It is very narrow crossing Mount Vernon. There needs to be ample room for bikers and pedestrians to safely move through this intersection. There are also many students leaving GW middle school and so having safe options for pedestrians crossing the street and using the sidewalk would help minimize any accidents.
Sep 17 2025 06:44 PM	bikes and scooters travel in both directions on Braddock Road/Mount Vernon from my experience, so it's unclear to me why any proposal would only include one dedicated lane
Sep 17 2025 06:37 PM	It is a dangerous intersection for all the students crossing to GW. Something needs to change. It takes too long to cross and students get impatient. It isn’t safe and it should be prioritized.
Sep 17 2025 06:19 PM	I strongly oppose reducing eastbound travel lanes on Braddock Road. Rush-hour backups are bad now and would worsen if left-turning cars shared a lane with those driving straight through. (As a nearby resident, I also am concerned that people would park on other streets if Braddock Road parking is reduced). I applaud the idea of a Barnes-dance pedestrian crossing. Would it be practical to implement it every other cycle, but more frequently if a pedestrian presses a Walk button?
Sep 17 2025 06:18 PM	Bike lanes will create more traffic, pushing the same amount of cars into fewer lanes. Don't add bike lanes!
Sep 17 2025 01:48 PM	I have never seen a Diagonal crossing in ANY major city in the US or Europe. This will add an additional layer of confusion to an already dangerous intersection.
Sep 17 2025 12:49 PM	Please do not get rid of lanes or parking on Braddock!
Sep 17 2025 12:34 PM	Diagonal crossing is a good idea.
Sep 17 2025 11:40 AM	So many people bike and walk down Mt Vernon from the Del Ray businesses this is where the bike and pedestrian protection should be focused.
Sep 17 2025 10:37 AM	The NE curb at the field has not enough room for pedestrians waiting to cross. 2 strollers can't pass each other without one going into the dirt/grass. Meanwhile, cars travelling west on Braddock are turning right onto Mt Vernon and cutting it very close to the pedestrians waiting on the corner.

Sep 17 2025 10:35 AM	This light is VERY long right now, which affects everyone. It also causes backups onto both Mt Vernon southbound and Braddock eastbound which ends up making exiting Ramsey street more difficult during rush hour for both drivers and pedestrians.
Sep 17 2025 09:56 AM	Again, stop blowing tax money on bike lanes and start enforcing safe bike and scooter operation.
Sep 17 2025 09:12 AM	B is better but not great. One car lane each direction and do not make car traffic and bike traffic switch places for cars to make turns that adds confusion and collisions.
Sep 17 2025 06:34 AM	The city transportation department are idiots!
Sep 16 2025 07:48 PM	In addition to choices above I think the new crosswalk markings are good for this portion and all the others.
Sep 16 2025 04:37 PM	6B with bike lane & car lane criss-crossing looks terrible
Sep 16 2025 04:32 PM	The wait at this intersection is already long and adding a diagonal crossing will make this much longer. West bound traffic often backs up many many blocks at peak times which is very frustrating. Traffic should be limited coming from the south on mt Vernon. A longer time only encourages cut-through neighborhood traffic
Sep 16 2025 12:11 PM	The right turn lane in 6B that requires vehicles to cross over the bike lane is so dangerous. We need to excise these kinds of conflict-rich designs from Alexandria planning.
Sep 16 2025 09:13 AM	As a cyclist and pedestrian I am most fearful of being hit by a driver making a left turn while looking right or looking right while turning left. And when I am cycling I am also afraid of cars drifting into the bike lane. With no buffers these options scare me.
Sep 16 2025 09:11 AM	It already takes too long to transit eastbound and westbound braddock at that intersection by vehicle. All these proposed options would make it worse.
Sep 15 2025 06:31 PM	Focus on travel flow
Sep 15 2025 03:41 PM	It's probably not in the scope of this project, but maybe there's a way to also consider how the school drop-off and pickup back-ups can cascade into this intersection and how to improve safety for students while streamlining through-traffic?
Sep 15 2025 02:26 PM	There is currently a very long wait time for pedestrians. Otherwise, not so bad!
Sep 15 2025 01:40 PM	Do not change the current intersection configuration, other than add thermo crosswalks.
Sep 15 2025 01:30 PM	Option 6A seems to minimize conflicts between westbound cyclists and right-turning cars as long as cyclists can sit proud of cars, remaining more visible and not in the drivers blind spot. Option 6B may require a sudden lane change where a bike may not be visible.
Sep 15 2025 01:18 PM	At an intersection like this, any shared car/bike lane is going to be unsafely ignored by many drivers. Bike lanes on both sides is absolutely something we should be doing.
Sep 15 2025 12:33 PM	There should be a stop sign to the right of the train track before the crosswalk connecting the metro linear trail and the Potomac yard trail - that is the most dangerous part right now in that area! As a driver

	or a pedestrian or a biker, I always feel unsafe there like I am going to hit someone, get hit, or get hit from behind when slowing down for a pedestrian because people expect to fly through there.
Sep 15 2025 10:42 AM	I like 6a better
Sep 15 2025 09:30 AM	arrangements like 6B cause conflict with cars and bikes (like at Mt V and Monroe -- you should fix that too)
Sep 15 2025 08:53 AM	I think the intersection is fine for pedestrians as it is. 6B with merging through the bike lane is preferable to 6A.
Sep 15 2025 07:24 AM	Please remove the bushes at the crossing with the flashing lights. It would increase visibility. Also require bikes to STOP before entering road, right now they just plow ahead requiring drivers to react quickly
Sep 15 2025 05:49 AM	I both run and drive this - the idea that people are complaining about waiting to cross the street at that light is absurd. It's a busy street. That's what happens.
Sep 14 2025 11:59 PM	6A is preferable
Sep 14 2025 11:23 PM	Please stop eliminating existing travel lanes.
Sep 14 2025 10:30 PM	The timing on the lights of this intersection are horrible. Especially at non rush hour you can spend significant time with no one going through the intersection. Prioritize traffic going westbound turning right from Braddock onto Mt Vernon.
Sep 14 2025 10:19 PM	Wait to turn from Mt Vernon is already very long, would hate for it to get longer. I use this intersection as a pedestrian, cyclist, and driver.
Sep 14 2025 10:09 PM	I would not feel comfortable cycling through the intersection in 6B
Sep 14 2025 08:59 PM	6A, and for all intersections you should have no turn on red with dedicated bike/vehicle signals to reduce confusion
Sep 14 2025 08:52 PM	No
Sep 14 2025 08:25 PM	I still long for the time when parking was prohibited along the north side of Braddock Road between Mount Vernon Ave and Ramsey Street. I feel that it is dangerous for bicyclists to try to merge with vehicles going west on Braddock Road from the east side of Mount Vernon Ave to the west side. This is a major bus route, and although the drivers are careful, there is very little space between them and the parked cars for bicyclist to squeeze through. An some vehicle drivers are impatient with the bicyclists and try to beat them through the intersection.
Sep 14 2025 07:53 PM	the current set-up is terrible - the timing of the lights is out of sync and as a pedestrian, it may take several minutes to get from one side of the street to the other. All of these changes would be improvements.
Sep 14 2025 06:48 PM	Stop with all the bike lanes already and spend that money on things that matter like feeding, educating, and housing Alexandrians. All these bike lanes installed around the city have done is make more traffic congregation for locals and waste money on barely used bike lanes.

Sep 14 2025 05:59 PM	People drive cars.
Sep 14 2025 05:51 PM	It's very dangerous to have vehicular turns intersect the bike lane. For this reason, 6B is inferior to 6A
Sep 14 2025 05:25 PM	I appreciate the need to allocate limited space in the right-of-way in this area, but it's also one of just a few crossings of the railroad tracks into Old Town, so the use of the right of way should be maximized and not spent on any unused "buffer" space. Around the trail crosswalks on either side of the railroad bridge, there also needs to be much more substantial lighting and a clearing of the vegetation to make pedestrians & cyclists more visible to vehicles approaching the crosswalks.
Sep 14 2025 05:22 PM	Doing lane reduction (with the potential of further hardening and narrowing) near a school and a Metro station with an underpass for trains carrying considerable Metro traffic at a veritable chokepoint may seem to be one of the most irresponsible plans yet. If you string all of this together, if there's any sort of emergency — from the ongoing flooding issue near that intersection to anything that requires transportation or evacuation, you've gone towards creating the sort of barriers that echo what reportedly happened in California towns with wildfires which did such narrowing and thus created chokepoints during mandatory evacuations with reportedly disastrous results. This isn't city planning doesn't seem like city planning as opposed to just giving bike lobbyists. This doesn't seem like city planning as much as turning every major artery in the city over to the dictates of bike lobbyists, who might not be heard from if anything goes untowards.
Sep 14 2025 04:53 PM	Flawed survey because no direct feedback requested on each alternative. 6A is a better alternative because it preserves all turn lanes on Mt. Vernon Ave. Both alternatives eliminate one eastbound turn lane on Braddock Road, which will be very problematic with all of the traffic bound for George Washington Middle School each morning.
Sep 14 2025 03:18 PM	This intersection somehow serves everyone poorly. I visit it daily as a walker, and multiple times a week as a biker and driver. It is somehow bad for every mode of transportation. This intersection is a prime biking area, yet we often detour to avoid it because it is so poorly designed for bikers. The wait times are abysmal. (Which in turn encourages jaywalking or illegal right turns on red, because the alternative is waiting so long.).
Sep 14 2025 02:12 PM	Remove ability to turn right on red. City needs to cut back shrubs at crosswalks such as to the metro.
Sep 14 2025 02:04 PM	I think 5b is extremely dangerous and will cause a lot of accidents and increase anxiety for bicyclists. Bike lanes shouldn't cross a car lane like that.
Sep 14 2025 01:58 PM	Again, I feel this intersection needs a more significant redesign. Perhaps a roundabout, or addition of more pedestrian islands. I don't think the design does enough.
Sep 14 2025 01:39 PM	Afternoon backups on eastbound braddock at this light can start back at commonwealth ave and there's no good way to address this. The entrance to the 7-11 is also busy and causes a lot of conflicts

Sep 14 2025 01:26 PM	this intersection is an unnecessary hot mess. what the heck. it's a four way intersection. figure it out to be better, finally, for once and for all.
Sep 14 2025 01:25 PM	I prefer 6A. I ride here often on my way to the metro station or other places. In this section, I often ride eastbound on the sidewalk to avoid being in the middle of a line of impatient drivers, trying to get to the intersection.
Sep 14 2025 12:28 PM	Again, please do not eliminate the left hand turn lane onto Mt Vernon Rd. This light gets extremely backed up. I do not live on this stretch of Braddock Rd, but I drive through this intersection to get to Old Town several times per week. I appreciate that this is a long way for a pedestrian to walk on a light cycle, so give them a longer light cycle to get across. Taking away the left hand turn lane is, again, going to cause massive backups on Braddock, which already experiences massive back ups at peak times. The folks living on this street will be the ones paying that price. And unfortunately, there is no other way to get to Old Town that doesn't equate to going through neighborhoods, which is what people will start doing if this light becomes even slower.
Sep 14 2025 11:36 AM	Having cars merge through bicycles in 6B is extremely dangerous.
Sep 14 2025 11:29 AM	The Mt. Vernon light during rush hour times is RIDICULOUS. If you don't catch it, it adds a good 5+ minutes to your commute. That doesn't seem like a lot but it causes Mt. Vernon to back up, especially when the light at GW is active. Again, I drive this nearly every day and rarely see cyclists. I walk this nearly every day too and am fine with crossing the street with the crosswalks. If the problem is with the GW kids, then hire a crossing guard, which would probably be far cheaper in the long run that a million dollars of road construction that we don't need.
Sep 14 2025 11:11 AM	Much prefer 6a. On 6b, the right turn merge though the bike lane is very bad and a place that I could potentially die when cycling.
Sep 14 2025 10:57 AM	One thing I have noticed as a frequent biker at this intersection is that cars turning onto Mt Vernon often try to turn right across cyclists going westbound on Braddock. I don't know that any of these options really address that, so I would urge you to think creatively about it.
Sep 14 2025 10:33 AM	Single lane from Mount Vernon Southbound would need timing adjustments during peak hours, the light by the school causes delay already. A single through and turn lane from either Braddock eastbound/Westbound is STRONGLY not preferred. Remove the plantings from the medians between MV ave and West - you cannot see children crossing behind them when in bloom. Make the pedestrian crossing like the one by the playground behind

	potomac yard - force them to stop, the flashing light is not enough. Put physical barrier along any bike path under the bridge to prevent people from darting out to cross outside of the walkway - have seen so many near misses.
Sep 14 2025 09:14 AM	This is a dangerous zone to walk through/bike during peak hours. School kids travel from old Town to Middle School constantly walk in the bike lane as the sidewalk is too small to facilitate the school kids crowd, while cars literally fly by. Also, I witnessed a pedestrian got spinning around by a high speed car on the crosswalk. The car touched her back when driving. She dropped her cell and personal belongings immediately. Luckily she was not hurt. But she could be killed if she had walk 1 inch closer. Traffic light beacon often are ignored by drivers.
Sep 14 2025 08:19 AM	I guess I'll use this place to just say that many students, especially young Jefferson Houston students, don't use this intersection but rather the PY bike trail link up to the trail in the other side of Braddock. This is an intersection that isn't addressed in this study. I know you have it listed for a future plan, but it's a crucial intersection for kids - many traveling alone by foot or bike - and I think needs to be explicitly addressed in your slides. How will changes affect the safety of that crossing? What can we do to make it safer for our kids? I want to send my third grader to school alone in his bike when he's a bit older and that intersection is the main barrier to doing that.
Sep 14 2025 08:08 AM	Again these designs will bring traffic to a halt, delay cars and create more road rage at the intersection. People need to drive cars. This is not a walkable city. It's fine to have bikes on the road but not at the expense of moving more people quicker.
Sep 13 2025 11:59 AM	This intersection is a dangerous crap shoot for bicyclists, and a long delay for pedestrians. Biking W on Braddock through here is very dangerous, b.c. bicyclists must depart the (skinny) bike lane and cross 2 to 3 lanes of busy traffic to safely proceed W. As soon a bike crosses Mt Vernon it is squeezed between parked cars and W-bound traffic. The long diagonal crossings are a problem for pedestrians, leading to frustrating delays as each direction of traffic takes a turn. There is heavy pedestrian traffic here and down by the Metro, heavy car traffic, and a lot of buses. This is a more problematic intersection than the other two, IMO.
Sep 12 2025 05:13 PM	I cycle through there frequently and simply use the crosswalk. These imitation bike lane modifications would create the expected inconvenience and will be a death trap. Please NO!!
Sep 12 2025 04:16 PM	Removing a turn lane from eastbound Braddock Road would decimate travel times. Traffic at that light backs up at all hours of the day. Removing the left hand turn lane and the through lane would severely impact travel times. Alternative 6A would also encourage drivers to cut into the bike lane when travelling eastbound toward Old Town.
Sep 12 2025 01:56 PM	The drawing does a poor job of labeling the streets in the intersection. The diagonal crossing is not clear at all - I see two stubs coming out and assume that continues across the intersection. That is a LONG walk that will make antsy drivers to rush. There needs to be a protection for the walkers who get stuck half way - how come a roundabout is not a consideration for this massively wide intersection?

Sep 12 2025 12:56 PM	This is an area of relatively high conflict between drivers and pedestrians. The length of time drivers must wait, heading south, on Mt Vernon -- especially for an eastbound turn -- is often long. If you have to make changes, 6A seems the best option.
Sep 12 2025 12:04 PM	This intersection has delays all the time. The current lights do not reflect the traffic pattern needs. I am really afraid of what any of these concepts will do to this intersection. Given the school on the corner, dedicated bike lanes are extremely important. The intersection can handle one lane in each direction. But engineers need to take the timing of the lights much more seriously. The concept has the chance to back up this intersection past West and Braddock and onto Wythe. Out of the full project, designing this intersection should be your main concern.
Sep 12 2025 11:40 AM	Do not remove parking from Braddock Rd.
Sep 12 2025 08:12 AM	There are FIVE pedestrian crossings within eyeshot here. It is more than enough, and it already delays traffic unacceptably. I drive through here daily en route to work. The city should eliminate the ped crossing at West St & direct peds to the signaled trail crossing a few hunded yards away, and it should eliminate the western signaled ped crossing, directing those peds to the eastern signaled crossing or the Mt Vernon/Braddock intersection. While I enjoy long runs on the Potomac Trail, we have already gone too far in slowing down & backing up driver traffic here in favor of a much smaller number of pedestrians. One signaled ped crossing is necessary, but 2 is too much, and getting rid of the West/Braddock ped crossing would be safer for pedestrians, as it would push them to signaled walkways.
Sep 11 2025 11:05 PM	I don’t believe a diagonal crossing is needed at this light. There are plenty of other crossings available nearby.
Sep 11 2025 10:43 PM	I expect 6A will substantially increase traffic backups in both directions at rush hour. Please don’t combine the left turn and straight lanes for Mount Vernon southbound (6B), as that will make traveling into the Rosemont part of the neighborhood a huge headache at busy times. Most traffic turns left onto Braddock eastbound, so it is a blessing to have the right lane to bypass that backup when running errands in the neighborhood.
Sep 11 2025 09:51 PM	I'm far more in favor of 6A than 6B; having the turn lane cross the bike lane just invites accidents. The diagonal crossing doesn't seem necessary though, but maybe I'm just not crossing that way often enough.
Sep 11 2025 08:35 PM	I don't like 6B at all. Seems like it creates a lot of conflicts and 3 separate cars lanes westbound on braddock seems really unnecessary for a one lane road. The sharrows east bound create a dangerous mix of cars and bicycles at the busiest are near the school, trail, and metro station.
Sep 11 2025 07:49 PM	Very important to me to have flashning lights at cross walk in front of 7-11 going across Braddock
Sep 11 2025 02:44 PM	There should be physical barriers for the bike lanes so cars do not park in them or use them as a cut through. The median on Braddock Road should also be extended up to the intersection to create a pedestrian island and to reduce the amount of people making illegal u-turns, which are frequent and

	cause back ups. We should also make sure the intersection is well lit at night as it is a very busy intersection. I hate option 6B because the left turn lane option on Braddock Road intersects with the bike lane and that is extremely dangerous.
Sep 11 2025 02:31 PM	Delineators/curbing should be considered within the buffer near intersections where vehicles can turn right to reduce likelihood of vehicles blocking the bike lane
Sep 11 2025 12:31 PM	This is next to a school so needs to be designed for Max pedestrian and bike safety
Sep 11 2025 11:46 AM	I favor 6A. 6B creates a conflict with bike and cars at they navigate to access the right turn lane. The unprotected nature of the bike lane will lead to cars entering the lane earlier and treating it as a general travel lane.
Sep 11 2025 11:24 AM	I vastly prefer option 6A. First, because it provides bike lanes in both directions. I live on W Braddock Rd and commute to the Metro, but I currently don't bike because I don't feel safe riding in mixed traffic on Braddock. If you put a bike lane going westbound but not eastbound, that doesn't help me, because what's the point of being able to travel safely in one direction if I can't travel safely in the other direction? So we need both lanes. Second, the idea of the bikes merging through traffic when approaching the intersection westbound in 6B makes me very nervous. Definitely a potential conflict point. Also I just want to write here in case I don't get the chance later, I appreciate the estimate of increased delays going through the intersection and I know that some people will be upset about this, but we are talking about, on the one hand, literally seconds of delay, and on the other hand, safety improvements that can save lives. It is 100% worth 20-30 seconds of delay, or even a couple minutes! If people are going to be able to traverse our streets without fear of being seriously injured.
Sep 11 2025 10:45 AM	6B with the slip lane will be an absolute disaster for cyclist safety. Must be eliminated.
Sep 11 2025 10:38 AM	6A is better but should be curb running to the intersection with protection to deter illegal right on red. 6B is not safe for children and adults, especially as it is next to a school.
Sep 11 2025 10:31 AM	Of all the intersections in this study, it is paramount to maximize the pedestrian and cyclist safety improvements here over convenience for drivers. It's right next to a middle school, and very close to a bike trail and metro station. Let's also be clear: any removal of car lanes will absolutely *require* hardened infrastructure. If the only thing added is paint on blacktop, drivers will ignore it regularly. Flexposts are a minimum, but bollards or curbs would be even better.
Sep 11 2025 10:24 AM	Install physical hardening on the road surface to enforce safe turning driver behavior. This intersection's curbs are cut to allow high speed turns, so physical bollards on the road surface are essential to enforce safe behavior since the curb fails to do so.
Sep 11 2025 10:23 AM	The way the bike lane and right turn lane interact in 6B looks like a disaster in the making to me - I would also like to see bicycles explicitly permitted to turn right on red onto Mount Vernon Ave from

	Braddock. Technically that's an illegal right today, but I do it to get myself away from turning traffic since I'm not going to have bike lane protection once I make that right.
Sep 11 2025 09:43 AM	I live on Braddock between Mt. Vernon and Commonwealth. A "shared lane" for both bicycles and cars is a lane just for cars. No amount of sharrows or signage will induce drivers to treat Braddock as a neighborhood street - dedicated space is CRUCIAL. I like the diagonal crossing and dedicated pedestrian phase. I walk through this intersection a minimum of twice a day and do not like sharing the crossing with vehicles turning right.

ATTACHMENT 8: COMMUNITY ORGANIZATION LETTERS

Bryan Hayes

From:	Ken Notis <civ2kn@gmail.com>
Sent:	Saturday, September 27, 2025 3:29 PM
To:	Bryan Hayes
Cc:	Mary-Jane Roth; Zack DesJardins; Asa Orrin-Brown; Ransom Smith; Nicole Radshaw; Randy Cole
Subject:	[EXTERNAL]Braddock Road Trail Access Project
Attachments:	braddock_road_trail_access_-_design_options_-_web BPAC 25-9-18.pdf
Categories:	Public Comment

Bryan,

I am writing on behalf of the Alexandria Bicycle and Pedestrian Advisory Committee (BPAC) regarding the Braddock Road Trail Access and Corridor Improvement project.

We support Option 1B, 2A, and 3 on Braddock Road. We support Options 4A, 5A, and 6A at the intersections with Russell, Commonwealth, and Mount Vernon Avenues respectively.

We appreciate the city's ideas for a long-term fix to the Braddock and West St intersection but request that a short-term fix be included into this project. At West Street we propose two options which we call 7A and 7B. Of those two, we prefer 7B. They are described in the attachment, as well as some particular comments on other locations.

Ken Notis
Chair, Alexandria BPAC

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

Good Shepherd Lutheran Church

BUILDING A BIGGER TABLE

September 29, 2025

Mr. Bryan Hayes
City of Alexandria
Department of Transportation & Environmental Services
301 King Street
Alexandria, VA 22314

Re: Braddock Road Trail Access and Corridor Improvements Project

Dear Mr. Hayes,

We write on behalf of Good Shepherd Lutheran Church, located on Braddock Road between Russell Road and Commonwealth Avenue. We strongly urge the City to preserve on-street parking on Braddock Road as part of the Braddock Road Trail Access and Corridor Improvements Project.

Good Shepherd has stood on Braddock Road since 1945. From the beginning, our congregation has never had a parking lot; our members, guests, and partners rely exclusively on street parking. The proposed elimination of on-street parking will have a profound negative impact on our accessibility and community service.

Community Role
Good Shepherd is not only a place of worship, but also a vital community hub. Our space is regularly used by:

- The Alexandria Choral Society
- The Alexandria Children's Chorus
- Encore Creativity for Older Adults
- Rosemont Citizens Association
- ALIVE! Furniture Committee
- Friends of Guest House
- Symphony Orchestra of Northern Virginia (SONOVA)
- 12-step recovery groups
- A Community meditation group
- INOVA blood drives (which also require parking for Blood Mobiles and equipment delivery)

These groups meet on weekends, as well as weekday mornings, afternoons, and evenings. They all rely on street parking to make participation possible. If parking is removed from Braddock Road, visitors to our building will be forced to park on Luray Avenue, Hancock Avenue, and other surrounding streets. This will create a ripple effect of parking in the neighborhood.

Transportation Realities
More than 85% of those attending services and events drive. Many live too far away to walk or bike, are older adults, or bring food donations, teaching resources, instruments, or supplies that must be transported by car. On Sundays, some weekday mornings, and many weeknights, all spaces around our church are filled. Removing Braddock Road parking would create a major barrier to attendance and participation.

100 W Luray Ave, Alexandria, VA 22301 |www.gslutheran.net | 703-548-8608 | Rev. Kate Costa, Pastor

Other neighbors and groups also will be impacted by the loss of parking spaces on Braddock Road. For example, we know that the 7th Day Adventist Church at the corner of Braddock Road and Russell Road often fills parking spaces on Braddock Road all the way to our church building during their Saturday services.

Accessibility Concerns
Our only handicap parking space is located on Braddock Road, directly adjacent to our accessible ramp and entrance. If this parking is removed, our building will be effectively inaccessible. There are no curb cutouts or sidewalks on Luray Avenue or Hancock Avenue, and our Luray Avenue entrance has steps with no ramp. Further, we often host multiple people with handicap placards at once. Our community actually requires more—not fewer—accessible spaces.

Alignment with Project Goals
We strongly support the City's stated goals of reducing traffic crashes, improving pedestrian and bicycle safety, and creating a more connected corridor. We believe these safety goals can be advanced while also preserving critical street parking that allows older adults, people with disabilities, and community participants to access our building.

Request to Preserve On-Street Parking on Braddock Road
We respectfully request that the City's final design options:
1. Preserve on-street parking on Braddock Road in the immediate vicinity of Good Shepherd Lutheran Church.
2. Expand handicap-accessible parking options near our entrance.
3. Ensure that safety improvements do not inadvertently restrict community access.

We want to thank you for coming to meet with us to discuss our congregation's concerns about the proposed Braddock Road Project. It was an informative and helpful exchange. We hope we are able to continue the dialogue.

We are grateful for the City's willingness to seek feedback and welcome further dialogue. Balancing safety and access is essential. With thoughtful design, the Braddock Road corridor can become safer and more connected while continuing to support the places and people that make Alexandria strong.

Thank you for considering our request that the Braddock Road Project preserve street parking near Good Shepherd.

Best regards,

Scott Baker
Congregation President
Good Shepherd Lutheran Church

The Rev. Kate Costa
Good Shepherd Lutheran Church
Cell: 276-698-7653

ROSEMONT CITIZENS ASSOCIATION

P.O. Box 2873
Alexandria, VA 22301-2873
info@rosemontcitizens.org

November 21, 2025

Alexandria Traffic and Parking Board
Ann Tucker, Chair
c/o Alexandria City Hall
301 King Street
Alexandria, VA 22314
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 between Russell Road and Commonwealth Avenue (Options 1A and 1B). 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.**

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,

Jol Silversmith
President, RCA

CC: Michael Moon, Interim Director, TES, michael.moon@alexandriava.gov
Hillary Orr, Deputy Director, TES, hillary.orr@alexandriava.gov,
Christopher Ziemann, Transportation Planning Chief, christopher.ziemann@alexandriava.gov
Ryan Knight, Transportation Engineering Chief, ryan.knight@alexandriava.gov
Alexandria Carroll, Complete Streets Planning Manager, alexandria.carroll@alexandriava.gov
Bryan Hayes, Braddock Road Project Manager, bryan.hayes@alexandriava.gov

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

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,

Jol Silversmith
President, RCA

ROSEMONT
CITIZENS
ASSOCIATION

P.O. Box 2873
Alexandria, VA 22301-2873
info@rosemontcitizens.org

CC: Michael Moon, Interim Director, TES, michael.moon@alexandriava.gov
Hillary Orr, Deputy Director, TES, hillary.orr@alexandriava.gov,
Christopher Ziemann, Transportation Planning Chief, christopher.ziemann@alexandriava.gov
Ryan Knight, Transportation Engineering Chief, ryan.knight@alexandriava.gov
Alex Carroll, Complete Streets Planning Manager, alexandria.carroll@alexandriava.gov

From: Dan McMaster <Dan.McMaster@alexandriava.gov>
Sent: Thursday, February 12, 2026 11:22 AM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: Braddock Road Plan

Good morning, Alex,

Thanks for taking the extra time to review the plans for the Braddock Road improvements with Fire staff. We always appreciate the opportunity to provide input.

As we've covered in our previous collaborations, the primary concern Fire has with the addition of bike lanes or pedestrian safety controls is maintaining the clearance for emergency vehicles to overtake and pass private vehicles. Among other things, this ability is primarily impacted by lane widths and by "clear spaces" or additional lanes for vehicles to move into to yield. The Braddock Road project addresses these concerns well in all areas except the stretch of road around the rail track underpass.

The combination of the protected bike lanes and the elimination of the second car lane will require emergency vehicles to "push" cars through that area in order for them to have room to yield. In our conversations you discussed your willingness to collaborate with Fire on the type and placement of barriers for the bike lanes, so private vehicles can yield into the bike lanes if necessary. You also discussed changes your staff is making to the signals at Mt. Vernon Ave. to improve overall traffic flow in the area. Those efforts are appreciated, and we look forward to working with you to develop the best solution. Please understand that our concerns are magnified on this project because the area of Braddock Road in question is the primary route of travel for emergency vehicles entering and exiting the north end of Old Town. It is heavily travelled by our units and needs to always be as passable as possible.

With respect to the changes proposed in the area of West Street and between Mt. Vernon and Russell, Fire has no concerns and supports those changes fully. Thanks again for your continued support and collaboration and please contact me with further questions or concerns.

Daniel McMaster
Deputy Fire Chief
Alexandria Fire Department
(571)733-6543

BRINGING NEIGHBORS TOGETHER

February 12, 2026

To: Traffic and Parking Board, T&ES Staff, City Council
Re: Braddock Road Corridor Improvements

To whom it may concern,

The Del Ray Citizens Association is writing to express our support for City Staff's proposed improvements in the Braddock Road Corridor, which borders the southern edge of our association. City Staff's design improves the Braddock Road experience, safety, and accessibility significantly for cyclists, pedestrians, GWMS students, and Metro riders without negatively impacting vehicle travel times.

We acknowledge that there is an impact to street parking access for residents who live on Braddock, but also must recognize that homes in this area largely have off street parking and that studies suggest the street parking is not heavily utilized. We did hear concerns from some members about the loss of this parking, but we heard from others as well supporting the project and expressing the belief that slower speeds and better visibility on Braddock would improve their driveway access and safety.

We encourage the city to continue to work with Good Shepherd Lutheran Church to support them in relocating ADA access off of Braddock.

-

We arrived at the statement above after nearly a year of direct engagement with city staff regarding this project, including two walking tours of the area. In early February, Alex Carroll joined our Traffic Calming Committee meeting (conducted via zoom) to answer resident and neighbor questions regarding the staff recommendation. We invited the entire DRCA membership to attend this meeting, or to submit feedback or questions via email. We also directly reached out to all members of our association with Braddock Road addresses to personally invite them to attend or give feedback (⅔ of them did). The committee formed the position above based on this feedback and our prior engagement.

In our February 11th membership meeting (via zoom), the Traffic Calming Committee proposed the above position for a vote by all members in attendance. Ms. Carroll again joined us to answer any questions from the community, and after a lively dialogue including both members and non-member community members, our membership voted 31-13 (70.5% yes to 31.5% no) in favor of expressing this formal position of support.

Thank you,

Tim Laderach
DRCA President

Del Ray Citizens Association
Bringing Neighbors Together

https://delraycitizens.org
President@delraycitizen.net

P.O. Box 2233
Alexandria, VA 22301

Outlook

RE: Braddock Road - Open House and Questions

From Anne.Malinee@lw.com <Anne.Malinee@lw.com>
Date Sun 9/14/2025 10:09 PM
To LFields@KSLAW.com <LFields@KSLAW.com>; Bryan Hayes <bryan.hayes@alexandriava.gov>
Cc anne.malinee@gmail.com <anne.malinee@gmail.com>; lukefields@gmail.com <lukefields@gmail.com>

You don't often get email from anne.malinee@lw.com. Learn why this is important

Mr. Hayes,

I write to reiterate my husband's extreme concern regarding this development, which we only learned of this evening.

We have three children five years old and younger, and I work from our home office, which faces the intersection of Russell, Braddock, and West Alexandria Avenue, one or two days each week. Every day I work at home, I witness cars speeding through the intersection of Braddock and Russell, as well as up West Alexandria, running the lights at our intersection, and making illegal turns on red. Several times a week, I see cars driving the wrong way on West Alexandria Avenue.

This is ***already*** a hazardous intersection – as your survey results reflect – and one of my worst fears as a mother is that one of my kids will get out of our backyard, or step into the street at the wrong time as we are loading kids in our street-parked vehicles, and be hit by a car. Because cars park on both sides of the street, there is almost no visibility – a driver, particularly one going too fast, would have no time to stop before he or she hit my child, or one of the several young children who live on our street. There is not even space to put out signage to slow down for children – there are too many cars, and there is too much street parking.

It makes absolutely no sense to me that the City would attempt to "fix" an already dangerous intersection by reversing the flow of traffic to allow cars speeding downhill on Braddock to take an "off ramp" and cut down our street, rather than wait at the light. I could not think of a worse idea, and I will oppose this development at every opportunity until it is rejected.

Regards,
Anne Malinee

From: Luke Fields <LFields@KSLAW.com>
Sent: Sunday, September 14, 2025 9:31 PM
To: bryan.hayes@alexandriava.gov
Cc: Malinee, Anne (DC) <Anne.Malinee@lw.com>; anne.malinee@gmail.com; lukefields@gmail.com
Subject: Braddock Road - Open House and Questions

Mr. Hayes, I learned earlier today from my neighbor, Dana Lawhorne, that the City has announced plans to reverse the flow of traffic on our street – West Alexandria Avenue – supposedly following the results of a recent study. I will be out of town this week for the community presentation and my wife will most likely also be able to attend as she will have responsibility that night for our three small children.

I have submitted written feedback to the Braddock Road Trail Access and Corridor Improvement survey. I am writing a separate email to express my extreme concern with and strong opposition to the proposal to reverse the flow of traffic on West Alexandria Avenue.

West Alexandria Avenue already has serious traffic safety issues with drivers traveling at high and unsafe speeds against the existing one-way traffic flow. My wife and I go to great lengths to protect our three small children – ages 5, 2, and nearly 1 – from those life-threatening traffic violations. Uber drivers, delivery trucks, and other transport in the normal course regularly turn east onto our street, presumably in an effort to cut east toward Old Town. We live closest to the intersection at the stoplight (120 W. Alexandria Avenue) and are vigilant about making sure our kids and the other numerous small children on our block are safe and aware of the existing risk. The proposal to reverse the one-way on our street will literally exacerbate the already dangerous issue.

I reviewed the survey results posted to the City's website for data collected in March 2025. I don't know why Anne and I were not solicited directly for input to comment on our views on reversing travel on our block. We would have opposed it vociferously then if asked. Either way, I was struck that in the few hundred or so written comments that were apparently received, only one appears to even relate to West Alexandria Avenue, and that lone comment does not propose or even request reversing the flow of traffic. That is not surprising. Based on my experience, the one-way west flow of traffic on West Alexandria Avenue is a safety precaution that prevents high speed east-bound traffic from endangering the good people who live on our street. I understand that this is also consistent with the history of why the flow of traffic on our street was made a one way street more than forty years ago after a neighborhood petition to the city.

Please do not reverse the flow of traffic on our street. Implementing the proposed changes will senselessly and needlessly endanger the lives of many on our block, including the most vulnerable and at risk: our kids.

Thank you for your prompt consideration of this matter. I look forward to discussing this with you in the future. What is a good telephone number to reach you? Thanks, Luke

Lucas M. Fields
Partner

T: +1 202 626 2399 | lfields@kslaw.com | Bio | vCard

King & Spalding LLP
1700 Pennsylvania Avenue, NW
Suite 900
Washington, D.C. 20006

King & Spalding

kslaw.com

Outlook

[EXTERNAL]Braddock Road plan

From Dana Lawhorne <danalawhorne@verizon.net>
Date Sun 9/14/2025 11:54 PM
To Bryan Hayes <bryan.hayes@alexandriava.gov>

[You don't often get email from danalawhorne@verizon.net. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Hi Bryan,

I have lived on W. Alexandria Avenue since 1979. I was part of an effort in the early 1980's to petition the city to make W. Alexandria Avenue a one way street. The city accepted our fact based request to make it one way going west bound. It stopped the onslaught of speeding cars who were cutting through to avoid the congested intersection.

If you were to reverse the city's position on this, you would be recreating the problem. It makes no sense to make our street unsafe in order to gain 10 seconds for the intersection. There are other alternatives.

I am also opposed to any proposal that eliminates existing parking on Braddock Road. Where do you expect the residents to park?

I look forward to seeing you at the meeting on Wednesday. Thank-you.

Dana

Subject: [EXTERNAL]Braddock Road Study: Pedestrian Safety Issue
Date: Tuesday, September 16, 2025 at 4:51:21 PM Eastern Daylight Time
From: Mark Jinks <mark.b.jinks@gmail.com>
To: Bryan Hayes <bryan.hayes@alexandriava.gov>
Category: Public Comment

You don't often get email from mark.b.jinks@gmail.com. Learn why this is important

Mr. Hayes:

As a long-time runner using the Braddock Road trail three to four times @ week (and crossing Braddock road twice each run), I was interested in the Braddock Road options that the City has put forward.

I have been concerned about the pedestrian crossing of Braddock between the beginning of the Potomac Yard trail and the 7-11 directly across the street. I was hoping to see a HAWK signal proposed by staff at that crossing (similar to the one on the other side of the RR/Metro tracks). This crossing is used by many, many pedestrians including many middle schoolers going to and from the GHW School (often headed to or from the 7-11). It is used far more frequently by pedestrians than the nearby HAWK-signaled crossing.

In the survey form there was no real option to articulate the need for a HAWK signal at the Braddock Road crossing. Did staff consider adding a HAWK signal as an option during the study? If it was analyzed what are the reasons it is not recommended? Any light you can share on this would be appreciated.

Thank you for your service to the City.

Mark Jinks
316 Crown View Drive
Alexandria

Subject: [EXTERNAL]West Alexandria Avenue
Date: Wednesday, September 17, 2025 at 3:17:37 PM Eastern Daylight Time
From: amj47@verizon.net <amj47@verizon.net>
To: Bryan Hayes <bryan.hayes@alexandriava.gov>
Category: Public Comment

You don't often get email from amj47@verizon.net. Learn why this is important

Hello,

We live on 106 w Alexandria Avenue, and we oppose reversal of one way traffic. Quite often we already have cars going in the opposite direction or speeding up the hill. This reversal we allow people to be going down the hill way faster than 25 miles/hr, especially when there is a yellow light on Braddock. People speed down the Braddock road now, what will stop them doing the same way on our street. My husband is in a wheelchair, and my concern for increase in speeding cars is great. This reversal will make our street dangerous.

Sincerely,

Roberta Jackson

Subject: [EXTERNAL]Thank you and question about last night's meeting
Date: Thursday, September 18, 2025 at 10:54:12 AM Eastern Daylight Time
From: Alana Hurley <alana.hurley@gmail.com>
To: Bryan Hayes <bryan.hayes@alexandriava.gov>
Category: Public Comment

You don't often get email from alana.hurley@gmail.com. Learn why this is important

Hi Bryan,

Thank you (and thanks to Daniel!) for holding last night's community meeting - sorry that a lot of the attendees seemed to be coming in hot.

Question for you - do any of the plans include considering time-limited shared parking and bike lanes? As in, bike lanes during peak commute times or during the weekdays that turn back into parking lanes overnight and on weekends/holidays? I work in DC and a lot of the arteries that have bike lanes use that method to both allow for bike lanes during peak transit times and keep parking available during off-peak times.

Second thought - Mount Vernon Avenue between Braddock Road and East Glendale is wide enough that parking could either be allowed during the day (right now it's only overnight/weekends/holidays), or a bike lane could be added to the non-parking side of the street (again, this could be a bike lane during the day and turn back into parking during the hours it's already parking permitted). That would at least connect the Braddock Road bike lane in the block before the Metro to another bike lane through those two blocks.

Aaaaand finally - I mentioned this to Daniel last night - I walk to and from Braddock Metro multiple times a week, and the single biggest obstacle to me as a ped is not cars, it's bikes/scooters/e-bike riders on the sidewalk who refuse to use the bike lanes. They don't obey the traffic signals at Braddock and Mount Vernon, they ignore the ped walk sign and blow through the stoplight, and they get on the sidewalk whenever it's convenient for them. I'm not opposed to bike lanes, but I don't know that residents here are that eager to support another significant bike lane project when bicyclists/scooters/e-bikes don't use the ones we already have.

Another attendee, who is a bike rider, said that she rides her bike (illegally, wheee!) on the sidewalk because she "doesn't feel safe" using the bike lanes. It might be worth doing some digging on why bicyclists are using the sidewalks instead of the existing lanes before adding more.

Thanks for considering the above!

Alana

Subject: [EXTERNAL]W Alexandria Reversal
Date: Thursday, September 18, 2025 at 10:57:43 AM Eastern Daylight Time
From: Kathleen Blaszak <kblaszak@gmail.com>
To: Bryan Hayes <bryan.hayes@alexandriava.gov>
Category: Public Comment

You don't often get email from kblaszak@gmail.com. Learn why this is important

Dear Mr. Hayes,

I was not able to attend yesterday's meeting, but I wanted to reach out to reiterate what I'm sure many of my neighbors communicated - please do not reverse the one way on W Alexandria Ave. Having cars move at speed (let's be honest probably 30+ mph) down W Alexandria would be incredibly unsafe, especially for those of us closest to Russell. Between the alley and cars moving down W Alexandria, my driveway at 118 would be essentially be useless (and 120's would be useless as well). Simply diverting traffic from Braddock onto smaller roads doesn't solve the traffic issues, it simply moves them.

I really hope the City rethinks this.

Thank you,

Katie Blaszak

Subject: [EXTERNAL]Braddock Road - Open House and Questions
Date: Thursday, September 18, 2025 at 10:55:59 AM Eastern Daylight Time
From: Sandra Gogol <slgogol@icloud.com>
To: Bryan Hayes <bryan.hayes@alexandriava.gov>
Category: Public Comment

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

Mr. Hayes,

I am reaching out to you, as you were previously listed as the RSVP contact for last nights Braddock Road Improvement plan Open House.

When you have a chance, please provide me a POC to express my concerns with the effort. My primary concern is over the proposals to remove street parking on E Braddock Rd. There are residences that do not have off street parking options, and that cannot secure apron permits to add their own driveway.

Will the City of Alexandria allow the additional driveways and pay the costs associated with moving utilities (telephone poles, all underground utilities) and the costs associated of driveway construction for those affected by this action?

I can be reached at slgogol@icloud.com or 505-264-3126.

Respectfully,
Sandra Gogol

Subject: [EXTERNAL]braddock survey feedback
Date: Friday, September 19, 2025 at 1:37:37 PM Eastern Daylight Time
From: melissa mcmahon <m.e.b.mcmahon@gmail.com>
To: Bryan Hayes <bryan.hayes@alexandriava.gov>
Category: Public Comment

You don't often get email from m.e.b.mcmahon@gmail.com. Learn why this is important

Hi Bryan,

Just two quick notes and then a question about the survey I just took:

1. When I clicked "done" at the end, it just took me back to the project page and not a "thank you for your feedback" confirmation type screen, which left me with uncertainty as to whether my survey response was received.

2. There was no open ended feedback box for the last section on the braddock and west intersection future ideas, which would have been nice to have because while I really like the compact intersection design option, I have lots of questions about the other two.

Q: Is the design option for moving the car travel lanes under the bridges to both be on the south side one that is possible within the scope of this project? The survey was clear that Braddock and West intersection changes were not, but I don't remember seeing that statement for this part.

Thanks for the work on this project and the opportunity to comment! It is so exciting to see the opportunities before us to make this area safer and more comfortable for people walking and biking, especially with so many families and young people using this space.

Melissa

Michele Schoeppe

24 W. Braddock Road
Alexandria, VA 22301

September 20, 2025

City of Alexandria
Department of Transportation & Environmental Services
301 King Street
Alexandria, VA 22314

Subject: Urgent Request to Preserve Parking and Road Configuration of Braddock Road

Dear Mr. Hayes:

I am writing as a long-time resident of 24 W. Braddock Road, located between Russell and Commonwealth Avenues, to express my deep concern regarding proposed changes to the road's configuration and parking availability. Also, I oppose flipping direction of W Alexandria

I have lived in this neighborhood for over 13 years and have found the current road layout and traffic patterns to be effective and safe. The existing configuration supports a balanced flow of vehicles, pedestrians, bikers, and transit users. I respectfully urge the City to preserve all current lanes and maintain on-street parking along Braddock Road from Russell to Mount Vernon Rd.

Parking on this stretch is not a luxury—it is a necessity. Like many of my neighbors, I rely on curbside parking to unload groceries, welcome guests, and access my home. Our homes lack alleyways, leaving the front curb as the only viable access point. Parking utilization near my home regularly exceeds 85% during peak hours, and traffic—including cars, trucks, and buses—is steady throughout the day. Please see attached photos from this week.

While I support efforts to improve safety and accessibility, I very rarely see cyclists using this portion of Braddock Road. I am concerned that removing parking will not only fail to improve safety but may actually encourage speeding and increase hazards for all road users.

This corridor is also a critical route for emergency vehicles with sirens on every day and night, and any changes that introduce more pedestrians and cyclists could make it more dangerous for them - not less.

Residents, churchgoers, contractors, movers, and delivery drivers all depend on this parking. Eliminating parking would increase traffic congestion from vehicles circling for spots, parking in the street for deliveries, reduce accessibility for seniors and families, and shift cars into adjacent residential blocks that are already crowded as many of those residents do not have driveways, worsening safety and livability.

I respectfully ask the City to consider targeted safety improvements such as enhanced speed enforcement, rather than removing essential infrastructure that residents depend on daily.

Thank you for your time and consideration. You can reach me at (703) 401-1978

Thank you. Michele Schoeppe

Subject: [EXTERNAL]The city's proposed changes to the Braddock Rd corridor
Date: Saturday, September 20, 2025 at 4:27:16 PM Eastern Daylight Time
From: Nancy Haney <haneynn@gmail.com>
To: Bryan Hayes <bryan.hayes@alexandriava.gov>
CC: Joe <haneyjoe95@gmail.com>
Category: Public Comment

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

Hello Bryan,
My husband and I live on Braddock Rd and were unable to attend the September 17 meeting at GW Middle School. We are writing to ask the city to please keep our on street parking.
Also, we oppose the plan to reverse the direction of traffic on W Alexandria Ave.
Thank you.
Nancy & Joe Haney
26 W Braddock Rd

Subject: [EXTERNAL]Propsed Braddock Road Bike Lanes and Traffic Changes
Date: Sunday, September 21, 2025 at 11:13:53 AM Eastern Daylight Time
From: Greg Cottrell <gcottrell@ymail.com>
To: Bryan Hayes <bryan.hayes@alexandriava.gov>
Category: Public Comment
Attachments: Braddock Road Thursday PM1.jpg, Braddock Road Thursday PM2.jpg, Braddock Road Thursday PM3.jpg, Braddock Sunday Morning.jpg

You don't often get email from gcottrell@ymail.com. Learn why this is important

Mr. Hayes –

I am emailing to voice my opposition to the city's proposal to eliminate curbside parking and install bike lanes on Braddock Rd. from Russell Road to the Braddock Road Metro station.

As a Braddock Road resident, I feel eliminating street parking would add to additional congestion in the neighborhood and create new safety concerns. Additional congestion would occur because families with multiple vehicles and limited driveway space would be forced to park vehicles on other already crowded streets in the neighborhood. Side street parking would also happen anytime these families had visitors or workers in their homes.

Also be aware the congregation of the Good Shepheard Lutheran Church parks along Braddock Road during Sunday services. The church also hosts meetings of community groups several times per week, including Tuesday and Wednesday evenings and on Wednesday mornings. The choral group who uses the church on Tuesday evenings has dozens of members, most of whom park along Braddock Road. Many of the attendees to the Wednesday morning events at the church are seniors who would be severely inconvenienced by having to park further away.

My primary safety concern is there would no longer be any place for delivery vehicles to park out of traffic when making deliveries. Currently, the numerous UPS, FedEx and Amazon trucks that visit the corridor daily are able to park at the curb and get out of the flow of traffic. With parking eliminated, the trucks will stop in the traffic lanes when making deliveries, thus further hindering traffic. Also, please be reminded this section of Braddock Road is heavily used by emergency vehicles. Any traffic hindrance would delay emergency vehicles using Braddock Road.

The attached photos were taken on a recent Thursday afternoon and a Sunday morning. As you can see, both neighborhood residents and the Good Shepherd congregation extensively use the curb parking lane.

My belief is proper traffic and speed enforcement would make the Braddock Road corridor safer. Years ago, the solar power speed sign on this section of Braddock Road got the attention of drivers, most of whom slowed down when notified they were

speeding. Since the removal of that device, speeds have increased on the corridor.

As a cyclist myself, I would suggest following the lead of what Arlington County has done along the Columbia Pike corridor. Along that corridor, the county marked adjacent/parallel streets as bike routes. Why can the city not continue the route that originates at Glendale and Main Line? If the current bike route that begins there and continues out Glendale to Mt. Vernon is extended on Glendale and then onto Luray, cyclists would have a low traffic, no traffic light path from Russell Road to the Braddock Road Metro. This is the route I take when cycling east from my home.

My primary safety concern as a cyclist in this neighborhood is not the lack of bike lanes. It's the lack of maintenance and upkeep of the current bike lanes that *are* used by cyclists. The bike lanes on Commonwealth Avenue are filled with segments of cracked pavement south of Mt. Vernon Avenue. North of Mount Venon, the bike lane pavement deteriorates even more. North of Reed, the pavement is in such disrepair that I need to zig zag constantly to avoid damage to my bike wheels from cracks in the pavement and potholes. I do not understand the city's insistence on adding additional bikes lanes, and removing parking, on streets that are lightly used by cyclists when the city refuses to properly maintain the streets and bike lanes that are heavily used by cyclists, especially those who commute to National Landing, Crystal City and D.C.

Stephen Gregory Cottrell

24 W. Braddock Road

Alexandria, VA 22301

gcottrell@ymail.com

703-447-7592

Subject: [EXTERNAL]Feedback on Braddock Road Trail Access and Corridor Improvements
Date: Monday, September 22, 2025 at 11:42:32 AM Eastern Daylight Time
From: Dylan Jones <dylan.d.jones@gmail.com>
To: Bryan Hayes <bryan.hayes@alexandriava.gov>
CC: Anne Herleth <anneherleth@gmail.com>
Category: Public Comment

You don't often get email from dylan.d.jones@gmail.com. Learn why this is important

Hello Bryan,

I hope this email finds you well. Anne (cc'd) and I are the owners and residents of 20 W Braddock road (between Russell and Commonwealth) and saw the recent information released about proposed plans for the Braddock corridor improvements.

We want to voice our strong opposition to removing parking on either side of Braddock Road between Russell and Commonwealth. Between residents and local churches, these parking spots are heavily utilized and the community has grown to count on them being there.

In our personal opinions, decreasing traffic speeds and increasing pedestrian safety should be the priorities for this block. Are there any options available which could accomplish these goals without removing parking spaces?

Thank you for all of the hard work you are doing to improve our community. We know you are probably getting a lot of feedback about this project, and we greatly appreciate you taking ours into consideration.

Best Regards,
Dylan Jones and Anne Herleth
20 W Braddock Rd, Alexandria, VA 22301

Subject: [EXTERNAL]Braddock Road - Open House and Questions
Date: Wednesday, September 24, 2025 at 11:55:39 AM Eastern Daylight Time
From: Karin Fangman <karinfangman@gmail.com>
To: Bryan Hayes <bryan.hayes@alexandriava.gov>
Category: Public Comment

You don't often get email from karinfangman@gmail.com. Learn why this is important

Mr. Hayes,

I apologize emailing my public comments to you directly, but the link on the Alexandria city website for providing comments to the Braddock Road Trail Access and Corridor improvements project is not functioning. I only learned about this project last night (from a community chat post) so am concerned about providing input quickly given that comments close on October 3rd.

Generally, I'm concerned about these proposed changes (and their various options) because it is my experience that recent road/traffic changes have been seriously counter productive and these look like the same kind of approaches, i.e., more dedicated bike lanes, less car travel lanes and parking, etc. While studies and statistics may argue for changes and solutions, walking and driving the streets is crucial to understanding how proposed changes will actually impact the identified problems. Community input is important and I hope it is taken into consideration. And unintended negative impacts of solutions must be avoided.

Procedurally, I'm disturbed at the lack of effective outreach on this project that has been percolating since March. When I went on the transportation projects website for Alexandria city - the listed projects (proposed and completed) did not include this one. I was able to use the search function to find it - but needing to search for something you are unaware of creates problems, as you can image. I never saw any flyers in my neighborhood.

Regarding the substantive proposals, dedicated bike lanes and no/limited parking on Braddock (e.g., from Commonwealth to Mt. Vernon) will frustrate drivers and make the problems of pedestrian safety (e.g., because drivers are going to fast or recklessly maneuvering to make a light) worse.

First, if you need to park in the area - you must appreciate that with the adjacent residential streets already narrow and clogged with parking - taking the option of parking on Braddock off the table will only increase the level of traffic on these small streets.

Second, I have to note that the intersection of Mt. Vernon and Braddock road does seem overly congested. I've seen this cause traffic to spill into adjacent streets (again, the narrow already clogged ones). I honestly have observed this congestion only since the intersection was reengineered to have turn arrows, etc. I believe that the typical method to ensure pedestrian safety - not allowing right turns of red - is making problems worse. It is making this intersection something drivers believe they need to speed through or be stuck in long lines of traffic on Mt. Vernon or Braddock. So we

have a bigger problem with speeding (which seems to be a primary concern).

Overall, I've noticed the proliferation of no turn on reds in my area of Alexandria (as DC has done) and find it impedes the flow of traffic everywhere. Instead of turning right onto route 1 south (for example), you sit and spew more emissions into the air instead of turning when there is typically ample time to do so. Then the light turns green and you have to wait for pedestrians who waited for the green light. I've seen drivers almost cut off pedestrians about to cross because they've already sat at a light unable to turn right for extended periods of time. So I guess it is not intuitive to me that prohibiting right on red is enhancing pedestrian safety.

On that front, again in my observation, phone use by pedestrians is the greatest risk to pedestrians. Second to that is when pedestrians take absolutely no responsibility for their safety and do not stop at a cross walk (where it is a 4-way stop sign) to see if a car is coming. In just the last couple weeks, I've had people walk in front of my car without looking in my direction at all three times.

Finally, I'm especially concerned about the unintended consequences of making Alexandria Avenue two-way at Russell. Because of this one-way limitation, the level of traffic on East Alexandria Ave has been more limited. As a typical narrow, clogged street - e.g., parking on both sides (with many homes, townhouses, and duplexes without parking) - E. Alexandria Avenue cannot accommodate heavier traffic without seriously impacting the safety of the children that live and play here.

I beg the city to take a clear-eyed look at the individual neighborhoods and what real problems these proposals are likely to create before proceeding to approve another project that will likely thwart both pedestrian safety and the movement of traffic.

Thank you very much for your consideration.

Karin Fangman
206 East Alexandria Avenue
703-966-6448

Subject: [EXTERNAL]comments on the Braddock Road cyclist upgrades
Date: Wednesday, September 24, 2025 at 12:22:53 AM Eastern Daylight Time
From: Robert Letzler <rjl@allorama.org>
To: Bryan Hayes <bryan.hayes@alexandriava.gov>
Category: Public Comment

You don't often get email from rjl@allorama.org. Learn why this is important

Dear Bryan,

I am glad that the city and state are rethinking the stretch of Braddock Road between Mount Vernon Avenue and West Street. It is definitely a bottleneck and definitely something that deters me from cycling east of the railroad tracks. I am excited about the possibility of a park that facilitates off street connections between the two trail systems, the Metro station, and say E. Spring and Oak Streets. I am a little worried that the rest of the project tries to make arterial streets all things to all people in ways that will be controversial and that degrade the arterial streets and will crowd parking on side streets. And, if those changes are successful, they will encourage cyclists to ride just a few feet from lots of moving cars -- which seems riskier than having cyclists ride farther from cars. We have lots of existing, quiet streets -- like East Spring, Newton, Wayne, DeWitt, and Oak -- that cyclists can use without redesign and that could be made better with clear signs recommending non-obvious bike routes and perhaps a few spot upgrades (for example, if I ride from Braddock road to the Duncan library on Newton, there's a tricky hundred yards on Monroe that might be worth rethinking; DeWitt has a similar, tricky offset intersection with Monroe).

It would be great to add a northwestern entrance to the Braddock Road Metro Station. If people who live in the heart of Del Ray could enter the station from the end of Main Line Boulevard, they would save probably a 5 minute walk to the existing entrance A drop off there would likely reduce car traffic through the congested stretch of Braddock road

So, consider prioritizing the bottleneck and smaller changes so we can make good use of our existing quiet streets.

I am proud to call Alexandria home and deeply appreciate the city staff. Thank you for guiding this controversial and important work.

-Rob
9 E Spring Street

From Jennifer Witebsky <jwitebsky@gmail.com>
Date Sat 9/27/2025 3:58 PM
To Bryan Hayes <bryan.hayes@alexandriava.gov>
Cc Art <arthogan@me.com>

You don't often get email from jwitebsky@gmail.com. Learn why this is important

Mr Hayes,

I'm writing to express my opposition to the proposed changes to car and bike lanes across the three sections under consideration. My family of four lives on W Braddock between Russell and Commonwealth, and we regularly observe two major safety concerns:

1. Cars failing to fully stop at intersections and not seeing bikers, pedestrians, runners, and scooter users.

2. Excessive speeding on 25 mph roads.

As a daily biker, walker, and driver, I find the current setup generally workable, except for car speeding. I prefer biking on Luray, which parallels Braddock and connects to metro-accessible trails. Routing bikers via Luray may be a safer alternative.

The proposed changes do not adequately address speeding or intersection visibility. Additionally, removing street parking would place an unnecessary burden on residents, churchgoers, and contractors who rely on it. Side streets are already congested and not easily accessible, and parking across the street poses safety challenges for mid-block residents like us.

Rush hour traffic is heavy but manageable and does not justify adding car travel lanes. Instead, I urge the city to **focus on traffic calming measures, improving driver visibility, and encouraging shared biking routes on Luray.**

Thank you for considering these concerns.

Sincerely,

Jennifer Witebsky
703 317 7838

From John Porter <john.porter@acps.k12.va.us>
Date Mon 9/29/2025 12:29 PM
To Bryan Hayes <bryan.hayes@alexandriava.gov>
Cc porterjohn02@gmail.com <porterjohn02@gmail.com>; Bonnie Porter <bonnieporter513@gmail.com>

Mr. Hayes,

As lifelong residents of the city with most of that time being in Rosemont, we would like to provide our feedback regarding the Braddock Road Trail Access and Corridor "Improvements." We attempted to provide input online but noted the survey is currently closed. Thus, this email.

Note that while living in the city most of our 70+ years, it is rare we get involved in and/or offer our opinion on specific projects in the community. We did think seriously about doing so when the City installed traffic "calming" devices in our neighborhood several years ago to include speed bumps, "zebra" bumps, and various other signage/lineage, but we did not. We also did not get involved in the traffic light issue at the King/Callahan/ Russell intersection as traffic regularly backed-up to Oak Street during the evening rush hour, particularly after installing the traffic island at Cedar and Russell. To its credit, the City took positive steps recently to rectify this situation which, while it still backs up periodically, works much more quickly to disperse traffic. Lastly, we did not get involved in the bike lane debate on King Street heading west from King/Callahan/Russell although in the years since it's installation, I've seen very few bikes utilizing the bike lane.

However, we write to oppose the newest plan for Braddock Road between Russell and West Streets. While I regularly use this route to get home, avoiding the King/Callahan/Russell corridor, my larger concern is that we are once again negatively impacting the neighborhood from the narrowing of the corridor to more unsightly markings/signage, etc. not to mention the impact on those living on Braddock with limited parking. While we haven't spoken directly with the residents most impacted (those living along the corridor), we understand they, too, mostly oppose this project.

While understanding we want to make Alexandria walker/biker safe, we also want to maintain traffic flow and the aesthetics of the community. In my experience, the cost/benefit of these "improvements" has been negligible from the safety viewpoint and skew negative in other aspects.

Please include our comments in the discussion. We look forward to other opportunities to be more directly involved in the consideration of this project.

Sincerely,

John and Bonnie Porter
17 West Oak Street
Alexandria, VA 22301

From Tory Waltrip <torywaltrip@gmail.com>
Date Mon 9/29/2025 3:45 PM
To Bryan Hayes <bryan.hayes@alexandriava.gov>

You don't often get email from torywaltrip@gmail.com. Learn why this is important

Hi Bryan,
I live on W Luray Ave, just off West Braddock road. I wanted to provide you my thoughts on the proposed changes for West Braddock road- I was really disappointed to read the city's plans. A few notes:

1. Good Shepherd Lutheran church has an active community regularly parking on W Braddock road and the surrounding streets, not just on Sundays, but also on days they host activities. Churchgoers already fill W Luray and Hancock during those times, but with Braddock removed as a parking option churchgoers will have very limited parking availability.
2. I don't see how more bike lanes will be helpful when from what I see, cyclists do not use the ones currently in place. Traffic is only really bad on W Braddock around school pickup and rush hour, and turning those all into bike lanes will only exacerbate the problem.
3. The inclusion of the reversal of the one way on W Alexandria is barely relevant and seems snuck in to this proposal- this will just make that street busy and unsafe. THe current light is only triggered when someone needs to leave so I don't understand how that's even an issue?
4. I walk W Braddock to the metro every day. in my opinion, the timing of the light at Mount Vernon and W Braddock is the main source of the congestion. Taking away the area for more cars to get through is only going to cause more backups and more issues.

I very much agree the section of W Braddock between Mount Vernon Ave and N West could use some changes, however, the changes between Russell and Mount Vernon will only make our streets LESS safe and less pedestrian friendly. Please take the opinions of the people who actually will be affected into account.

Thank you!

Tory Norwood
103 W Luray Ave

From: ntc4162@comcast.net
Sent: Wednesday, October 1, 2025 1:26 PM
To: Bryan Hayes
Subject: [EXTERNAL]braddock road trail access & corridor improvements

Categories: Public Comment

You don't often get email from ntc4162@comcast.net. Learn why this is important

Thank you for the opportunity to meet you and your colleague at the GW meeting.

First and foremost, please remember this is a neighborhood not just a commuter corridor. I believe resident needs should be priority. I am a resident who uses public transportation and also have friends and neighbors along Braddock Road. I walk, drive, and use the bus to get to them as well as the metro. Rarely if ever do I see police enforce speed limits or right turn prohibitions. Law enforcement should be used to enforce current configurations and fine violators. I rarely see cyclists bike the west bound hill up Braddock Road. Bicycles should be using secondary arteries and not major thoroughfares. Minimally, if the speed limit laws are enforced and followed (like Fall Church City police diligent model), commuters and pedestrians will be safer.

Secondly, the city has changed zoning regulation that minimally or no longer requires off street parking. Residents will be left will little or no legal parking for their own vehicles and/or visitors (for example, friends or service contractors).

Respectfully,
Nancy Crowley

From: Stewart Norwood <snorwood90@gmail.com>
Sent: Wednesday, October 1, 2025 11:39 AM
To: Bryan Hayes
Subject: [EXTERNAL]West Braddock Traffic Changes

Categories: Public Comment

You don't often get email from snorwood90@gmail.com. Learn why this is important

Hi Bryan,

I live on W Luray Avenue in between W. Braddock, Russell Road, and Commonwealth. I wanted to provide you with my thoughts on the proposed changes for West Braddock road: I was really disappointed to read the city's plans. Below are the points that stuck out to me.

1. Good Shepherd Lutheran church is a wonderful and active community church. Church members park on W Braddock, Hancock, and W Luray ave. not only on Sundays, but also throughout the week. Removing parking along Braddock road will make the neighborhood roads more congested and more dangerous.
2. I don't understand the emphasis on bike lanes on W. Braddock. I walk the street everyday both for work commuting and for walking my dog. Bikes are not common on the road and if they are, they ignore the existing bike lanes. Any removal of lanes or parking on the road to replace them with bike lanes will make traffic much worse.
3. Further, it does not make sense to change anything on W Alexandria. The light at W Alexandria and Russell is on-demand, so changing the flow of traffic doesn't actually provide additional time on the lights for the other directions of traffic. Again, changing the direction of traffic on W Alexandria will make the street a "short cut" for people traveling on Russell and increase congestion and lower safety for the street.
4. I believe adjusting the light on W Braddock and Mt. Vernon would solve a majority of the traffic problems in the area. During my walk to the metro, I always see 'dead' time on the light or a green light for nobody waiting. I recommend studying and adjusting the light timing.

I have filled out the survey, but needed to make my concerns known as I believe these changes will be very dangerous for the community.

Best,
Stewart

--
Stewart Norwood
The Wharton School '18
SMU Cox School of Business '12
423-653-5930

From: Amy Hadley <amyhadley@comcast.net>
Sent: Thursday, October 2, 2025 2:17 PM
To: Bryan Hayes
Subject: [EXTERNAL]Feedback on Braddock Road Project

Categories: Public Comment

You don't often get email from amyhadley@comcast.net. Learn why this is important

Mr. Bryan Hayes

City of Alexandria, Department of Transportation & Environmental Services
301 King Street
Alexandria, VA 22314

Dear Mr. Hayes,

Re: Braddock Road Trail Access and Corridor Improvements Project

I am a member of Good Shepherd Lutheran Church, located on Braddock Road between Russell Road and Commonwealth Avenue. I am writing to strongly urge the City to preserve on-street parking on Braddock Road as part of the Braddock Road Trail Access and Corridor Improvements Project. Good Shepherd does not have a parking lot; our members, guests, and partners rely entirely on street parking. Eliminating it would have a profound negative impact on our congregation and our ability to serve the wider community.

I have been a member of Good Shepherd for nearly 20 years and currently serve on the church council as Community Outreach Coordinator. The vast majority of our congregants drive to church, and many are elderly or have limited mobility. The only accessible ramp into our building is located on the Braddock Road side. Without nearby parking, those with mobility challenges would face significant barriers to entering the church.

Good Shepherd is not only a house of worship but also a space for other community groups to meet. Our facilities are regularly used by local groups, including organizations with many older adult members. Eliminating parking on Braddock Road would severely limit our ability to host and welcome these groups.

As Outreach Coordinator, I also organize numerous service events that depend on accessible parking. For example, Good Shepherd hosts Inova blood drives at least three times each year. Because Alexandria has no permanent donation centers, these events provide essential opportunities for residents to donate blood locally. Inova requires that host sites be fully accessible, as their teams must bring in heavy medical equipment. The Inova truck currently parks on Braddock Road and unloads equipment directly into our building via the ramp. If forced to park on a side street, the added distance and difficulty could make our location unworkable, potentially eliminating several much-needed blood drives each year.

Another example is our monthly meal program for Friends of Guest House. Volunteers prepare large quantities of food in our church kitchen, which we load onto carts and transport via the Braddock Road ramp to vehicles parked right there. If parking were relocated farther away, we would struggle to deliver these meals quickly and efficiently, undermining our ability to serve our neighbors.

These are just two of the many ways Good Shepherd's mission to serve both its members and the Alexandria community would be hampered by the loss of Braddock Road parking.

I respectfully urge the City to ensure that the Braddock Road Project preserves on-street parking near Good Shepherd. Doing so will protect accessibility for our members and safeguard the vital services we provide to the wider community.

Thank you for your consideration.

Amy Hadley

Community Outreach chair, Good Shepherd Lutheran Church

(202) 487-8705

From: Sieqal <sieqalwriter@qmail.com>
Sent: Thursday, October 2, 2025 2:02 PM
To: Bryan Hayes
Subject: [EXTERNAL]Braddock Rd project

Categories: Public Comment

You don't often get email from siegalwriter@gmail.com. Learn why this is important

We live in the 100 block of West Luray, facing the Good Shepherd Lutheran Church. My husband, Glenn, attended the GW meeting recently and saw map references to curtailing parking on W. Braddock Road.
No city reps at the meeting seemed to have any idea of how this limitation would work regarding adjoining streets.
Good Shepherd often has day and evening programs where their participants occupy many of the available W. Braddock Rd spaces on both sides of that road between Russell Rd and Commonwealth Ave, as well as Hancock and the two blocks of West Luray. W. Braddock Rd residents occupy the rest. At least three residents of the south side of W. Braddock park on our block of W. Luray daily, probably because they don't have enough driveway space for extra cars.
We don't even have a driveway, but do have two cars, which we pay hefty property taxes for in Alexandria. We've lived here since 1978 and have rarely had parking issues on our street until this past year.
So, if existing parking spaces on Braddock Rd are to give way to bike lanes, WHERE are all the daily vehicles using those spots going to go?
Someone at the meeting flippantly told my husband that we could apply for residential parking permits at an extra cost. That does nothing to address the church parking needs, or those of company visiting the homes along these roads.
Please let us know the city's thought processes on this aspect of the Braddock Rd changes.

This shows three Braddock Rd resident cars that are parked on W Luray almost daily already.

Ann Cameron Siegal
writer/photographer

siegalwriter@gmail.com
703-517-0860

October 2, 2025

Attn: Brian Hayes
Dept. of Transportation & Environmental Services
City of Alexandria Virginia
301 King Street
Alexandria, Virginia 22314

Re: Braddock Road Trail Access and Corridor Improvements project

Dear Mr. Hayes,

As a resident of Alexandria since 1985 and someone who rides a bicycle about five days per week for exercise, I am writing to express my concerns and suggestions regarding the Braddock Road Trail Access and Corridor Improvements project. While I appreciate the City's efforts to improve safety for pedestrians, cyclists, and drivers, I believe the impact on Alexandria City residents and churches along Braddock Road will be significant, and the safety benefits for bicycle commuters will not be substantial enough to justify the cost to the community and Citizens of Alexandria.

The removal of existing, necessary parking to add dedicated bicycle lanes on Braddock Road will negatively affect residents, diminish property values, and make it extremely difficult for Good Shepherd Lutheran Church and the First Church of the Nazarene to serve their communities and receive essential services. The modest benefit to cyclists will not outweigh the daily and financial burden on the residents who live along Braddock Road. Redirecting bicycle traffic to a nearby, less-traveled street such would offer a safer and more practical alternative for cyclists than placing them on a heavily used road like Braddock.

In addition, Braddock Road north of Russell Road presents a steep grade that is challenging for all but the most experienced riders. Personally, I use Windsor Avenue instead, as it provides a gentler slope and carries much less vehicular traffic. Creating dedicated bicycle lanes that end at a point where many riders would have to dismount and walk their bicycles up the hill seems impractical.

Regarding other elements of this project, I recommend closing West Alexandria Avenue, as it had been before the 1980s. Reversing its traffic flow would direct vehicles coming down from Braddock Road onto a residential street where children may be playing, creating a new serious safety hazard.

That said, I do support the proposed crosswalk improvements. These changes would improve pedestrian visibility for drivers and provide clearer guidance for those crossing, thereby increasing safety at intersections. I also encourage the installation of driver feedback signs along Braddock Road to remind motorists of their speed relative to the posted limit and utilization of law enforcement if drivers are unable to maintain safe speeds.

Thank you for your effort and consideration of this matter.

Sincerely,
Richard Crowley
912 Enderby Drive
Alexandria, VA. 22302
Rcrowley912@comcast.net
571-259-0907

From: Rob Hargis <robhargis2@gmail.com>
Sent: Friday, October 3, 2025 10:49 AM

To: TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>; Michael Moon <michael.moon@alexandriava.gov>; Hillary Orr <Hillary.Orr@alexandriava.gov>; Christopher Ziemann <christopher.ziemann@alexandriava.gov>; Ryan Knight <Ryan.Knight@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Bryan Hayes <bryan.hayes@alexandriava.gov>
Subject: [EXTERNAL]FOR RECORD: OPPOSITION to traffic flow reversal on W. Alexandria Avenue

You don't often get email from robhargis2@gmail.com. Learn why this is important

Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

We reside at 116 West Alexandria Avenue.

We write to register our strongest opposition to proposed plans reversing the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

The proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, poses a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks.

The City has not demonstrated that this change is necessary (or even relevant) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, it has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show the change will enhance the project's stated aims of improving safety, efficiency, or accessibility.

We urge you to oppose this proposal regarding West Alexandria Avenue.

Please include this correspondence in the official project record.

Regards,
Rob and Jennifer Hargis
116 W Alexandria Avenue

From: Charles Dorsey <chasdorsey@aol.com>
Sent: Friday, October 3, 2025 11:00 AM
To: Michael Moon <michael.moon@alexandriava.gov>; Bryan Hayes <bryan.hayes@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Ryan Knight <Ryan.Knight@alexandriava.gov>; Christopher Ziemann <christopher.ziemann@alexandriava.gov>; Hillary Orr <Hillary.Orr@alexandriava.gov>; TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>
Subject: [EXTERNAL]FOR RECORD: OPPOSITION to traffic flow reversal on W. Alexandria Avenue

You don't often get email from chasdorsey@aol.com. Learn why this is important

Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

My wife Barbara and I reside at 10 West Alexandria Avenue.

We write to register our strongest opposition to proposed plans reversing the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

The proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, poses a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks.

The City has not demonstrated that this change is necessary (or even relevant) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, it has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show the change will enhance the project's stated aims of improving safety, efficiency, or accessibility.

We urge you to oppose this proposal regarding West Alexandria Avenue.

Please include this correspondence in the official project record.

Regards,
Barbara and Charles Dorsey
10 West Alexandria Avenue

From: Anne.Malinee@lw.com <Anne.Malinee@lw.com>
Sent: Friday, October 3, 2025 11:27 AM
To: TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>; Michael Moon <michael.moon@alexandriava.gov>; Hillary Orr <Hillary.Orr@alexandriava.gov>; Christopher Ziemann <christopher.ziemann@alexandriava.gov>; Ryan Knight <Ryan.Knight@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Bryan Hayes <bryan.hayes@alexandriava.gov>
Cc: LFields@KSLAW.com
Subject: [EXTERNAL]FOR RECORD: OPPOSITION to traffic flow reversal on W. Alexandria Avenue

Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

My husband Luke Fields and I reside at 120 West Alexandria Avenue, at the corner of Braddock/Russell, with our three children ages five and under.

We write to express our opposition to proposed plans reversing the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

The proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, poses a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks.

Specifically, the proposal poses a danger to our family. Our house was constructed in 2019, and the mouth of our driveway is on West Alexandria Avenue, a car's length away from Russell Road. This configuration currently does not pose a problem with one-way westbound traffic. But under the proposed plan, we would need to back out of our driveway toward (and almost into) the intersection in order to go east. Yet all of the signals at the Braddock/Russell/W. Alexandria intersection are not visible from our driveway, and there is no good way to gauge oncoming traffic (whether from Braddock or Russell, in either direction) before pulling out. Moreover, drivers on Braddock/Russell—particularly those seeking to turn right at the light from Braddock to Russell, and then east onto West Alexandria Avenue—do not have good visibility onto our street and would have insufficient time to react. If they *did* manage to see us pulling out and slam on the brakes, they would be doing so in the middle of a busy intersection just as other cars are accelerating. This is an accident waiting to happen – specifically, to my husband and to me and to the three little children who ride in our back seat every day. We understand from neighbors who are longtime residents of our block that before one-way westbound traffic was implemented, safety issues and sideswiping-of street-parked vehicles was common on the part of the street where our house now stands.

We are perplexed that the City did not solicit feedback from us (or any of the people who live on our street), specifically, before proposing this plan. Our house is pictured in all of the City's design plans, and we will be immediately and profoundly affected by the proposed change.

We could not have a stronger interest in this development, but had no idea that this was even being contemplated. Even if we had received the flyer announcing the March 2025 survey soliciting feedback on this project (we did not), the flyer gave no indication that our street would be affected, and the survey results purportedly supporting this project make scant mention of West Alexandria Avenue.

The City has not demonstrated that this particular change is necessary (or even relevant) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, despite our neighbors' repeated requests, the City has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show this change will enhance the project's stated aims of improving safety, efficiency, or accessibility. To the extent the City has data demonstrating the proposed reversal of West Alexandria Avenue will achieve these goals, please share it. At present, this proposed change appears to be arbitrary and unsupported.

We urge you to oppose this proposal regarding West Alexandria Avenue. We are happy to speak with you further about this issue and invite you to stand on our lawn and observe this intersection for yourselves. You will see, immediately, that his proposed change is ill-considered and should be rejected.

Please include this correspondence in the official project record.

Regards,
Anne Malinee

From: Joe Rancour <joerancour@gmail.com>
Sent: Friday, October 3, 2025 12:56 PM
To: TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>; Michael Moon <michael.moon@alexandriava.gov>; Hillary Orr <Hillary.Orr@alexandriava.gov>; Christopher Ziemann <christopher.ziemann@alexandriava.gov>; Ryan Knight <Ryan.Knight@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Bryan Hayes <bryan.hayes@alexandriava.gov>
Cc: Kimberly D. Rancour <kimrancour@gmail.com>
Subject: [EXTERNAL]OPPOSITION to traffic flow reversal on W. Alexandria Avenue - FOR RECORD

> You don't often get email from joerancour@gmail.com. Learn why this is important

Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

We live at 109 West Alexandria Avenue and wish to make known our strong opposition to the City's proposal to reverse traffic on West Alexandria Ave as part of the Braddock Road Trail Access and Corridor Improvement project. As parents of two small children (ages 6 and 4) we are extremely concerned that reversing the flow of traffic on our street would severely impact the safety of the street. Our street would inevitably become a relief valve for arterial Braddock Road and Russell Road traffic and would lead to congestion that our street is not capable of handing and would jeopardize the safety of residents on the street. We previously lived on Mount Vernon Ave near the intersection of Braddock Road

so know very well the day-to-day danger posed by traffic on Alexandria's major streets when drivers fail to obey traffic laws and drive without regard for the safety of residents with homes on those streets. While West Alexandria Ave intersects with major roads at Braddock and Russell, the current one-way traffic restriction on our street substantially enhances the safety of the street.

We understand that residents petitioned the City to convert West Alexandria to its current one-way direction in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions. That change made sense then and maintaining the current flow of traffic on the street makes even more sense today given the growth of the Del Ray area and the corresponding increase in traffic. The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, would undoubtedly make the street less safe and would pose a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks.

The City has not demonstrated that this change is necessary to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project, and indeed, we and other residents on this street do not understand how these changes are even relevant to the stated goals of the project. Further, the City has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show the change will enhance the project's stated aims of improving safety, efficiency, or accessibility. We urge you to oppose this proposal regarding West Alexandria Avenue. If the proposal proceeds notwithstanding the lack of findings to support it, and the clear and universal opposition by the residents of the street it will directly impact, we will continue to take up our opposition with the City Council and Mayor's office.

Thank you,

Joe and Kim Rancour
109 W. Alexandria Ave

From: Luke Fields <LFields@KSLAW.com>
Sent: Friday, October 3, 2025 12:56 PM
To: TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>; Michael Moon <michael.moon@alexandriava.gov>; Hillary Orr <Hillary.Orr@alexandriava.gov>; Christopher Ziemann <christopher.ziemann@alexandriava.gov>; Ryan Knight <Ryan.Knight@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Bryan Hayes <bryan.hayes@alexandriava.gov>
Cc: Anne.Malinee@lw.com; anne.malinee@gmail.com; lukefields@gmail.com
Subject: [EXTERNAL]FOR RECORD: OPPOSITION to traffic flow reversal on W. Alexandria Avenue

Some people who received this message don't often get email from lfields@kslaw.com. Learn why this is important

Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

Together with my wife, Anne Malinee, and our three children (ages 5, 2, and 1), I reside at 120 West Alexandria Avenue, at the corner of Braddock Avenue and Russell Road.

Anne and I are writing to reiterate our complete opposition to proposed plans reversing the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

I have repeatedly communicated this concern to project management, and so has Anne. As you likely know, the proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

As relayed to us by neighbors and with no advance notice from project management or even a direct invitation to participate in the initial survey that squarely affects our home, the proposal that is currently under consideration will divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, and pose a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks.

Anne has already written to this group earlier today to expressly state this unique concern for our family, and I join her completely. The proposal poses specific danger to our family and its young children. Our house was constructed in 2019, and the mouth of our driveway is on West Alexandria Avenue, a car's length away from Russell Road. This configuration currently limits safety risks with one-way westbound traffic (although we already grapple with wrong-way traffic down our street, previewing the exact danger that will be multiplied if the proposed project is approved).

Under the proposed plan, we would need to back out of our driveway toward (and almost into) the intersection in order to travel east. Yet all of the signals at the Braddock/Russell/W. Alexandria intersection are not visible from our driveway, and there would be safe way to gauge oncoming traffic (whether from Braddock or Russell, in either direction) before pulling out of our residence. Moreover, drivers on Braddock/Russell—particularly those seeking to turn right at the light from Braddock to Russell, and then east onto West Alexandria Avenue—do not have good visibility onto our street and would have insufficient time to react. If they *did* manage to see us pulling out and slam on the brakes, they would be doing so in the middle of a busy intersection just as other cars are accelerating. This is literally an accident waiting to happen – specifically, to my wife and to me and to the three little children who ride in our back seat of our cars every day. We understand from neighbors who are longtime residents of our block that before one-way westbound traffic was implemented, safety issues and sideswiping-of street-parked vehicles was common on the part of the street where our house now stands.

We are perplexed that the City did not solicit feedback from us (or any of the people who live on our street), specifically, before proposing this plan. Our house is pictured in all of the City's design plans, and we will be immediately and profoundly affected by the proposed change.

We could not have a stronger interest in this development, but had no idea that this was even being contemplated. Even if we had received the flyer announcing the March 2025 survey soliciting feedback on this project (we did not), the flyer gave no indication that our street would be affected, and the survey results purportedly supporting this project make scant mention of West Alexandria Avenue.

The City has not demonstrated that this particular change is necessary (or even relevant) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, despite our neighbors' repeated requests, the City has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show this change will enhance the project's stated aims of improving safety, efficiency, or accessibility. To the extent the City has data demonstrating the proposed reversal of West Alexandria Avenue will achieve these goals, please share it. At present, this proposed change appears to be arbitrary and unsupported.

We urge you to oppose this proposal regarding West Alexandria Avenue. We are happy to speak with you further about this issue and invite you to stand on our lawn and observe this intersection for yourselves. You will see, immediately, that his proposed change is ill-considered and should be rejected.

I have attached my prior correspondence with project management on this matter here. Please include all of this correspondence in the official project record.

I am pleased to discuss. Thanks.

Lucas M. Fields
Partner

T: +1 202 626 2399 | lfields@kslaw.com | Bio | vCard

King & Spalding LLP
1700 Pennsylvania Avenue, NW
Suite 900
Washington, D.C. 20006

kslaw.com

From: kkuehnast@aol.com <kkuehnast@aol.com>
Sent: Friday, October 3, 2025 1:11 PM
To: TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>; Michael Moon <michael.moon@alexandriava.gov>; Hillary Orr <Hillary.Orr@alexandriava.gov>; Christopher Ziemann <christopher.ziemann@alexandriava.gov>; Ryan Knight <Ryan.Knight@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Bryan Hayes <bryan.hayes@alexandriava.gov>
Subject: Re: West Alexandria Avenue FOR RECORD: OPPOSITION to traffic flow reversal on W. Alexandria Avenue

You don't often get email from kkuehnast@aol.com. Learn why this is important

To whom it may concern,

My family and I have lived at 7 W. Alexandria Avenue for the last 27 years. We are firmly against any idea of reversing the one way traffic pattern on West Alexandria Avenue. The complication that such a move will make for entry onto Commonwealth Avenue or across Commonwealth Avenue has not been studied at all.

It seems foolish to solve a perceived traffic issue on Braddock and Russell Roads by actually creating a problem and compounding it further down the street.

We are disappointed in the lack of research, evidence, and community outreach that the City Of Alexandria has done around this perceived problem.

A complete study was done in the 1980s on the one-way orientation for safety reasons to make it a west-direction one way street. Please reconsider your unfounded decision to reverse the one way West Alexandria Avenue.

For the record and may it appear in the record, we are opposed to the plan of reversing the one way direction toward an East-direction pattern.

Sincerely yours,

Kathleen Kuehnast Family
7 West Alexandria Avenue

From: Kathy Upchurch <kathy25u@gmail.com>
Sent: Friday, October 3, 2025 1:59 PM
To: TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>; Michael Moon <michael.moon@alexandriava.gov>; Hillary Orr <Hillary.Orr@alexandriava.gov>; Christopher Ziemann <christopher.ziemann@alexandriava.gov>; Ryan Knight <Ryan.Knight@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Bryan Hayes <bryan.hayes@alexandriava.gov>
Cc: robhargis2@gmail.com
Subject: [EXTERNAL]W Alexandria Ave traffic reversal - opposition

You don't often get email from kathy25u@gmail.com. Learn why this is important

I reside at 105 West Alexandria Avenue.

I am writing to register my strongest opposition to proposed plans reversing the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

The proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, poses a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks.

The City has not demonstrated that this change is necessary (or even relevant) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, it has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show the change will enhance the project's stated aims of improving safety, efficiency, or accessibility.

I urge you to oppose this proposal regarding West Alexandria Avenue.

Please include this correspondence in the official project record.

Regards,
Kathleen Upchurch
10 W Alexandria Ave

From: Jennifer Hargis <stonehouse116@gmail.com>
Sent: Friday, October 3, 2025 2:48 PM
To: Bryan Hayes <bryan.hayes@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Ryan Knight <Ryan.Knight@alexandriava.gov>; Christopher Ziemann <christopher.ziemann@alexandriava.gov>; Hillary Orr <Hillary.Orr@alexandriava.gov>; Michael Moon <michael.moon@alexandriava.gov>; TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>
Subject: [EXTERNAL]West Alexandria Ave. Traffic Reversal/Braddock Corridor Revision

You don't often get email from stonehouse116@gmail.com. Learn why this is important

Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

I reside at 116 West Alexandria Avenue.

I write in opposition to proposed plans to reverse the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

The proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, poses a **danger** to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks.

The City has ***not demonstrated that this change is necessary*** (or even **relevant**) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, it has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show the change will enhance the project's stated aims of improving safety, efficiency, or accessibility.

I urge you to oppose this proposal regarding West Alexandria Avenue.

Please include this correspondence in the official project record.

Regards,
Jennifer Hargis

From: Drew Robbert <a_robbert@comcast.net>
Sent: Friday, October 3, 2025 4:18 PM
To: TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>; Michael Moon <michael.moon@alexandriava.gov>; Hillary Orr <Hillary.Orr@alexandriava.gov>; Christopher Ziemann <christopher.ziemann@alexandriava.gov>; Ryan Knight <Ryan.Knight@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Bryan Hayes <bryan.hayes@alexandriava.gov>
Cc: Kim Robbert <kim_robbert@comcast.net>
Subject: [EXTERNAL]FOR RECORD: OPPOSITION to traffic flow reversal on W. Alexandria Avenue

You don't often get email from a_robbert@comcast.net. Learn why this is important

Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

We reside at 110 West Alexandria Avenue.

We write to register our strongest opposition to proposed plans reversing the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

The proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, poses a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks.

The City has not demonstrated that this change is necessary (or even relevant) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, it has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show the change will enhance the project's stated aims of improving safety, efficiency, or accessibility.

We urge you to oppose this proposal regarding West Alexandria Avenue.

Please include this correspondence in the official project record.

Regards,

Kim and Drew Robbert
110 W. Alexandria Ave.

From: Leigh Borghesani <leighborghesani@gmail.com>
Sent: Friday, October 3, 2025 5:55 PM
To: Hillary Orr <Hillary.Orr@alexandriava.gov>; Bryan Hayes <bryan.hayes@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Ryan Knight <Ryan.Knight@alexandriava.gov>; Christopher Ziemann <christopher.ziemann@alexandriava.gov>; TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>; Michael Moon <michael.moon@alexandriava.gov>
Subject: [EXTERNAL]FOR RECORD: OPPOSITION to traffic flow reversal on W. Alexandria Avenue

> You don't often get email from leighborghesani@gmail.com. Learn why this is important

Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

We reside at 112 West Alexandria Avenue.

We write to register our strongest opposition to proposed plans reversing the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

The proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, poses a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks.

The City has not demonstrated that this change is necessary (or even relevant) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, it has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show the change will enhance the project's stated aims of improving safety, efficiency, or accessibility.

We urge you to oppose this proposal regarding West Alexandria Avenue.

Please include this correspondence in the official project record.

Regards,
Leigh Borghesani and Neal Ashby
112 W Alexandria Avenue

From: Mary and Phillip Battey <mgbandjpb@gmail.com>
Sent: Friday, October 3, 2025 6:12 PM
To: Bryan Hayes <bryan.hayes@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Ryan Knight <Ryan.Knight@alexandriava.gov>; Christopher Ziemann <christopher.ziemann@alexandriava.gov>; Hillary Orr <Hillary.Orr@alexandriava.gov>; Michael Moon <michael.moon@alexandriava.gov>; TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>
Cc: Mary & Phillip Battey <mgbandjpb@gmail.com>
Subject: [EXTERNAL]West Alexandria Avenue reversal proposal

> You don't often get email from mgbandjpb@gmail.com. Learn why this is important

Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

We reside at 101 West Alexandria Avenue, and have done so for the past 43 years.

We are writing in opposition to proposed plans to reverse the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

The proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that we residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, poses a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as all of the families who live on West Alexandria Avenue and neighboring blocks.

The City has not demonstrated that this change is necessary (or even relevant) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, it has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show the change will enhance the project's stated aims of improving safety, efficiency, or accessibility.

We urge you to oppose this proposal regarding West Alexandria Avenue.

Please include this correspondence in the official project record.

Regards,
Mary and J. Phillip Battey

From: Kim Michael <kimberlymmichael@gmail.com>
Sent: Friday, October 3, 2025 8:56 PM
To: Bryan Hayes <bryan.hayes@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Ryan Knight <Ryan.Knight@alexandriava.gov>; Christopher Ziemann <christopher.ziemann@alexandriava.gov>; Hillary Orr <Hillary.Orr@alexandriava.gov>; TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>; Michael Moon <michael.moon@alexandriava.gov>
Subject: [EXTERNAL]Opposition to Street Reversal - West Alexandria Ave

> You don't often get email from kimberlymmichael@gmail.com. Learn why this is important

Hello all,
I live at 100 West Alexandria Avenue. I am writing to you in opposition to the proposed plans to reverse the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

The proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, poses a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks. As the mother of elementary and pre-school-aged children, this is particularly concerning.

The City has not demonstrated that this change is necessary (or even relevant) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, it has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show that the change will enhance the project's stated aims of improving safety, efficiency, or accessibility.

I urge you to oppose this proposal regarding West Alexandria Avenue.

Please include this correspondence in the official project record.

Thank you,
Kim Michael & Michael Gonzalez
100 West Alexandria Ave
703-801-6481

From: Philip J Hopko <phopko@aol.com>
Sent: Saturday, October 4, 2025 7:31 AM
To: TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>; Michael Moon <michael.moon@alexandriava.gov>; Hillary Orr <Hillary.Orr@alexandriava.gov>; Christopher Ziemann <christopher.ziemann@alexandriava.gov>; Ryan Knight <Ryan.Knight@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Bryan Hayes <bryan.hayes@alexandriava.gov>
Subject: [EXTERNAL]FOR RECORD: OPPOSITION to traffic flow reversal on W. Alexandria Avenue

You don't often get email from phopko@aol.com. Learn why this is important

Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

We reside at 113 West Alexandria Avenue.

We write to register our strongest opposition to proposed plans reversing the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

The proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, poses a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks.

The City has not demonstrated that this change is necessary (or even relevant) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, it has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show the change will enhance the project's stated aims of improving safety, efficiency, or accessibility.

We urge you to oppose this proposal regarding West Alexandria Avenue.

Please include this correspondence in the official project record.

Regards,
Philip Hopko and Adriana Barturen
113 W Alexandria Avenue

From: Nancy Lacey <nancy.lacey@corcoranmce.com>
Sent: Sunday, October 5, 2025 5:33 AM
To: Tom Lacey <telacey@gmail.com>
Cc: TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>; Michael Moon <michael.moon@alexandriava.gov>; Hillary Orr <Hillary.Orr@alexandriava.gov>; Christopher Ziemann <christopher.ziemann@alexandriava.gov>; Ryan Knight <Ryan.Knight@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Bryan Hayes <bryan.hayes@alexandriava.gov>
Subject: [EXTERNAL]FOR RECORD: OPPOSITION to traffic flow reversal on W. Alexandria Avenue

> You don't often get email from nancy.lacey@corcoranmce.com. Learn why this is important

Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

We reside at 108 West Alexandria Avenue.

We strongly agree and stand by Rob Hargis's Friday email to you.

We write to register our strongest opposition to proposed plans reversing the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

The proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, poses a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks.

The City has not demonstrated that this change is necessary (or even relevant) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, it has not provided data or

analyses of traffic patterns, parking utilization, crash data, or any other metrics to show the change will enhance the project's stated aims of improving safety, efficiency, or accessibility.

We urge you to oppose this proposal regarding West Alexandria Avenue.

Please include this correspondence in the official project record.

Regards,
Tom and Nancy Lacey
108 W Alexandria Avenue

Nancy Lacey | Realtor® | Licensed in VA

c. 571.436.4961
e. nancy.lacey@corcoranmce.com
109 South Pitt Street, Alexandria, VA 22314
NancyLacey.com

From: Rob Hargis <robhargis2@gmail.com>
Sent: Friday, October 31, 2025 10:08 AM
To: Anne.Malinee@lw.com; kathy25u@gmail.com; mgbandjpb@gmail.com; chasdorsey@aol.com; kimberlymmichael@gmail.com; telacey@gmail.com; kblaszak@kslaw.com; danalawhorne@verizon.net; bgdorsey2@aol.com; leighborghesani@gmail.com; phopko@aol.com; lukefields@gmail.com; abarture@gmail.com; kkuehnast@aol.com; anne.malinee@gmail.com; stonehouse116@gmail.com; james.chessen@gmail.com; Nancy.lacey@corcoranmce.com; LFields@kslaw.com; brennanpc23@gmail.com; kim_robbert@comcast.net; a_robbert@comcast.net; Jordanlandes@yahoo.com; kimrancour@gmail.com; joerancour@gmail.com; Ben <bduffett@vafamilylaw.com>; Darlene Duffett <darleneduffett@comcast.net>
Cc: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Bryan Hayes <bryan.hayes@alexandriava.gov>
Subject: [EXTERNAL]City of Alexandria Call regarding short and long term safety improvements for corner of W. Alexandria Ave and Russell Road

[You don't often get email from robhargis2@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

ALL,

On Wednesday, Jennifer and I had a call with Bryan Hayes and Alexandria (Alex) Carroll regarding contemplated short and long-term City considerations for improving the safety of intersection at the west end of W. Alexandria Ave. at Russel Road. This included (but was not limited to) reviewing the issues raised in-person by the dozen+ neighbors on September 24 regarding daily wrong-way traffic and how to reduce if not eliminate it.

Alex and Bryan opened by thanking the neighborhood's feedback to their planning process on the Braddock Road Corridor Project and reiterated that there is no longer any consideration to reverse traffic flow on W. Alexandria Ave. They also indicated that they will work to meet on the street with any interested neighbors to again as planning for safety initiatives specifically for our block evolve.

Aside from the Braddock Road Corridor Project (that is progressing in some manner), Alex and Bryan want to reduce the opportunity for drivers to accidentally turn eastbound onto W. Alexandria Ave.

Short-term/near-future solutions could include:
*Making the existing yellow stanchions near Luke and Anne's home at 120 on the south side of the W. Alexandria Ave. crossing/corner larger and more visible; *Adding a similar set of stanchions on the opposite (north) side of the corner to further narrow the opportunity for south-facing Russell Road traffic to assume the street is open to two-way traffic via a left-turn off of Russell Road; *Adding additional signage in various locations and orientations that indicate the street is one-way and that no left/right off Russell Road south/north is allowed; *Installing a temporary "bulge" to either or both sides (north/south) of the crosswalk with or without additional stanchions and signage; *Adding signage in the alley (near the Duffet's) or across from the alley on W. Alexandria Ave (at/near the Hargis yard across from the alley exit) that the street is one-way and that traffic exiting the alley onto W. Alexandria is a right-turn only.

Longer-term, more permanent solutions under investigation in addition to those listed above:
*Permanent "bulges" with signage on the south and north sides of the W. Alexandria crosswalk to add more visibility, deterrence, and protection. This would possibly narrow the driving lane to one car width wide.

Related and a longer-term solutions may also include a new traffic study to make the entire 6-way corner more "compact" by removing the east-facing Braddock Road left-turn only lane next to the cannon and moving the white-painted "stop bar" for the Braddock/southbound Russell intersection further forward/south. There is much to study for this including turning geometry for the entire intersection, timing, and the implication(s) for cars to then get OFF W. Alexandria. Any large scale changes along these lines also requires VA Commonwealth grant funds which are available for application every two years. Alex and Bryan assured us that any initiatives along these lines would include communication to and engagement with the neighborhood ahead of time.

Alex and Bryan, if I've missed anything, please add/correct.

Very best,
Rob (and Jennifer) Hargis
116 W. Alexandria

From: Margaret Janowsky <margarettjanowsky@gmail.com>
Sent: Tuesday, November 4, 2025 6:54 PM
To: Dana Lawhorne <danalawhorne@verizon.net>; LINDA M MILLS <lindamary21@aol.com>; Laurent Janowsky <ljanowsky1960@gmail.com>; Tory Waltrip <torywaltrip@gmail.com>; brittneydepiano@gmail.com; Kiana Fussner <kianafussner@gmail.com>; Ann S

<siegalwriter@gmail.com>; jwitebsky@gmail.com; Monica.Marie.DeAngelo@gmail.com; caitlinbeth@comcast.net; Stewart Norwood <snorwood90@gmail.com>; Sarah.e.dores@gmail.com; Nancy Haney <haneynn@gmail.com>; haneyjoe95@gmail.com; don_niss2@hotmail.com; amy_bedell@hotmail.com; Tom Hyde <thyde@millerandsmith.com>; Mschoeppe@yahoo.com; Greg Cottrell <greg.cottrell@ymail.com>; jfeins1@gmail.com; Nancy Lopez <lopezfamilyva@gmail.com>; rileydepiano@gmail.com; dylan.d.jones@gmail.com
Cc: Bryan Hayes <bryan.hayes@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: [EXTERNAL]Braddock Rd Meeting October 30th

> You don't often get email from margarettjanowsky@gmail.com. Learn why this is important

Dear Braddock Rd Neighbors,
Thank you to everyone who came over last Thursday to discuss the Braddock Rd "Improvements" project and to Bryan and Alex for joining us.

In addition to Bryan & Alex, the attendees at the meeting were:
-Riley Depiano, 115 W. Braddock Rd
-Laurent & Margaret Janowsky, 106 W. Braddock Rd
-Caitlin Barille & John Krattenmaker, 104 W. Braddock Rd
-Linda Mills, 102 W. Braddock Rd
-Jenn Witebsky, 100 W. Braddock Rd
-Michele Schoeppe & Greg Cottrell, 24 W. Braddock Rd
-Don Niss, 22 W. Braddock Rd
-Dylan Jones, 20 W. Braddock Rd
-Fray/Hammer Family, 12 W. Braddock Rd
-Stewart Norwood, 103 W. Luray Ave
-Ann & Glenn Siegel, 105 W. Luray Ave
-Sarah Dores & Jon Feins, 107 W. Luray Ave
-Wendell & Anna Anderson, Good Shepherd members
-Nancy Lopez, Good Shepherd member

I have spoken to several attendees and the general impression we got from Alex was perfunctory and dismissive. Bryan, on the other hand, seemed interested in hearing our concerns and even willing to modify the proposal. Sadly, Alex is "the boss" and obviously has made up her mind that we will lose our parking for her beloved bike lanes notwithstanding all of your very relevant input and ideas.

We have an opportunity to engage a broader segment of our neighborhood on Wednesday, November 19th at the Rosemont Citizens Association Meeting. Dana has offered to get us in touch with the president and hopefully added to the agenda. Mayor Gaskins will be in attendance at that meeting.

In the meantime, we will be preparing a petition for signatures and presentation to the traffic board. We learned at the meeting that the City of Alexandria ***may*** decide what

actions to take on the Braddock Road Project at the **Traffic and Parking Board Meeting on Monday, December 8, from 7-9 pm.** There is a Zoom option (you must register ahead of time) or you may attend in person. *The public may submit written comments in advance of the meeting (until 3 pm on December 8)*. We believe the In-Person option will be more impactful but attendance by Zoom is better than not at all.
When asked, we did not get a clear answer as to when we will know if this item will be put on that day's docket. However, it may be worthwhile to attend proactively.

https://apps.alexandriava.gov/Calendar/Detail.aspx?si=61440

Please email me your comments from last week and any additional ideas you think should be in the petition. Also let me know if you're up for door-knocking once we have the petition prepared.

Best, Margaret Janowsky

From: Wendell Anderson <wanderso4951@verizon.net>
Sent: Monday, November 24, 2025 8:52 AM
To: TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>; Michael Moon <michael.moon@alexandriava.gov>; Hillary Orr <Hillary.Orr@alexandriava.gov>; Christopher Ziemann <christopher.ziemann@alexandriava.gov>; Ryan Knight <Ryan.Knight@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Bryan Hayes <bryan.hayes@alexandriava.gov>
Subject: [EXTERNAL]Braddock Road between Russell and Commonwealth

You don't often get email from wanderso4951@verizon.net. Learn why this is important

I am a member of Good Shepherd Lutheran church and strongly oppose the proposal to remove parking on Braddock Road between Russell Road and Commonwealth Avenue eliminating these spaces—especially the designated handicap spot in front of Good Shepherd Lutheran Church—would sharply reduce her accessibility to the church. The only handicap-accessible entrance is on Braddock Road, and Hancock and Luray Avenues in the area around the church lack sidewalks making access impossible for her. Even putting bike lanes on the church side, would mean she would need to cross busy Braddock Road a dangerous situation with her limited mobility.
I support safe and efficient streets for all users, but installing bike lanes at the expense of on-street parking along this busy corridor is an unsound approach.
Sincerely,
Wendell Anderso4951 Brenman Park Dr
#308
Alxandria Va 22304

Address

From: Cheryl Malloy <cpmalloy72@gmail.com>
Sent: Saturday, November 29, 2025 4:47 PM
To: TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>; Michael Moon <michael.moon@alexandriava.gov>; Hillary Orr <Hillary.Orr@alexandriava.gov>; Christopher Ziemann <christopher.ziemann@alexandriava.gov>; Ryan Knight <Ryan.Knight@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Bryan Hayes <bryan.hayes@alexandriava.gov>
Subject: [EXTERNAL]Parking along Braddock Road

You don't often get email from cpmalloy72@gmail.com. Learn why this is important

Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes, and Members of the Traffic and Parking Board:

I am a resident of Alexandria, residing at 516 Fontaine Street, and I am also a member of Good Shepherd Lutheran Church at 100 West Luray Avenue.

I am writing to you because I understand that there is discussion of eliminating on-street parking on Braddock Road between Russell Road and Commonwealth Avenue. I strongly object to this proposal because it severely limits parking for Good Shepherd Lutheran Church which not only serves as a center for worship but also hosts a number of local organizations. Many members of our church, as well as members of these organizations, need handicapped accessible parking which would be eliminated under this proposal. The only possibility of accessing the building by a ramp is on Braddock Road. And neither of the other adjoining streets has a sidewalk to accommodate a wheelchair. If this proposal is implemented, many individuals who rely on close, level parking would lose access to the church for worship, community meetings, and essential services.

While I am in favor of bike lanes as a general rule, I believe that installing bike lanes at the expense of on-street parking along this busy corridor is an unsound approach. This change would impose serious burdens on nearby residents and the many congregants and community organizations that depend on Good Shepherd as a meeting place. If parking were removed, the City would lose a vital community gathering space.

I urge you, as you consider this change, to reject the parking-removal proposal and pursue alternatives that protect mobility for all users.

Please include this correspondence in the official project record.

Sincerely,
Cheryl Malloy
516 Fontaine Street
Alexandria, VA 22302

--
cpmalloy72@gmail.com

202-374-5005 (cell)

From: Nancy Lopez <lopezfamilyva@gmail.com>
Sent: Thursday, December 4, 2025 12:18 PM
To: TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>; Michael Moon <michael.moon@alexandriava.gov>; Hillary Orr <Hillary.Orr@alexandriava.gov>; Christopher Ziemann <christopher.ziemann@alexandriava.gov>; Ryan Knight <Ryan.Knight@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Bryan Hayes <bryan.hayes@alexandriava.gov>
Subject: [EXTERNAL]Braddock Road Trail Access & Corridor Improvements Project

You don't often get email from lopezfamilyva@gmail.com. Learn why this is important

Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes, and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

I reside at 5 West Oak Street, and I am a member of Good Shepherd Lutheran Church at 100 West Luray Avenue.

I am writing to express my opposition to portions of the Braddock Road Trail Access & Corridor Improvements Project. I understand that this item is not on the agenda for the December 8 Traffic and Parking Board Meeting; however, I will be out of town during January, February, and March 2026, and will not be able to attend the meetings during those months when the Braddock Road Project may be considered by the Board.

I specifically oppose removing parking spaces on the portion of Braddock Road between Russell Road and Commonwealth Avenue for three reasons.

First, major changes require clear evidence. To date, the City has not provided crash data, bike-volume counts, or traffic analyses showing that removing parking will make this corridor safer. **I request, and the Board should require, the historical crash data, bike-volume counts, safety analyses, and traffic studies that support the proposal to remove parking spaces on Braddock Road.**

Experience elsewhere in Alexandria suggests that removing parking spaces on busy residential streets like Braddock Road leads to more double-parking, more unpredictable crossings, and more conflicts between cyclists, pedestrians, and drivers.

Second, removing the parking spaces on Braddock Road between Russell Road and Commonwealth Avenue would impose severe burdens on the many community organizations that rely on the church, on Good Shepherd congregants, and on nearby residents. Good Shepherd is an important community hub, providing rehearsal and meeting space for the Symphony Orchestra of Northern Virginia, Alexandria Choral Society, Encore Senior Chorus, 12-step groups, INOVA blood services, and the Rosemont Citizens Association. Some of these groups have said that they would not be able to meet

at the church if parking were removed, meaning the loss of an important community gathering space.

Further, removing the handicap parking space directly in front of the church would prevent individuals with mobility limitations from accessing the church for worship, community meetings, and essential support services. The only handicap accessible entrance to the church is on Braddock Road. Since Hancock and Luray Avenues do not have sidewalks, it is imperative that mobility-impaired individuals are able to park on Braddock Road. Many who rely on this close, level parking would face substantial—if not total—loss of access.

The removal of parking spaces would also negatively impact our neighbors who live on Braddock Road, and push additional cars onto Hancock and Luray Avenues, which already are often filled with parked cars. Many homes on Braddock Road have one space or no space for off-street parking. Neighbors understandably want to be able to park in front of their homes for safety, convenience, and accessibility reasons.

Third, cyclists have several lower-traffic route options in the surrounding neighborhood. It does not make sense to push bike traffic onto high-volume roads like Braddock Road, when there are lower-volume side streets available for bike traffic. If the bike route must follow Braddock Road, the balance of equities and priorities warrants a shared bike/car lane on this section of Braddock Road and no removal of parking spaces.

Our streets should unite our community, not place new barriers in front of those who rely most on shared spaces. A truly safe and equitable design must support residents, congregants, and the organizations that serve our city.

I respectfully urge you to reject the parking-removal proposal between Russell Road and Commonwealth Avenue on Braddock Road, and to pursue alternatives that strengthen safety, mobility, and access for everyone.

Please include this letter in the project record.

With appreciation for your service to our community,

Nancy Lopez
5 West Oak Street
202-297-6220

From: Siegal <siegalwriter@gmail.com>
Sent: Monday, January 19, 2026 7:43 PM
To: Margaret Janowsky <margarettjanowsky@gmail.com>
Cc: Dana Lawhorne <danalawhorne@verizon.net>; LINDA M MILLS <lindamary21@aol.com>; Laurent Janowsky <ljanowsky1960@gmail.com>; Tory Waltrip <torywaltrip@gmail.com>;

brittneydepiano@gmail.com; Kiana Fussner <kianafussner@gmail.com>; jwitebsky@gmail.com; Monica.Marie.DeAngelo@gmail.com; caitlinbeth@comcast.net; Stewart Norwood <snorwood90@gmail.com>; Sarah.e.dores@gmail.com; Nancy Haney <haneynn@gmail.com>; haneyjoe95@gmail.com; don_niss2@hotmail.com; amy_bedell@hotmail.com; Tom Hyde <thyde@millerandsmith.com>; Michele Schoeppe <Mschoeppe@yahoo.com>; Greg Cottrell <greg.cottrell@ymail.com>; jfeins1@gmail.com; Nancy Lopez <lopezfamilyva@gmail.com>; rileydepiano@gmail.com; dylan.d.jones@gmail.com; Bryan Hayes <bryan.hayes@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: Re: Braddock Rd parking photos

> You don't often get email from siegalwriter@gmail.com. Learn why this is important

Welcome to January 2026. Just an example of parking on W. Braddock, Hancock, and W. Luray on January 2, Friday, at 1:30 - 1:45 for a church event.

From: Dina-Maria Deringer <spats23@gmail.com>
Sent: Friday, January 23, 2026 9:44 AM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Cc: Derry Deringer <deringer3@gmail.com>
Subject: [EXTERNAL]Braddock Rd. Corridor

> You don't often get email from spats23@gmail.com. Learn why this is important

Hi Alex:

Thank you so much for attending yesterday's Rosemont Citizens Association meeting to provide further information and answering questions from the residents. I really appreciate the time you and Mayor Gaskins spent speaking with residents.

I wanted to take the opportunity to provide my input to this project, and specificially the proposal to add bike lanes to Braddock Road between Mt. Vernon and Russell roads. While I am a member of the RCA's Board and a member of RCA's PELT Committee, I want to stress that I am writing in my personal capacity as a resident of Rosemont.

Since moving to Rosemont in 2008, I have been a regular runner in the neighborhood. My usual route takes me up Braddock Road, between Mt. Vernon to Commonwealth Avenues, extremely early in the morning (i.e. 4:30 - 5:00 AM).

I have never seen more than 20-30 percent of the parking spaces in use on average. Moreover, very often when a car is parked on the street, there is no car parked in the nearby driveway, which can sometimes accomodate two or three cars. Of course, these are just my personal observations, and there's no way to know whether the car parked closest to any house belongs to its residents. However, it has never looked to me at all other times during the day and evening that these parking spaces were ever used in high numbers.

I observed that yesterday's RCA meeting was extremely well attended, with over 80 attendees, yet I found parking very easy to find along a side street next to the church.

I am very much in favor of organzing our streets to make them safer for everyone. I would love to see protected bike lanes on Braddock Road, and don't believe the loss of this parking outweighs the long term benefit to more residents and everyone else traveling on Braddock. I also don't think that choosing a side street - like Glendale - is realistic.

Residents on Glendale will equally complain about having their parking threatened, and any resulting bike lane will not be the most direct route for most riders. If parking is going to be removed, make it count and put the bike lanes on streets that are the most direct and popularly traveled by everyone.

Thank you for taking the time.

Best regards,

Dina-Maria Deringer
121 E Walnut St

From: Jacquelyn Kittredge <healthitgirl@gmail.com>
Sent: Friday, January 23, 2026 4:17 PM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: [EXTERNAL]RCA Meeting Thank you

> You don't often get email from healthitgirl@gmail.com. Learn why this is important

Dear Alex,
I did not have a chance to thank you in person, but thank you SO much for your thoughtful and clear presentation about the changes proposed for Braddock Road.
I love Alexandria and take advantage of walking and biking around our city as much as I can. I feel that anything we can do to introduce bike infrastructure, pedestrian safety measures and traffic calming is very, very welcome.
Last night you were calm and clear during some uninformed pushback and I appreciate how difficult that can be. You don't have the easiest job, especially when citizens are in fear of losing their beloved parking.
I had a whole speech prepared for the discussion, but alas, we didn't have much discussion before jumping into an up or down vote. Please keep up the fight to make our streets safer for ALL road users.

Thank you again for your service to our city,
Jacquelyn Kittredge

From: Dwight Horkheimer <dwight.horkheimer@icloud.com>
Sent: Monday, January 26, 2026 7:59 PM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: [EXTERNAL]Braddock Road Bike lanes

> You don't often get email from dwight.horkheimer@icloud.com. Learn why this is important

Hello Alex,

I attended the Rosemont Citizens Association meeting this past week to hear your presentation. You referred to the City of Alexandria website for more information about the Braddock Road Trail Access and Corridor Improvements project. There appears to be very limited information about the project other than Outreach, which appears to have been very limited as very few people heard about the project until the RCA meeting.

You also referenced several studies, which I do not find on the website. I would greatly appreciate if you could provide me with that information.

The website indicates that, "There will be multiple opportunities for community members to provide input into this process. To receive project updates, please contact Alex Carroll, Project Manager, at Alexandria.Carroll@AlexandriaVA.gov." so I am submitting my request for project updates.

Please provide me with any further updates as well as any dates when this project will be presented to the Alexandria Traffic and Parking Board.

Lastly, please send a quick reply to confirm receipt of this email.

Thank you,
Dwight Horkheimer

Dwight J. Horkheimer
306 East Braddock Road
Alexandria, VA 22301
phn: 703-683-4479
email: dwight.horkheimer@icloud.com

From: Rob Hargis <robhargis2@gmail.com>
Sent: Sunday, February 1, 2026 10:04 PM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: [EXTERNAL]Request for Braddock Road Corridor Project bike count study and data you cited at the RCA on Thursday, 22 January

[You don't often get email from robhargis2@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Alex,

I hope you've weathered the snow and ice since we saw you last.

At the RCA meeting, you twice referenced bike count data collected for the Braddock Corridor project and noted that you would make it available.
We noted that a parking study was posted to the project page along with traffic analysis and crash reporting.

Could you please either post the complete bike count data (along with any city analysis) or simply send it directly to us on Monday, 2 February?

Thanks in advance,
Rob

From: Brittney DePiano <brittneydepiano@gmail.com>
Sent: Tuesday, January 27, 2026 8:13 AM
To: TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>; Michael Moon <michael.moon@alexandriava.gov>; Hillary Orr <Hillary.Orr@alexandriava.gov>; Christopher Ziemann <christopher.ziemann@alexandriava.gov>; Ryan Knight <Ryan.Knight@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: [EXTERNAL]Braddock Corridor Project - Resident Concern

You don't often get email from brittneydepiano@gmail.com. Learn why this is important

Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, and Members of the Traffic and Parking Board:
I reside at 115 W Braddock Rd.
I strongly oppose the proposal to remove parking on Braddock Road between Russell Road and Commonwealth Avenue. Eliminating these spaces—especially the designated handicap spot in front of Good Shepherd Lutheran Church—would sharply reduce accessibility for congregants, community groups, and visitors with mobility limitations. The only handicap-accessible entrance is on Braddock Road, and Hancock and Luray Avenues lack sidewalks, making on-street parking essential. Many who rely on this parking would lose access to worship, meetings, and community events.
My husband and I currently have one off street parking spot and rely on the parking in front of our house on the north side of W Braddock road for our everyday life activities. I park in front of our house to load and unload groceries safely, for my elderly family members to safely visit and access my home and while we are planning to have a family, I am concerned about not being able to get my kids in and out of the car safely if I can no longer park in front of my house. One of the deciding factors in choosing this neighborhood without two designated off street parking spots was because of the ample parking available on the street in front of our house. We are two full time working professionals that need to have two vehicles. We rarely see cyclists using this portion of Braddock (intersection of W Braddock and Russell) so it is hard to understand how the benefit to the minority who primarily use the street for recreational purposes outweighs the concerns and of the full time residents who reside in the impacted area.
Additionally, Braddock is a main emergency route and buffered bike lines would severely congest / impact traffic flow during emergencies. We see emergency vehicles multiple times a day.

I support safe and efficient streets for all users, but installing bike lanes at the expense of on-street parking along this busy corridor is an unsound approach. It would burden residents and the many organizations that depend on Good Shepherd—including the Alexandria Choral Society, Symphony Orchestra of Northern Virginia, Encore Senior Chorus, 12-step groups, INOVA blood services, and the Rosemont Citizens Association. Some groups have said they could no longer meet at the church, eliminating a vital community gathering space.
I am unaware of any notable history of bicycle-related accidents on this segment of Braddock Road and request the historical crash data and projected safety benefits that would justify removing parking. The City has not provided daily bike-use counts, accident data, traffic studies, or any quantitative analyses supporting the removal of parking. I request the full set of data and decision criteria used for this proposal, including background traffic projections, safety surveys, and bike-volume analyses during peak and off-peak periods.

The proposal will not increase safety. To the contrary, it will heighten pedestrian risk and generate additional congestion. With no legal loading areas, delivery drivers, contractors, service personnel, and church visitors will have no choice but to park on side streets and cross Braddock Road at uncontrolled points. As seen in other parts of the City, removing parking and adding bike lanes also increases the frequency of double-parking. Double-parked vehicles will either block the bike lane—forcing cyclists into the travel lane—or block the travel lane—forcing drivers into oncoming traffic. This creates predictable, well-documented conflicts that are dangerous for everyone. We urge the City not to replicate these conditions here.

Finally, the City has not demonstrated how eliminating parking advances the stated goals of the Braddock Road Trail Access & Corridor Improvements Project. No evidence has been provided showing that this change would improve safety, mobility, or accessibility for any group. Has the transportation board exhausted all other means of increasing safety in the corridor? Police monitoring, changes to the light frequency and cadence, speed limit changes and camera lights.

For these reasons, we urge you to reject the proposal to remove parking along this section of Braddock Road and come up with alternative proposals.

Please include this correspondence in the official project record.

Sincerely,

Brittney & Riley DePiano

115 W Braddock Rd. Alexandria, VA 22301

From: Rob Hargis <robhargis2@gmail.com>
Sent: Tuesday, February 3, 2026 10:06 AM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: Re: [EXTERNAL]Request for Braddock Road Corridor Project bike count study and data you cited at the RCA on Thursday, 22 January

Alex,

Yes - but it deserves an actual informed conversation while reviewing the streets and options - and it shouldn't be one alternative parallel, it should be two - one north and one south of Braddock. It supports your logic more so than concentrating all bike traffic into one funnel on Braddock - and respects the separation you cited as critical for safely - and is more direct for a good portion of the pedaling public. To explicitly NOT study this option undermines so many of the arguments the City makes FOR biker safety. Let me know when you want to discuss.

Thanks,
Rob

> On Feb 3, 2026, at 9:32 AM, Alexandria Carroll <Alexandria.Carroll@alexandriava.gov> wrote:
>
> Hi Rob,
>
> That is correct, and thanks.
>
> Are you referring to the option that was discussed for the bike route to be located on a parallel street, e.g. Luray Avenue or Glendale Avenue?
>
> Alex Carroll, AICP (she/her)
> Complete Streets Program Manager
> City of Alexandria, Virginia
> Department of Transportation & Environmental Services
> Office: 703.746.4408
> Cell: 703.213.8190
> alexandriava.gov
>
> -----Original Message-----
> From: Rob Hargis <robhargis2@gmail.com>
> Sent: Monday, February 2, 2026 3:56 PM
> To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
> Subject: Re: [EXTERNAL]Request for Braddock Road Corridor Project bike count study and data you cited at the RCA on Thursday, 22 January
>
> Thanks Alex. That confirms we didn't see bikes on the west side of the data. Thank you.
>
> Also, we should discuss an alternative that's been raised a few times but hasn't gotten traction. It supports several goals: increased biker safety, decreased bike-vehicle co-congestion, preserves most of the existing parking on Braddock, and supports the "least distance" routing you mentioned two Thursdays ago. We should discuss since it doesn't appear to be anywhere in the City's consideration.
>
> Thanks again,
> Rob

From: Rob Hargis <robhargis2@gmail.com>
Sent: Friday, February 6, 2026 1:43 PM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: [EXTERNAL]26 East Braddock Road does not have any off-street parking no matter how enthusiastic you insist that it does. Engage the owner.

Alex,

Despite raising your voice on last evening's call regarding 26 East Braddock Road when I noted that the property does NOT have a driveway (or any other on-property off-street parking), the mobility-limited owner and several neighbors concerned for her well-being to safely access her property invite you to identify the driveway you have now twice publicly insisted she has.

The owner addressed you directly at the RCA meeting on 1/22 where you reiterated the bad fact that, "Every house within the project boundary has a driveway." Then you abruptly moved on to the next question. Last night, I raised the same issue with you on her behalf and you again denied what is a demonstrably provable and true fact. What is the difficulty with the City/you acknowledging the hardship and safety issue this project (as you are recommending) will impart on this resident/homeowner? Is it because there is not a potential solution, or that you don't want to work to find one?

The absurdity of continuing to aggressively insist that 26 East Braddock Road has a driveway undermines the City's credibility and claimed care for affected residents. Or is it that you simply did NOT collect the data; you collected data poorly, or you misinterpreted data that you did collect properly? It surely is one or more of these scenarios. Perhaps an actual, diligent visit to the property would enlighten the City.

Concerning on a macro-scale, this is a case where a resident came before you personally and indicated at least one coming hardship and safety concern the Braddock Corridor project will create. That you consistently and enthusiastically refuse to even acknowledge the owner's concerns for her personal safety and deny the basic facts present. It is the height of opacity and belies the sense of many in the neighborhood that, "This project will go through at any cost." While "gaslighting" is overused these days, if this isn't an obvious case of it, you can certainly see it from here. Telling a homeowner, "You do have a driveway," when she does not, requires great suspension of disbelief that your analysis of the rest of the project is credible.

Your treatment of the question again last night is another undeniable example of "transparency as a casualty" and exemplifies the project's overall data collection and analysis disaster. What you have and haven't collected; the cherry-picked data shared with residents despite multiple requests for full and complete data; and the spurious conclusions presented without support of well-documented and even moderately analyzed data doesn't inspire confidence of a well-planned effort. The City's flexible stories, justification, referees to studies, and explanations while entertaining, are also frustrating for anyone who expects good governance and transparent processes as a minimum standard.

It is the City's right and obligation to plan with good intentions, especially for safety. But to deny and ignore facts that don't support your conclusions and recommendations insults the good work of those in government that do and are transparent. ANYONE can see that 26 East Braddock does

not have any allocated off-street parking. Your vehement insistence that it does and continued lack of curiosity as to why so many have told you otherwise is truly confusing.

Engaging the owner would restore some credibility to the claims of “Safety for bikers, motorists, and pedestrians.” Many have noted that “safety for residents” appears zero times throughout the project literature and promotion. Whether that is intentional or just another oversight, the effect is the same, “If you live here, we are not interested in accommodating your concerns unless it supports the goals and mechanism of the project." How you have dismissed 26 East Braddock and the owner’s very real concerns and request for City engagement is a perfect example of your actual "community disengagement."

To help you and your data collectors find the driveway at 26 East Braddock, here are a few pictures.

If you do find a driveway there that the owner overlooked, she and the neighbors concerned for her will be thrilled.
Please keep us posted. We are rooting for you to find it!

26 East Braddock Road does NOT have a driveway as you’ve heard multiple times of several weeks:

_____
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28 East Braddock Road DOES have a driveway:

Regards,
Rob

From: Eddie Blau <ecb404@gmail.com>
Sent: Friday, February 6, 2026 2:27 PM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: [EXTERNAL]Braddock Road Corridor "iimprovement"

> You don't often get email from ecb404@gmail.com. Learn why this is important

Hello. I don't recall getting a survey about the project, but I'd like to express opposition to any more accommodation for bicycles on the roads. In traveling around Alexandria (I've lived here since 1958), I don't see even 10% of travelers using bikes, and encouraging more unlicensed, unidentifiable, and frankly scofflaw users of the roads here is wrong-headed. It's a carveout for a distinct minority. I've never, ever, seen a biker stopped or ticketed for running STOP signs or running traffic lights, and if an auto driver or pedestrian wishes to report an infraction, since they don't have visible license tags, how could the police take any complaint seriously? As I get older, I'm even less likely to ever use a bike to go anywhere. I walk fairly often, and am more worried about pedestrian safety than inherently unsafe bicycle travel. It's pretty obvious who loses in a collision between a bicycle and an auto; and likewise who is more likely to be hurt if a bike runs into a pedestrian. Bikes are quiet, often badly illuminated, and low profile, so hard for drivers or pedestrians to see.

If I were planning a city from scratch, I would completely separate motored four-wheeled vehicles from bikes and motorized two-wheeled vehicles, and pedestrians separated from any wheeled vehicles. But of course, that's not possible now. Much of Alexandria developed when cars were the dominant mode of transportation. I was hoping when the DASH system was redesigned a few years ago, it would be more practical for me from time to time to use it to, say, go to Old Town or get to the Metro to go into the District. But, um, no, by the City's own admission, my neighborhood (I'm in Monticello Park) is part of the only area of town that going forward got less transit access (only during rush hours on weekdays). Prior to that, though, it was infrequent midday and evening service (a not very intuitive every 40 minutes or so.) And neighborhoods like mine were not laid out to have walkable shopping districts close (which to me would mean less than a ten-minute walk from one's home) - although in nice weather and when I have time, I do occasionally walk 20 minutes or more to closer places like Arlandria and Fairlington). Retrofitting Alexandria to be anti-car (which is how I see it) is merely an aggravation to the majority of people here who get around by car, transit, and some walking. I don't care what the survey says - every biker with an agenda would be motivated to respond, whereas people like me either didn't know about it or feel too put upon by requests for my time to yield to yet another.

How much in taxes does a car-less bicyclist pay for the upkeep of the road network? No gas taxes, no personal property tax, no licensing fees and registration fees.

Enough with the bicycles. It's enough to worry about pedestrians than to have to worry about two-wheeled vehicles that move faster and are going to be using the road bed. (And don't encourage bikes on the sidewalks. They're sideWALKS - people using them shouldn't have to worry about some bike silently coming up from behind.)

Thanks.

-Edward Blau
404 Underhill Place
22305

From: Jennifer Hargis <stonehouse116@gmail.com>
Sent: Saturday, February 7, 2026 7:54 AM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: [EXTERNAL]Additional Info in regards to 115 W Braddock

> You don't often get email from stonehouse116@gmail.com. Learn why this is important

Alex,

I know my husband brought to your attention that 26A Braddock in fact does not have a parking space, which I know you will address I trust. Additionally I'd like to add yet another

error in your findings, one that the resident brought up to you twice in recent meetings. Our neighbors behind us do not in fact have a legal/proper driveway. You have mistaken the small occasionally used pad that is accessed via the city alley (maintained by us, btw), which is simply part of their yard that was hardscaped. It was created and used by the previous owner for trash bins, outdoor items, etc., remains only that. While it appears to be a "driveway", it's not. You have greatly overlooked this, as well ignored those same concerns from Riley & Britney, the owners of that property. We (Rob & myself at 116 W.alex) have the easement rights to that said alley, for entry to our small garage only, no parking is allowed in the city alley.
I look forward to your response.

Best,
Jennifer H.
116 W Alexandria Ave, Alexandria, VA 22301

From: James Miceli <jammic@gmail.com>
Sent: Saturday, February 7, 2026 9:24 AM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: Re: Braddock Road Update

> You don't often get email from jammic@gmail.com. Learn why this is important

Hi Alex,

I just wanted to send you a personal thanks for your presentation to the DRCA traffic calming committee on Thursday. You did an excellent job handling the non-factual pushback from some of the attendees there, I was really impressed. You've also come up with a great proposal that will help make my bike ride from Cliff St to the metro safer literally every single work day.

I plan to submit comments and attend the TPB meeting coming up, as well as supporting a hopefully positive letter from the DRCA.

Thanks again!

-James Miceli

From: Missy Santoro Estabrook <missysantoro@yahoo.com>
Sent: Monday, February 9, 2026 9:40 PM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>
Cc: Matthew R. Estabrook <estabrook@mac.com>; Nancy Widmer <nmwidmer@verizon.net>;

jpak@aol.com; ljanowsky1960@gmail.com; crissy.stubbs@gmail.com
Subject: Concerns Re: Braddock Road Update

> You don't often get email from missysantoro@yahoo.com. Learn why this is important

Hi Alex,

Thanks very much for the update on the Braddock Road Corridor Improvements Project. I'm attaching my concerns below and copying the Traffic and Parking Board email.

1. Among other things, the proposed plan purports to include safer pedestrian and bicycle crossings. As we have lived in our home at 10 West Braddock Road for over 20 years, I can tell you that very few bicycles ever go up or down Braddock Road between the intersections of Braddock/Commonwealth and Braddock/Russell. This is not because of the two lanes or the parked cars, it's because of the GIANT Braddock Road hill awaiting them on a downward or upward path heading toward King Street. The very few bicyclists I've seen have given up and hopped off their bikes to push them up and, one imagines, never try it again it's so dangerous and challenging. This new plan will not change the topography of the hill.

2. At the same time, churchgoers from the Lutheran Church on Braddock Road and the Seventh Day Adventist Church on Russell must park somewhere on Saturdays and Sundays and they always seem to park on our block of Braddock. If these senior citizens can't park on Braddock right outside the church, where will they be able to without any (Lutheran) or just a small (Seventh Day) parking lot at their disposal?

3. Braddock Road is an emergency route for the City. I can attest to this having watched hundreds of fire trucks and ambulances go by over the years. How will they navigate these new limited traffic patterns and fewer lanes to get by single lane traffic both ways and bike lane posts to get their patients where they're going or put out fires? Single lanes along this already very busy stretch will endanger everyone living on them who suffers an emergency and has to wait that much longer for help. Cars are expected to pull over to let emergency vehicles go by; with this new plan, that won't be possible.

4. Making both the Braddock/Russell and Braddock/Commonwealth intersections single lane without ANY ability to turn will result in literally 1-2 cars getting through per green light. As it is now, left turns onto Russell from Braddock are in the left lane and straight/right hand traffic can pass in the right lane. It's ALREADY incredibly congested in the morning with cars going down the hill to the metro/city and cars going up the hill to get to Alexandria City High School. Many of these drivers are teenagers who will have even less experience navigating crowded intersection and will undoubtedly run the red lights that result. More people racing through after the 1-2 cars that have time to legally pass is not safe in any way, shape or form.

5. As much as folks in City Hall would like this to be a bikes-only city, it is not. The vast majority of people get to and fro in their cars or via the metro. You simply cannot hold the majority hostage while making things easier for the small percentage of bikers out there. Far from being a mobility plan, this is a plan that will clog the roads and make those of us who live and work here less mobile.

6. Safer pedestrian crossings won't mean much when angry drivers build up a nice case of road rage just trying to drive a couple blocks in the city. Further, everyone up and down our road backs out from their driveways onto Braddock. It's difficult enough to do that now. I can't imagine what will happen when bike lanes AND cars are blocking us in further, in particular during rush hour.

7. New pedestrian and bicycle crossings between the trails at the Braddock Metro station where there is actual bike traffic CAN be created with a two-way protected bike lane there, but it does not necessitate making the rest of Braddock Road impassible for those of us who live here.

8. Without viable parking on Braddock, homeowners and guests will be forced to park their cars further afield on already crowded streets like Glendale or Luray. None of our neighbors on those streets will appreciate losing what little street parking they have to Braddock Road residents or those who park here to walk to the metro. Further, those side streets are so narrow already that forcing more cars onto them is just asking for more accidents and damage to resident cars.

9. Finally, I would urge you to actually witness the traffic we already suffer in the mornings and evenings during rush hour on Braddock and imagine how you would feel if it was YOU who could not back out of your own driveway? Then, picture doing it with fewer lanes, more traffic and angry drivers. THEN ask yourself: who are these changes actually helping?

We're grateful for your consideration of these serious concerns and hope you will take them to heart. PLEASE VOTE NO on this plan, keep the intersections as-is at Braddock/Commonwealth and Braddock/Russell, keep accessible parking to our elderly families and those with children and help the residents of Rosemont and Braddock Heights stay safe and moving.

Sincerely,

Missy & Matt Estabrook
10 West Braddock Road
Alexandria, VA 22301

From: Margaret Janowsky <margarettjanowsky@gmail.com>
Sent: Tuesday, February 10, 2026 9:46 AM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Cc: TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>; james.parajon@alexandriava.com; councilcomment@alexandriava.com
Subject: Re: Braddock Road Update

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Alex,
We see you didn't actually consider ANY input from the residents of Braddock Rd. We see you don't care about anything the residents have to say.

You have changed nothing in the proposal since the beginning of our so-called "community engagement" in mid-September except for some obtuse proposals for traffic pattern changes at our lights on W. Braddock at Russell Rd and Commonwealth Ave. You are self-righteous and rude to the citizens of the City. Your attendance at our home for a so-called "listening session" was a perfunctory and performative appearance to just check us off your list of requirements. You made it abundantly clear that you had no interest in anything our community had to say. And, to make it even more apparent, you have skewed what little "data" you have to "support" your desired outcome. Is that what you've been doing for the past 5 months??

As ***punishment*** for us speaking out, you have chosen to propose to the Parking & Traffic Board the most disruptive option of those considered, the removal of parking on both sides of W. Braddock Rd AND the installation of stanchions. This is, in fact, the most dangerous of any scenario as delivery trucks, work vehicles, moving vans, etc. will stop in the middle of the busy traffic lanes, causing traffic back-ups and perhaps impeding emergency vehicles along our Emergency Route. And, it is quite clear you don't care at all about the four churches, their congregations or the community at-large who use the spaces for community gatherings. IN SUMMARY, you just don't care - period.

You are an embarrassment to the City of Alexandria the way you talk, or more accurately, shout, at residents and I will be sure to share our opinion with the City Manager and City Council. Apparently, the Parking & Traffic Board are your cheerleaders so they are a useless contact for frustrated Alexandria residents.

Disgustedly,
Margaret & Laurent Janowsky, 106 W. Braddock Rd.

On Fri, Feb 6, 2026 at 1:29 PM Alexandria Carroll <Alexandria.Carroll@alexandriava.gov> wrote:

Braddock Road Project Stakeholders,

Here is an update on the City of Alexandria's Braddock Road Corridor Improvements Project: https://www.alexandriava.gov/news-tes/2026-02-06/city-recommends-preferred-concept-design-for-braddock-road-corridor

The City's Traffic & Parking Board will consider the recommended concept design for the project at its **February 23** public hearing. This recommendation was developed based on extensive community input, data analysis, and industry best practices.

I deeply appreciate all of your engagement in the project thus far. If you would like to participate in the public hearing, here's how:

- Email your comments trafficandparkingboard@alexandriava.gov no later than *noon on February 23*
- Attend the public hearing via Zoom and speak during the public comment period for this item
- Attend the public hearing in person and sign up to speak during the public comment period for this item
    - Location: City Council Chambers, Room 1305 at the Del Pepper Community Resource Center, 4850 Mark Center Drive, Alexandria, VA

Additional information is available on the project webpage.

Thank you again.

Alex Carroll, AICP (she/her)
Complete Streets Program Manager
City of Alexandria, Virginia
Department of Transportation & Environmental Services
alexandriava.gov

From:	Anne.Malinee@lw.com
To:	TES-Traffic and Parking Board; Michael Moon; Hillary Orr; Christopher Ziemann; Ryan Knight; Alexandria Carroll; Bryan Hayes
Cc:	LFields@KSLAW.com
Subject:	[EXTERNAL]FOR RECORD: OPPOSITION to traffic flow reversal on W. Alexandria Avenue
Date:	Friday, October 3, 2025 11:27:28 AM
Attachments:	image001.png

Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

My husband Luke Fields and I reside at 120 West Alexandria Avenue, at the corner of Braddock/Russell, with our three children ages five and under.

We write to express our opposition to proposed plans reversing the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

The proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, poses a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks.

Specifically, the proposal poses a danger to our family. Our house was constructed in 2019, and the mouth of our driveway is on West Alexandria Avenue, a car's length away from Russell Road. This configuration currently does not pose a problem with one-way westbound traffic. But under the proposed plan, we would need to back out of our driveway toward (and almost into) the intersection in order to go east. Yet all of the signals at the Braddock/Russell/W. Alexandria intersection are not visible from our driveway, and there is no good way to gauge oncoming traffic (whether from Braddock or Russell, in either direction) before pulling out. Moreover, drivers on Braddock/Russell—particularly those seeking to turn right at the light from Braddock to Russell, and then east onto West Alexandria Avenue—do not have good visibility onto our street and would have insufficient time to react. If they *did* manage to see us pulling out and slam on the brakes, they would be doing so in the middle of a busy intersection just as other cars are accelerating. This is an accident waiting to happen – specifically, to my husband and to me and to the three little children who ride in our back seat every day. We understand from neighbors who are longtime residents of our block that before one-way westbound traffic was implemented, safety issues and sideswiping-of street-parked vehicles was common on the part of the street where our house now stands.

We are perplexed that the City did not solicit feedback from us (or any of the people who live on our street), specifically, before proposing this plan. Our house is pictured in all of the City's design plans, and we will be immediately and profoundly affected by the proposed change.

We could not have a stronger interest in this development, but had no idea that this was even being contemplated. Even if we had received the flyer announcing the March 2025 survey soliciting feedback on this project (we did not), the flyer gave no indication that our street would be affected, and the survey results purportedly supporting this project make scant mention of West Alexandria Avenue.

The City has not demonstrated that this particular change is necessary (or even relevant) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, despite our neighbors' repeated requests, the City has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show this change will enhance the project's stated aims of improving safety, efficiency, or accessibility. To the extent the City has data demonstrating the proposed reversal of West Alexandria Avenue will achieve these goals, please share it. At present, this proposed change appears to be arbitrary and unsupported.

We urge you to oppose this proposal regarding West Alexandria Avenue. We are happy to speak with you further about this issue and invite you to stand on our lawn and observe this intersection for yourselves. You will see, immediately, that his proposed change is ill-considered and should be rejected.

Please include this correspondence in the official project record.

Regards,
Anne Malinee

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From: Charles Dorsey
To: Michael Moon; Bryan Hayes; Alexandria Carroll; Ryan Knight; Christopher Ziemann; Hillary Orr; TES-Traffic and Parking Board
Subject: [EXTERNAL]FOR RECORD: OPPOSITION to traffic flow reversal on W. Alexandria Avenue
Date: Friday, October 3, 2025 10:59:49 AM

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Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

My wife Barbara and I reside at 10 West Alexandria Avenue.

We write to register our strongest opposition to proposed plans reversing the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

The proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, poses a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks.

The City has not demonstrated that this change is necessary (or even relevant) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, it has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show the change will enhance the project's stated aims of improving safety, efficiency, or accessibility.

We urge you to oppose this proposal regarding West Alexandria Avenue.

Please include this correspondence in the official project record.

Regards,
Barbara and Charles Dorsey
10 West Alexandria Avenue

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From:	Jennifer Hargis
To:	Bryan Hayes; Alexandria Carroll; Ryan Knight; Christopher Ziemann; Hillary Orr; Michael Moon; TES-Traffic and Parking Board
Subject:	[EXTERNAL]West Alexandria Ave. Traffic Reversal/Braddock Corridor Revision
Date:	Friday, October 3, 2025 2:48:06 PM

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Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

I reside at 116 West Alexandria Avenue.

I write in opposition to proposed plans to reverse the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

The proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, poses a **danger** to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks.

The City has ***not demonstrated that this change is necessary*** (or even **relevant**) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, it has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show the change will enhance the project's stated aims of improving safety, efficiency, or accessibility.

I urge you to oppose this proposal regarding West Alexandria Avenue.

Please include this correspondence in the official project record.

Regards,
Jennifer Hargis

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From:	Joe Rancour
To:	TES-Traffic and Parking Board; Michael Moon; Hillary Orr; Christopher Ziemann; Ryan Knight; Alexandria Carroll; Bryan Hayes
Cc:	Kimberly D. Rancour
Subject:	[EXTERNAL]OPPOSITION to traffic flow reversal on W. Alexandria Avenue - FOR RECORD
Date:	Friday, October 3, 2025 12:56:02 PM

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Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

We live at 109 West Alexandria Avenue and wish to make known our strong opposition to the City's proposal to reverse traffic on West Alexandria Ave as part of the Braddock Road Trail Access and Corridor Improvement project. As parents of two small children (ages 6 and 4) we are extremely concerned that reversing the flow of traffic on our street would severely impact the safety of the street. Our street would inevitably become a relief valve for arterial Braddock Road and Russell Road traffic and would lead to congestion that our street is not capable of handing and would jeopardize the safety of residents on the street. We previously lived on Mount Vernon Ave near the intersection of Braddock Road so know very well the day-to-day danger posed by traffic on Alexandria's major streets when drivers fail to obey traffic laws and drive without regard for the safety of residents with homes on those streets. While West Alexandria Ave intersects with major roads at Braddock and Russell, the current one-way traffic restriction on our street substantially enhances the safety of the street.

We understand that residents petitioned the City to convert West Alexandria to its current one-way direction in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions. That change made sense then and maintaining the current flow of traffic on the street makes even more sense today given the growth of the Del Ray area and the corresponding increase in traffic. The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, would undoubtedly make the street less safe and would pose a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks.

The City has not demonstrated that this change is necessary to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project, and indeed, we and other residents on this street do not understand how these changes are even relevant to the stated goals of the project. Further, the City has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show the change will enhance the project's stated aims of improving safety, efficiency, or accessibility. We urge you to oppose this proposal regarding West Alexandria Avenue. If the proposal proceeds notwithstanding the lack of findings to support it, and the clear and universal opposition by the residents of the street it will directly impact, we will continue to take up our opposition with the City Council and Mayor's office.

Thank you,

Joe and Kim Rancour

109 W. Alexandria Ave

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From:	kkuehnast@aol.com
To:	TES-Traffic and Parking Board; Michael Moon; Hillary Orr; Christopher Ziemann; Ryan Knight; Alexandria Carroll; Bryan Hayes
Subject:	Re: West Alexandria Avenue FOR RECORD: OPPOSITION to traffic flow reversal on W. Alexandria Avenue
Date:	Friday, October 3, 2025 1:13:39 PM

You don't often get email from kkuehnast@aol.com. Learn why this is important

To whom it may concern,

My family and I have lived at 7 W. Alexandria Avenue for the last 27 years. We are firmly against any idea of reversing the one way traffic pattern on West Alexandria Avenue. The complication that such a move will make for entry onto Commonwealth Avenue or across Commonwealth Avenue has not been studied at all.

It seems foolish to solve a perceived traffic issue on Braddock and Russell Roads by actually creating a problem and compounding it further down the street.

We are disappointed in the lack of research, evidence, and community outreach that the City Of Alexandria has done around this perceived problem.

A complete study was done in the 1980s on the one-way orientation for safety reasons to make it a west-direction one way street. Please reconsider your unfounded decision to reverse the one way West Alexandria Avenue.

For the record and may it appear in the record, we are opposed to the plan of reversing the one way direction toward an East-direction pattern.

Sincerely yours,

Kathleen Kuehnast Family
7 West Alexandria Avenue

From:	Kathy Upchurch
To:	TES-Traffic and Parking Board; Michael Moon; Hillary Orr; Christopher Ziemann; Ryan Knight; Alexandria Carroll; Bryan Hayes
Cc:	robhargis2@gmail.com
Subject:	[EXTERNAL]W Alexandria Ave traffic reversal - opposition
Date:	Friday, October 3, 2025 1:58:48 PM

You don't often get email from kathy25u@gmail.com. Learn why this is important

I reside at 105 West Alexandria Avenue.

I am writing to register my strongest opposition to proposed plans reversing the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

The proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, poses a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks.

The City has not demonstrated that this change is necessary (or even relevant) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, it has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show the change will enhance the project's stated aims of improving safety, efficiency, or accessibility.

I urge you to oppose this proposal regarding West Alexandria Avenue.

Please include this correspondence in the official project record.

Regards,
Kathleen Upchurch
10 W Alexandria Ave

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From:	Drew Robbert
To:	TES-Traffic and Parking Board; Michael Moon; Hillary Orr; Christopher Ziemann; Ryan Knight; Alexandria Carroll; Bryan Hayes
Cc:	Kim Robbert
Subject:	[EXTERNAL]FOR RECORD: OPPOSITION to traffic flow reversal on W. Alexandria Avenue
Date:	Friday, October 3, 2025 4:18:31 PM

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Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

We reside at 110 West Alexandria Avenue.

We write to register our strongest opposition to proposed plans reversing the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

The proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, poses a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks.

The City has not demonstrated that this change is necessary (or even relevant) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, it has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show the change will enhance the project's stated aims of improving safety, efficiency, or accessibility.

We urge you to oppose this proposal regarding West Alexandria Avenue.

Please include this correspondence in the official project record.

Regards,

Kim and Drew Robbert

110 W. Alexandria Ave.

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From: Kim Michael
To: Bryan Hayes; Alexandria Carroll; Ryan Knight; Christopher Ziemann; Hillary Orr; TES-Traffic and Parking Board; Michael Moon
Subject: [EXTERNAL]Opposition to Street Reversal - West Alexandria Ave
Date: Friday, October 3, 2025 8:55:56 PM

You don't often get email from kimberlymmichael@gmail.com. Learn why this is important

Hello all,
I live at 100 West Alexandria Avenue. I am writing to you in opposition to the proposed plans to reverse the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

The proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, poses a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks. As the mother of elementary and pre-school-aged children, this is particularly concerning.

The City has not demonstrated that this change is necessary (or even relevant) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, it has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show that the change will enhance the project's stated aims of improving safety, efficiency, or accessibility.

I urge you to oppose this proposal regarding West Alexandria Avenue.

Please include this correspondence in the official project record.

Thank you,
Kim Michael & Michael Gonzalez
100 West Alexandria Ave
703-801-6481

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From:	Leigh Borghesani
To:	Hillary Orr; Bryan Hayes; Alexandria Carroll; Ryan Knight; Christopher Ziemann; TES-Traffic and Parking Board; Michael Moon
Subject:	[EXTERNAL]FOR RECORD: OPPOSITION to traffic flow reversal on W. Alexandria Avenue
Date:	Friday, October 3, 2025 5:55:08 PM

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Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

We reside at 112 West Alexandria Avenue.

We write to register our strongest opposition to proposed plans reversing the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

The proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, poses a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks.

The City has not demonstrated that this change is necessary (or even relevant) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, it has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show the change will enhance the project's stated aims of improving safety, efficiency, or accessibility.

We urge you to oppose this proposal regarding West Alexandria Avenue.

Please include this correspondence in the official project record.

Regards,
Leigh Borghesani and Neal Ashby
112 W Alexandria Avenue

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From:	Luke Fields
To:	TES-Traffic and Parking Board; Michael Moon; Hillary Orr; Christopher Ziemann; Ryan Knight; Alexandria Carroll; Bryan Hayes
Cc:	Anne.Malinee@lw.com; anne.malinee@gmail.com; lukefields@gmail.com
Subject:	[EXTERNAL]FOR RECORD: OPPOSITION to traffic flow reversal on W. Alexandria Avenue
Date:	Friday, October 3, 2025 12:56:40 PM
Attachments:	image001.png image002.png Braddock Road - Open House and Questions.msg RE Update West Alexandria Avenue.msg

Some people who received this message don't often get email from lfields@kslaw.com. Learn why this is important

Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

Together with my wife, Anne Malinee, and our three children (ages 5, 2, and 1), I reside at 120 West Alexandria Avenue, at the corner of Braddock Avenue and Russell Road.

Anne and I are writing to reiterate our complete opposition to proposed plans reversing the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

I have repeatedly communicated this concern to project management, and so has Anne. As you likely know, the proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

As relayed to us by neighbors and with no advance notice from project management or even a direct invitation to participate in the initial survey that squarely affects our home, the proposal that is currently under consideration will divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, and pose a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks.

Anne has already written to this group earlier today to expressly state this unique concern for our family, and I join her completely. The proposal poses specific danger to our family and its young children. Our house was constructed in 2019, and the mouth of our driveway is on West Alexandria Avenue, a car's length away from Russell Road. This configuration currently limits safety risks with one-way westbound traffic (although we already grapple with wrong-way traffic down our street, previewing the exact danger that will be multiplied if the proposed project is approved).

Under the proposed plan, we would need to back out of our driveway toward (and almost into) the intersection in order to travel east. Yet all of the signals at the Braddock/Russell/W. Alexandria intersection are not visible from our driveway, and there would be safe way to gauge oncoming traffic (whether from Braddock or Russell, in either direction) before pulling out of our residence. Moreover, drivers on Braddock/Russell—particularly those seeking to turn right at the light from Braddock to Russell, and then east onto West Alexandria Avenue—do not have good visibility onto our street and would have insufficient time to react. If they *did* manage to see us pulling out and slam on the brakes, they would be doing so in the middle of a busy intersection just as other cars are accelerating. This is literally an accident waiting to happen – specifically, to my wife and to me and to the three little children who ride in our back seat of our cars every day. We understand from neighbors who are longtime residents of our block that before one-way westbound traffic was implemented, safety issues and sideswiping-of street-parked vehicles was common on the part of the street where our house now stands.

We are perplexed that the City did not solicit feedback from us (or any of the people who live on our street), specifically, before proposing this plan. Our house is pictured in all of the City's design plans, and we will be immediately and profoundly affected by the proposed change.

We could not have a stronger interest in this development, but had no idea that this was even being contemplated. Even if we had received the flyer announcing the March 2025 survey soliciting feedback on this project (we did not), the flyer gave no indication that our street would be affected, and the survey results purportedly supporting this project make scant mention of West Alexandria Avenue.

The City has not demonstrated that this particular change is necessary (or even relevant) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, despite our neighbors' repeated requests, the City has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show this change will enhance the project's stated aims of improving safety, efficiency, or accessibility. To the extent the City has data demonstrating the proposed reversal of West Alexandria Avenue will achieve these goals, please share it. At present, this proposed change appears to be arbitrary and unsupported.

We urge you to oppose this proposal regarding West Alexandria Avenue. We are happy to speak with you further about this issue and invite you to stand on our lawn and observe this intersection for yourselves. You will see, immediately, that his proposed change is ill-considered and should be rejected.

I have attached my prior correspondence with project management on this matter here. Please include all of this correspondence in the official project record.

I am pleased to discuss. Thanks.

Lucas M. Fields
Partner

T: +1 202 626 2399 | lfields@kslaw.com | Bio | vCard

King & Spalding LLP
1700 Pennsylvania Avenue, NW
Suite 900
Washington, D.C. 20006

kslaw.com

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From:	Mary and Phillip Battey
To:	Bryan Hayes; Alexandria Carroll; Ryan Knight; Christopher Ziemann; Hillary Orr; Michael Moon; TES-Traffic and Parking Board
Cc:	Mary & Phillip Battey
Subject:	[EXTERNAL]West Alexandria Avenue reversal proposal
Date:	Friday, October 3, 2025 6:12:16 PM

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Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

We reside at 101 West Alexandria Avenue, and have done so for the past 43 years.

We are writing in opposition to proposed plans to reverse the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

The proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that we residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, poses a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as all of the families who live on West Alexandria Avenue and neighboring blocks.

The City has not demonstrated that this change is necessary (or even relevant) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, it has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show the change will enhance the project's stated aims of improving safety, efficiency, or accessibility.

We urge you to oppose this proposal regarding West Alexandria Avenue.

Please include this correspondence in the official project record.

Regards,
Mary and J. Phillip Battey

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From:	Philip J Hopko
To:	TES-Traffic and Parking Board; Michael Moon; Hillary Orr; Christopher Ziemann; Ryan Knight; Alexandria Carroll; Bryan Hayes
Subject:	[EXTERNAL]FOR RECORD: OPPOSITION to traffic flow reversal on W. Alexandria Avenue
Date:	Saturday, October 4, 2025 7:31:22 AM

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Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

We reside at 113 West Alexandria Avenue.

We write to register our strongest opposition to proposed plans reversing the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

The proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, poses a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks.

The City has not demonstrated that this change is necessary (or even relevant) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, it has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show the change will enhance the project's stated aims of improving safety, efficiency, or accessibility.

We urge you to oppose this proposal regarding West Alexandria Avenue.

Please include this correspondence in the official project record.

Regards,
Philip Hopko and Adriana Barturen
113 W Alexandria Avenue

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From:	Rob Hargis
To:	TES-Traffic and Parking Board; Michael Moon; Hillary Orr; Christopher Ziemann; Ryan Knight; Alexandria Carroll; Bryan Hayes
Subject:	[EXTERNAL]FOR RECORD: OPPOSITION to traffic flow reversal on W. Alexandria Avenue
Date:	Friday, October 3, 2025 10:49:15 AM

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Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

We reside at 116 West Alexandria Avenue.

We write to register our strongest opposition to proposed plans reversing the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

The proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, poses a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks.

The City has not demonstrated that this change is necessary (or even relevant) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, it has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show the change will enhance the project's stated aims of improving safety, efficiency, or accessibility.

We urge you to oppose this proposal regarding West Alexandria Avenue.

Please include this correspondence in the official project record.

Regards,
Rob and Jennifer Hargis
116 W Alexandria Avenue

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From:	Nancy Lacey
To:	Tom Lacey
Cc:	TES-Traffic and Parking Board; Michael Moon; Hillary Orr; Christopher Ziemann; Ryan Knight; Alexandria Carroll; Bryan Hayes
Subject:	[EXTERNAL]FOR RECORD: OPPOSITION to traffic flow reversal on W. Alexandria Avenue
Date:	Sunday, October 5, 2025 5:36:51 AM

You don't often get email from nancy.lacey@corcoranmce.com. Learn why this is important

Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

We reside at 108 West Alexandria Avenue.

We strongly agree and stand by Rob Hargis's Friday email to you.

We write to register our strongest opposition to proposed plans reversing the flow of traffic on West Alexandria Avenue as part of the Braddock Road Trail Access and Corridor Improvement project.

The proposal to convert West Alexandria Avenue between Russell Road and Hancock Avenue to a one-way eastbound street would reverse the flow of traffic that residents petitioned the City to implement in the mid-1980s specifically to address dangerous conditions created by traffic flowing from Braddock/Russell eastbound on West Alexandria Avenue, during a time when the street allowed traffic in both directions.

The proposal to divert traffic from Braddock and Russell Roads downhill on West Alexandria, a narrow residential street, poses a danger to drivers and pedestrians at the Braddock/Russell/West Alexandria intersection, as well as the families who live on West Alexandria Avenue and neighboring blocks.

The City has not demonstrated that this change is necessary (or even relevant) to achieve the goals of the Braddock Road Trail Access & Corridor Improvements Project. Further, it has not provided data or analyses of traffic patterns, parking utilization, crash data, or any other metrics to show the change will enhance the project's stated aims of improving safety, efficiency, or accessibility.

We urge you to oppose this proposal regarding West Alexandria Avenue.

Please include this correspondence in the official project record.

Regards,
Tom and Nancy Lacey
108 W Alexandria Avenue

Nancy Lacey | Realtor® | Licensed in VA

c. 571.436.4961
e. nancy.lacey@corcoranmce.com
109 South Pitt Street, Alexandria, VA 22314
NancyLacey.com

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From: Asa Orrin-Brown
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]In support of Braddock Rd safety improvements, resubmitted as it was not forwarded to you by Sheila or Max
Date: Saturday, December 6, 2025 6:42:16 AM

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Dear Traffic and Parking Board Members,

For the past 3 years my daughter attended ACHS Satellite Campus one block from the Braddock metro station and we would cross Braddock Road at the crosswalk by the train tracks almost daily. I can't begin to tell you how many times we were almost hit. Having two lanes in each direction at a crosswalk is a deadly combination. Whenever one car did stop and we began to venture across the road, we had to peer around the car at the second lane. Speeding cars would regularly swerve past the stopped drivers to blow through the crosswalk. My daughter has graduated but I still use the Potomac Yard trail weekly, and I still have lots of near misses with inattentive drivers at the Braddock crossing. The design is reckless and needs to be improved.

I recently helped advise a group of parents at Brooks with starting a bike bus in this area as well. Our school has had a small bike bus on the West End for the last couple of years, and members of the Environmental Policy Commission reached out to help us and ask us for tips to support the creation of other bike buses in Alexandria. The Brooks bike bus already has 50+ participants after two months and there is every reason to think it will continue to grow. They use Braddock road but there is no protected bike infrastructure for their kids. There are also many middle school students who use Braddock road as pedestrians and cyclists every day. We recently had another teen hit while riding a scooter near the high school school in Alexandris. These crashes need to end, and safe infrastructure with education is the way make that happen. All of these students deserve safe infrastructure.

I would also like to point out that this entire study area is within a mile and a half of the metro station and one of the busiest multi-use trails in Alexandria. Prioritizing free street parking in such a critical transit zone is unconscionable. This area is also already identified in the mobility plan to have bike lanes added and is one of very few East-West bike routes through the city. I understand there are a few people complaining but many more would like to see these improvements made. It is inevitable that the areas around metro stations change and become more dense. It is impossible to safely accommodate that density with car only infrastructure. If there is future demand for more parking this should really be addressed by developers adding paid parking garages to lower levels of buildings as they build them. The city's valuable land doesn't need to be given away to subsidized free parking in a transit zone where people have so many other free and accessible options. I hope that you will vote to remove street parking throughout the study area so the safest buffered/protected bike lanes can be added when the presentation and design comes to you in the new year.

Thank you for your consideration and service.

Best regards,
Asa Orrin-Brown

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From: Jacquelyn Kittredge
To: TES-Traffic and Parking Board; Sheila McGraw
Subject: [EXTERNAL]Braddock Road Trail Access and Corridor Improvements
Date: Sunday, December 7, 2025 6:53:15 PM

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Dear Members of the Traffic & Parking Board,

I would like to voice my support for the following improvements to Braddock Road Trail Access and Corridor:

Segment 1 - Russell to Commonwealth

I am in favor of Option 1b which installs separated bike lanes in both directions, as dedicated bike lanes are safer than Sharrows.

Segment 2 - Commonwealth to Mt. Vernon Ave

I am in favor of Option 2A which installs bike lanes in both directions.

Segment 3 - Mt. Vernon Ave to N West St

I am in favor of Option 3 which installs a bike lane, protected cycle track, and single car lanes in each direction. This option is *much* safer for people who are walking (especially those who are in the crosswalk), cycling and driving.

Thank you,
Jacquelyn Kittredge
1 W. Oak St
Alexandria VA 22301

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From:	Nancy Lopez
To:	TES-Traffic and Parking Board; Michael Moon; Hillary Orr; Christopher Ziemann; Ryan Knight; Alexandria Carroll; Bryan Hayes
Subject:	[EXTERNAL]Braddock Road Trail Access & Corridor Improvements Project
Date:	Thursday, December 4, 2025 12:18:11 PM

You don't often get email from lopezfamilyva@gmail.com. Learn why this is important

Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes, and Traffic and Parking Board members Tucker, Kane, Bonnard, Ebbers, Lauritzen, Mihalik, and Phelps:

I reside at 5 West Oak Street, and I am a member of Good Shepherd Lutheran Church at 100 West Luray Avenue.

I am writing to express my opposition to portions of the Braddock Road Trail Access & Corridor Improvements Project. I understand that this item is not on the agenda for the December 8 Traffic and Parking Board Meeting; however, I will be out of town during January, February, and March 2026, and will not be able to attend the meetings during those months when the Braddock Road Project may be considered by the Board.

I specifically oppose removing parking spaces on the portion of Braddock Road between Russell Road and Commonwealth Avenue for three reasons.

First, major changes require clear evidence. To date, the City has not provided crash data, bike-volume counts, or traffic analyses showing that removing parking will make this corridor safer. **I request, and the Board should require, the historical crash data, bike-volume counts, safety analyses, and traffic studies that support the proposal to remove parking spaces on Braddock Road.**

Experience elsewhere in Alexandria suggests that removing parking spaces on busy residential streets like Braddock Road leads to more double-parking, more unpredictable crossings, and more conflicts between cyclists, pedestrians, and drivers.

Second, removing the parking spaces on Braddock Road between Russell Road and Commonwealth Avenue would impose severe burdens on the many community organizations that rely on the church, on Good Shepherd congregants, and on nearby residents. Good Shepherd is an important community hub, providing rehearsal and meeting space for the Symphony Orchestra of Northern Virginia, Alexandria Choral Society, Encore Senior Chorus, 12-step groups, INOVA blood services, and the Rosemont Citizens Association. Some of these groups have said that they would not be able to meet at the church if parking were removed, meaning the loss of an important community gathering space.

Further, removing the handicap parking space directly in front of the church would prevent individuals with mobility limitations from accessing the church for worship, community meetings, and essential support services. The only handicap accessible entrance to the church is on Braddock Road. Since Hancock and Luray Avenues do not have sidewalks, it is imperative that mobility-impaired individuals are able to park on Braddock Road. Many who rely on this close, level parking would face substantial—if not total—loss of access.

The removal of parking spaces would also negatively impact our neighbors who live on Braddock Road, and push additional cars onto Hancock and Luray Avenues, which already are

often filled with parked cars. Many homes on Braddock Road have one space or no space for off-street parking. Neighbors understandably want to be able to park in front of their homes for safety, convenience, and accessibility reasons.

Third, cyclists have several lower-traffic route options in the surrounding neighborhood. It does not make sense to push bike traffic onto high-volume roads like Braddock Road, when there are lower-volume side streets available for bike traffic. If the bike route must follow Braddock Road, the balance of equities and priorities warrants a shared bike/car lane on this section of Braddock Road and no removal of parking spaces.

Our streets should unite our community, not place new barriers in front of those who rely most on shared spaces. A truly safe and equitable design must support residents, congregants, and the organizations that serve our city.

I respectfully urge you to reject the parking-removal proposal between Russell Road and Commonwealth Avenue on Braddock Road, and to pursue alternatives that strengthen safety, mobility, and access for everyone.

Please include this letter in the project record.

With appreciation for your service to our community,

Nancy Lopez
5 West Oak Street
202-297-6220

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From:	Cheryl Malloy
To:	TES-Traffic and Parking Board; Michael Moon; Hillary Orr; Christopher Ziemann; Ryan Knight; Alexandria Carroll; Bryan Hayes
Subject:	[EXTERNAL]Parking along Braddock Road
Date:	Saturday, November 29, 2025 4:46:47 PM

You don't often get email from cpmalloy72@gmail.com. Learn why this is important

Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, Mr. Hayes, and Members of the Traffic and Parking Board:

I am a resident of Alexandria, residing at 516 Fontaine Street, and I am also a member of Good Shepherd Lutheran Church at 100 West Luray Avenue.

I am writing to you because I understand that there is discussion of eliminating on-street parking on Braddock Road between Russell Road and Commonwealth Avenue. I strongly object to this proposal because it severely limits parking for Good Shepherd Lutheran Church which not only serves as a center for worship but also hosts a number of local organizations. Many members of our church, as well as members of these organizations, need handicapped accessible parking which would be eliminated under this proposal. The only possibility of accessing the building by a ramp is on Braddock Road. And neither of the other adjoining streets has a sidewalk to accommodate a wheelchair. If this proposal is implemented, many individuals who rely on close, level parking would lose access to the church for worship, community meetings, and essential services.

While I am in favor of bike lanes as a general rule, I believe that installing bike lanes at the expense of on-street parking along this busy corridor is an unsound approach. This change would impose serious burdens on nearby residents and the many congregants and community organizations that depend on Good Shepherd as a meeting place. If parking were removed, the City would lose a vital community gathering space.

I urge you, as you consider this change, to reject the parking-removal proposal and pursue alternatives that protect mobility for all users.

Please include this correspondence in the official project record.

Sincerely,
Cheryl Malloy
516 Fontaine Street
Alexandria, VA 22302

--
cpmalloy72@gmail.com
202-374-5005 (cell)

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From: Wendell Anderson
To: TES-Traffic and Parking Board; Michael Moon; Hillary Orr; Christopher Ziemann; Ryan Knight; Alexandria Carroll; Bryan Hayes
Subject: [EXTERNAL]Braddock Road between Russell and Commonwealth
Date: Monday, November 24, 2025 8:51:56 AM

You don't often get email from wanderso4951@verizon.net. Learn why this is important

I am a member of Good Shepherd Lutheran church and strongly oppose the proposal to remove parking on Braddock Road between Russell Road and Commonwealth Avenue eliminating these spaces—especially the designated handicap spot in front of Good Shepherd Lutheran Church—would sharply reduce her accessibility to the church. The only handicap-accessible entrance is on Braddock Road, and Hancock and Luray Avenues in the area around the church lack sidewalks making access impossible for her. Even putting bike lanes on the church side, would mean she would need to cross busy Braddock Road a dangerous situation with her limited mobility.

I support safe and efficient streets for all users, but installing bike lanes at the expense of on-street parking along this busy corridor is an unsound approach.

Sincerely,

Wendell Anderso4951 Brenman Park Dr
#308
Alxandria Va 22304
Address

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From: William Nichols
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]More bike lanes please
Date: Thursday, November 20, 2025 5:24:31 PM

You don't often get email from callmewilliam@gmail.com. Learn why this is important

Hello Traffic and Parking Board --

I'm a Del Ray resident. I'm in the DRCA. I was very pleased to see the presentation from city staff on November the 12th. I bike on Braddock Rd, and did so just today.

Here's my position: The private use of public land for private car storage is unethical, immoral, and dangerous.

Bike lanes are the opposite.

I highly support removing parking from along Braddock road, and creating protected bike lanes on every street in Alexandria.

The convenience of drivers means nothing next to the health and safety of our citizens.

Thank you
William Nichols

--
William Nichols
571.482.9748

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From: Alek Becker
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road
Date: Wednesday, January 21, 2026 7:14:21 PM

Dear Traffic & Parking Board,

I support the safest biking and walking options for the Braddock Road Trail Access and Corridor Improvement Project, Options 1B, 2A, and 3, because these make this road the safest for all users: drivers, walkers and cyclists.

I walk this area on a regular basis and people in cars drive through here like they're racing. It is dangerous and we need to make it safer for pedestrians and bikers. Something needs to be done in particular at the Braddock Road crosswalk from the Metro. Cars constantly barrel through even with the lights flashing and people attempting to cress.

Thank you,

Alek Becker

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From: bonnoday@gmail.com
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for bike lanes on Braddock Road
Date: Thursday, January 22, 2026 11:52:11 PM

“Dear Traffic & Parking Board,

We organize a tandem bike group for individuals who are blind or low vision and their captains. We generally avoid riding on Braddock Road due to lack of safe bike lanes, but we would like to do so. We support the safest biking and walking options for the Braddock Road Trail Access and Corridor Improvement Project, Options 1B, 2A, and 3, because these make this road the safest for ***all*** users: drivers, walkers and cyclists. This would provide increased access for senior citizens and individuals with disabilities, as well as children walking to school or people walking to nearby shops or to take the metro. Additionally, we hope you will consider traffic calming, such as bike lanes and wider sidewalks, by the Bradlee Shopping Center and new Alexandria High School, where we live, as the West Braddock Road Project proceeds.
Thank you for your consideration.
Bonnie O’Day and Bob Hartt

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From: Claire Maucieri
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Bike lanes on Braddock
Date: Thursday, January 22, 2026 1:39:48 PM

You don't often get email from clairemaucieri@gmail.com. Learn why this is important

Good afternoon. I am writing to express my support for the continuation of the bike lanes on Braddock Road between Russell Road and Commonwealth Avenue.

I believe this project can be completed with minimal impact on available street parking. As I did not cast a vote through the Rosemont Citizens Association (RCA), I wanted to share my feedback with you directly.

Best regards,

Claire Maucieri
303 Summers Drive
Alexandria, VA 22301

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From: Clayton Cobb
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Trail Access and Corridor Improvement Project
Date: Wednesday, January 21, 2026 7:29:27 PM

You don't often get email from crcobb96@gmail.com. Learn why this is important

Dear Traffic & Parking Board,

I support the safest biking and walking options for the Braddock Road Trail Access and Corridor Improvement Project, Options 1B, 2A, and 3, because these make this road the safest for all users: drivers, walkers and cyclists.

When I walk or bike in this section of the Braddock Rd I've had cars and trucks pass with excessive speed dangerously close, turn in front of me near intersections, and claim to not see me while driving. As a parent that would love to bike or walk with my child to many destinations nearby, including school, don't feel comfortable doing so with my kids due to the unsafe conditions for pedestrians and prioritization of the speed of vehicles. All of these dangers and concerns become amplified when it's dark out.

The best options for this project improve neighborhood livability providing safer access for pedestrians and cyclists to the nearby shops and businesses, while adding minimal delay for drivers. The new design will give ALL users of a public road a space to drive, walk or cycle but with reduced conflict points and reduced exposure of danger to vulnerable road users. It improves the safety of the entire biking and walking network in the city.

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From: Dianne Harris
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Diet
Date: Wednesday, January 21, 2026 3:38:05 PM

You don't often get email from diannemharris@gmail.com. Learn why this is important

Dear Traffic & Parking Board,

I support the safest biking and walking options for the Braddock Road Trail Access and Corridor Improvement Project, Options 1B, 2A, and 3, because these make this road the safest for all users: drivers, walkers and cyclists.
When I walk or bike in this section of the Braddock Rd I've had cars or trucks pass me closer than the state allows (3 ft legal limit), pass with excessive speed, turn in front of me, etc. We need safety for those that live walk and ride here, not speed or parking for those just driving through.

These changes improve neighborhood livability providing safer access for pedestrians and cyclists to the nearby shops and businesses, while adding minimal delay for drivers.
The new design will give ALL users of a public road a space to drive, walk or cycle but with reduced conflict points and reduced exposure of danger to vulnerable road users
Improves the safety of the entire biking and walking network in the city because these options:
eliminate a dangerous gap in the long planned city-wide bike network
allow all ages and abilities to ride Braddock road not just the spandex or confident riders
will be safer for everyone: drivers, walkers, cyclists which is more important that preserving its current dangerous configuration.

Safety is especially important because of the metro station and nearby walk and bike trails.

Every city that makes changes towards pedestrinization and safety sees more health benefits for the city and continued praise and civic pride. Make the right choice for our city. The voters choose progress every time. Don't give into the minority opposition. Fight for what is right and just.. Safety for all, even the drivers.

-Dianne Harris
Car free since 2010

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From: Ed Olivares
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock road pedestrian safety improvements
Date: Wednesday, January 21, 2026 4:41:39 PM

You don't often get email from edwolivares@gmail.com. Learn why this is important

Dear Traffic & Parking Board,

I support the safest biking and walking options for the Braddock Road Trail Access and Corridor Improvement Project, Options 1B, 2A, and 3, because these make this road the safest for ***all*** users: drivers, walkers and cyclists.

For context, I exclusively drive at this section of Braddock road. But I find driving here to be harrowing because of the poor pedestrian and cycling infrastructure and my desire to avoid hitting people with a car.

Thank you for your time,

Edward Olivares

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From: Eldon Boes
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Comments on the Braddock Road study
Date: Wednesday, December 10, 2025 2:52:09 PM

You don't often get email from ecboes17@gmail.com. Learn why this is important

Hello,

I understand that the city is considering reconfiguring Braddock Road from West Street to Russell Road, including major intersections.

I'm writing to urge inclusion of walking and biking lanes that are separated from traffic lanes along that stretch. There is a lot of walking and biking along that street, especially from West Street to Del Ray. I bike in that area several times a week, and I believe many pedestrians and cyclists use it pretty much daily. We should be providing those users with safe biking and walking lanes that are separated from traffic lanes. As you probably know, such separated lanes are considered essential for providing cyclists and walkers a sense of safety. The recently completed 2/3 mile of separated bike lanes on Mill Road are a small but VERY good example of what we should be providing to cyclists and walkers.

One interesting example of the needs along that section of Braddock is the newly formed BrooksBikeBus that enables students at Naomi Brooks Elementary School to bike to the school with their parents and friends. I've ridden with the enthusiastic children and parents of that very popular bike bus. It starts east of the Metro and rail underpass, and going through that underpass with young children feels terribly unsafe. That's just one clear and compelling example of where we owe our community better walking and biking facilities.

Thank you,
Eldon Boes

--
Eldon Boes
Alexandria VA
703-217-1850
ecboes17@gmail.com

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From: Elisabeth Peebles
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Trail
Date: Wednesday, January 21, 2026 4:08:46 PM

You don't often get email from bethpeebles@gmail.com. Learn why this is important

Dear Traffic & Parking Board,

I support the safest biking and walking options for the Braddock Road Trail Access and Corridor Improvement Project, Options 1B, 2A, and 3, because these make this road the safest for all users: drivers, walkers and cyclists.

Watching my child and others try to navigate that area before and after school impressed upon me how important it is to improve the safety of that area. It is full of all types of users. Making it safer for walkers and cyclists makes it safer for all.

Making the area safer encourages more people to walk or bike, which improves the entire neighborhood.

Thank you.

Sincerely,
Elisabeth Peebles

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ALEXANDRIA
Environmental Policy Commission

December 22, 2025
RE: **Support for Braddock Road Trail Access & Corridor Improvements**
To: Traffic & Parking Board
CC: Mayor, Vice Mayor, City Council, City Manager

Dear Traffic and Parking Board:

The Environmental Policy Commission (EPC) voted at our December 2025 meeting to write a letter in support of reconfiguring traffic lanes along Braddock Road, from West Street to Russell Road, to accommodate designated bicycle lanes, as part of the Braddock Road Trail Access and Corridor Improvements.

Decarbonizing transportation throughout the city is one of the EPC's key priorities. Per the Environmental Action Plan (EAP) 2040, "*The way people and goods move can negatively impact health and air quality, and can contribute to greenhouse gas emissions, which ultimately worsens climate change. Making transportation more efficient and less carbon-intensive can provide important economic, social, and environmental benefits.*" Our key points:

- The city needs to decarbonize its transportation sector in order to meet climate goals as set out in the Environmental Action Plan (EAP 2040) and Energy & Climate Change Action Plan (ECCAP).
- Bicycle infrastructure is an impactful lever in reducing vehicle miles traveled and reducing transportation emissions across the City of Alexandria. This is further emphasized in the Alexandria Mobility Plan with sustainability as a guiding principle of the Transportation Master Plan.
- The EPC notes that residents on Braddock Road have access to nearby public transport and private off-street parking spaces for personal vehicles, as well as on-street parking on perpendicular side-streets.
- The city has committed to Vision Zero by 2028. For bike lanes to be effective, the city needs to make them safe. Bike lanes must be continuous and autonomous for user safety.

Alexandria needs to decarbonize its transportation sector in order to meet climate goals. In Alexandria, transportation represents the second greatest contributor to greenhouse gas emissions (29% from on-road traffic in Alexandria, higher than the national average of 22% from on-road traffic) and has not experienced significant reductions in emissions since 2005. The City's next greenhouse gas reduction benchmark (-50% by 2030 from 2005 levels) is fast approaching. The EAP 2040 includes a Transportation goal to *"aggressively promote…low-carbon modes of transportation, consistent with the following level of precedence: 1) pedestrians, 2) bicyclists, 3) public transportation, 4) shared motor vehicles, 5) freight vehicles, and 6) private motor vehicles."*

ALEXANDRIA
Environmental Policy Commission

While adding bike lanes to Braddock Road would result in removal of on-street public parking, the EPC notes that alternative parking exists off-street or on-street on perpendicular side streets. East Braddock Road is a thoroughfare that connects neighborhoods, like Beverley Hills, Del Ray, and Rosemont, to the nearest bus terminal and metro access point. Further, it appears at all of the ~60 residential homes on this stretch of Braddock Rd already have access to a personal off-street driveway, in addition to on-street parking along perpendicular side streets.

The 0.8-mile expanse of Braddock Road is a heavily-accessed neighborhood connector with average annual daily traffic (AADT) numbers around 10,000 vehicles. The corridor features ample public transport for accessible mobility alternatives to single-passenger vehicular transit. There are 4 free DASH bus routes (103NB,104NB, 103SB, 104SB) and 2 Metrobus routes (A11SB, A12SB) with 10+ stops along either side of that stretch of Braddock Road. At the easternmost bookend of the route is Braddock Road metrostop. Isolated bike trails running north and south to the metro station provide easy access to public transport. However, bike lanes running east and west along Braddock Road are currently cohabitated by on-street parking, creating a safety concern for cyclists.

For bike lanes to be effective, the city needs to make them safe. A study shared by the City of Alexandria shows that *"protected bike lanes make travel safer for all roadway users."* Alexandria made a commitment when it adopted Vision Zero to eliminate traffic-related injuries by 2028. There have been 21 reported traffic collisions on this 1-mile stretch since 2021. These incidents were preventable. Anecdotal experience from some members of the EPC who regularly bike an area of this road alongside the Naomi Brooks Elementary School's weekly bike bus attests that the gaps between designated bike lanes in this congested area make it a high-risk area for cyclists to traverse.

For the protection and improvement of Alexandria's environmental conditions for current and future Alexandrians, the Environmental Policy Commission expresses its support for the plan to add bike lanes to the stretch of Braddock Road between Russel and West intersections. Please do not hesitate to reach out with any questions.

Respectfully,

Marta Schantz, Chair
Alexandria Environmental Policy Commission

From: John Chritton
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock road trail access and corridor improvement
Date: Wednesday, January 21, 2026 4:55:46 PM

You don't often get email from jlchritton@icloud.com. Learn why this is important

Dear Traffic & Parking Board,

I support the safest biking and walking options for the Braddock Road Trail Access and Corridor Improvement Project, Options 1B, 2A, and 3, because these make this road the safest for all users: drivers, walkers and cyclists.
As a resident of the immediate area, I use these bike lanes frequently for utility and recreation. I take my young child in a bike trailer though this stretch of Braddock Rd once a week when he weather is nice. We have had numerous close calls with cars passing too closely and cutting me off to get to the light at N. West St.
This change will make it a lot safer for students, residents and other non-car driving people to use this area.
Thanks for reading!

Sincerely,
John Chritton

Sent from my iPhone

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From: Megan R. Fox
To: TES-Traffic and Parking Board
Subject: Re: Implementing protected bike lanes
Date: Wednesday, January 21, 2026 6:14:52 PM

You don't often get email from megand.doyle@gmail.com. Learn why this is important

Dear Traffic & Parking Board-

I support the safest biking and walking options for the Braddock Road Trail Access and Corridor Improvement Project, Options 1B, 2A, and 3, because these make this road the safest for all users: drivers, walkers and cyclists.

The new design will give ALL users of a public road a space to drive, walk or cycle but with reduced conflict points and reduced exposure of danger to vulnerable road users

Megan Fox
West End Alexandria resident

From: Adam Bibler
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Item 9
Date: Monday, February 23, 2026 10:59:03 AM

You don't often get email from adam.bibler@gmail.com. Learn why this is important

Hello,

I am writing to offer my support for the staff recommendation on Item 9. Bike and pedestrian infrastructure along Braddock Road is a vital piece of our growing transportation network, and its importance is amplified by its role as a direct link to Metro. As a father who frequently bikes with my daughters I urge you to support the staff's recommendation.

Thank you and best regards,

Adam Bibler
315-1/2 Hume Ave, Alexandria, VA 22301

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From: Adrian Garcia Malouf
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Fwd: Opposition to Braddock RD plan
Date: Friday, February 20, 2026 6:17:19 PM

You don't often get email from adriangmalouf@gmail.com. Learn why this is important

---------- Mensaje reenviado ----------
De: **Adrian Garcia Malouf** <adriangmalouf@gmail.com>
Fecha: miércoles, 18 de febrero de 2026
Asunto: Opposition to Braddock RD plan
Para: trafficandparkingboard@alexandriava.gov

Dear traffic and parking board,

We have lived on Braddock Road since 2018 and would like to express our strong opposition regarding the proposed plan to add dedicated bike lanes along our street.

Traffic on Braddock Road is already extremely congested and removing turn lanes and the existing shoulder space that drivers currently use to pass turning vehicles will worsen backups, increase driver frustration, increase noise pollution and create additional safety risks.

Many residents who have driveways—including our household—currently back into our driveways. This allows us to exit safely by pulling forward into traffic. Eliminating the parking lane and buffer space would make this impossible, forcing us to back directly into heavy oncoming traffic, which raises clear safety concerns.

The City previously installed shared-road bicycle markings along Braddock Road to encourage cycling and there is no evidence that this increased bicycle usage. Because of that, it is difficult to justify removing essential residential parking and roadway capacity.

Beyond these concerns, the proposal would eliminate vital on-street parking that residents rely on daily—for guests, service providers, deliveries, and households without sufficient driveway space. Moreover, because the bike lane would be short and disconnected from a larger network, it is unlikely to meaningfully improve bicycle safety. In contrast, the design changes would clearly reduce driving safety for residents by removing buffer space, increasing congestion, and forcing more dangerous driveway entry and exit conditions.

For these reasons, we express our strong opposition to the proposed bike lanes and we encourage the City to engage more deeply with affected residents and consider less disruptive alternatives that won’t risk our safety and quality of life.

Thank you for your time and consideration.

Sincerely,
Adrian Malouf
102 E Braddock Road

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From: Adrian Garcia Malouf
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Opposition to Braddock RD plan
Date: Wednesday, February 18, 2026 9:33:46 PM

You don't often get email from adriangmalouf@gmail.com. Learn why this is important

Dear traffic and parking board,

We have lived on Braddock Road since 2018 and would like to express our strong opposition regarding the proposed plan to add dedicated bike lanes along our street.

Traffic on Braddock Road is already extremely congested and removing turn lanes and the existing shoulder space that drivers currently use to pass turning vehicles will worsen backups, increase driver frustration, increase noise pollution and create additional safety risks.

Many residents who have driveways—including our household—currently back into our driveways. This allows us to exit safely by pulling forward into traffic. Eliminating the parking lane and buffer space would make this impossible, forcing us to back directly into heavy oncoming traffic, which raises clear safety concerns.

The City previously installed shared-road bicycle markings along Braddock Road to encourage cycling and there is no evidence that this increased bicycle usage. Because of that, it is difficult to justify removing essential residential parking and roadway capacity.

Beyond these concerns, the proposal would eliminate vital on-street parking that residents rely on daily—for guests, service providers, deliveries, and households without sufficient driveway space. Moreover, because the bike lane would be short and disconnected from a larger network, it is unlikely to meaningfully improve bicycle safety. In contrast, the design changes would clearly reduce driving safety for residents by removing buffer space, increasing congestion, and forcing more dangerous driveway entry and exit conditions.

For these reasons, we express our strong opposition to the proposed bike lanes and we encourage the City to engage more deeply with affected residents and consider less disruptive alternatives that won't risk our safety and quality of life.

Thank you for your time and consideration.

Sincerely,
Adrian Malouf
102 E Braddock Road

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From: AJ Heidmann
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Bike Lanes
Date: Monday, February 23, 2026 6:03:16 PM

You don't often get email from aj@ajheidmann.com. Learn why this is important

Good Evening,

I am writing to express my deep concerns about removing parking lanes along Braddock Road between Russell Road and West Street to add bike lanes. As a City resident for over 15 years and travel this route frequently. The proposed parking removal affects 50+ residences that cannot easily find new parking and 3 houses of worship. Removing the parking lanes will dramatically impact the daily lives of residents along the route and force additional parking stress in the neighborhood when worshippers are in service. The merging of turn and through lanes will create longer transit times for the same stretch of road. As 'The Eco City,' this additional idling time for vehicles seems counterproductive.and detracts from the local environment.

Having a shared lane for bikes and vehicles has worked very well up to this point and should remain the same for the extremely limited number of bike riders seen on this route.

Thank You,

AJ Heidmann
Realtor® | Licensed in VA

c. 703.474.1260 | f. 703.839.8283
e. aj@ajheidmann.com
3135 Langston Blvd, Arlington, VA 22201
ajheidmann.com
CRS, NVAR Lifetime Top Producer

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From: urban@everyactioncustom.com on behalf of Albert Kline
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Trail Access and Corridor Improvements
Date: Thursday, February 12, 2026 5:07:07 PM

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

Dear Board Members,

I write to express my support for the staff recommended design concept for the Braddock Road Trail Access and Corridor Improvements Project. The recommendations will provide the best biking and walking improvements for the corridor making Braddock Road safer for all users - people walking, biking, taking transit, and driving. Making this corridor safer and better connected improves access to the Braddock Road Metro, area trails, schools and other places in the community.

The removal of on-street parking lanes is justified given they are very underutilized and doing so makes room for the needed safety enhancements and rightly prioritizes the safety for everyone traveling the corridor.

These improvements support Alexandria's Mobility Plan and Vision Zero Action Plan.

There are many people who would prefer to bicycle, and not add to the regional traffic jams and pollution, but the way our streets and neighborhoods are set up, its impossible to bike safely. These changes would be huge for making a large area of town safe for bikes, which then increases metro ridership, and removes cars and traffic from our streets, making them function better as well. This really is a win win all around. The City really needs to elevate bicycles as serious transport, and make the necessary physical changes to the streets and infrastructure to enable a lot more bike use. If you do it, they will come!

This project is a chance to fix the dangerous conditions existing today and provide a more connected and safe corridor for everyone. I ask that you vote in favor of staff's recommended design and advance the safest set of options for Braddock Road.

Sincerely,
Albert Kline
824 King St Alexandria, VA 22314-3017
urban@newurbanism.org

_____
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From: alek.becker91@everyactioncustom.com on behalf of Alek Becker
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Trail Access and Corridor Improvements
Date: Thursday, February 12, 2026 4:41:30 PM

[You don't often get email from alek.becker91@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear Board Members,

I write to express my support for the staff recommended design concept for the Braddock Road Trail Access and Corridor Improvements Project. The recommendations will provide the best biking and walking improvements for the corridor making Braddock Road safer for all users - people walking, biking, taking transit, and driving. Making this corridor safer and better connected improves access to the Braddock Road Metro, area trails, schools and other places in the community.

The removal of on-street parking lanes is justified given they are very underutilized and doing so makes room for the needed safety enhancements and rightly prioritizes the safety for everyone traveling the corridor. There is a large amount of unused private parking space that these homeowners can use; it is insane to allow so much street parking in this area when we need these improvements for all users.

These improvements support Alexandria's Mobility Plan and Vision Zero Action Plan.

This project is a chance to fix the dangerous conditions existing today and provide a more connected and safe corridor for everyone. I ask that you vote in favor of staff's recommended design and advance the safest set of options for Braddock Road.

Sincerely,
Mr. Alek Becker
1201 Braddock Pl Apt 1008 Alexandria, VA 22314-1674
alek.becker91@gmail.com

_____
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From: Alek Becker
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support Item 9 - Staff Recommendation on Braddock Road
Date: Monday, February 23, 2026 1:46:07 PM

Safe, comfortable bike and pedestrian infrastructure on Braddock Road is an essential part of our developing network, and is especially critical as a direct connection to Metro. While this project will cause some inconvenience to a small number of adjacent residents, I believe the benefit of a connected safe streets network to both adjacent residents themselves and the full city far outweighs the downside of having to park your second car around the corner sometimes. Please support staff's recommendation.

_____
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From: Alex Goyette
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Item 9, Braddock Road
Date: Monday, February 23, 2026 11:35:05 AM

Good evening,

I'm writing in support of staff's recommendation on Item 9, improvements for Braddock Road. While acknowledging the localized inconvenience related to the relocation of street parking, I believe this project deserves support.

Public Space, Public Interest: Individual homeowners do not own the street in front of their house. This is owned and paid for by the entire community, and that space should be allocated in the way that best serves the entire community. Safe mobility infrastructure clearly has broader public benefit than publicly-funded & maintained storage for private vehicles.

I say this with some sympathy, as someone who also often has to park our car around the block when I come home and whose street will also soon lose more already-scarce parking for a road safety project on S Jordan. I have 2 kids and a very pregnant wife who works full time. It's really inconvenient if we have to park our 2nd car a block away, which we often do. But that inconvenience isn't more important than the safety of our children and neighbors. We supported the project on my own street, and support this one as well.

Network Effects: Multimodal transportation relies on having safe, efficient networks for each mode a person may choose to use for a given trip. When we leave important cross-town arterial roads like Braddock unsafe for bikes and pedestrians, people who may otherwise walk or ride are encouraged to drive instead. This not only makes the city less safe for everyone, it means more cars on the road and worse traffic. A safer bike/ped experience on Braddock also contributes to encouraging Metro use.

Alignment with City Goals: staff's proposal is very clearly in line with long-standing city policies & goals including the complete streets program, vision zero, and long-term transportation planning. It also contributes to the goal of reducing greenhouse gas emissions and improving public health by encouraging active transportation.

Distributed Support & Localized Opposition: Many local issues are subject to a dynamic where costs are localized while benefits are spread broadly. This can lead to highly-motivated opposition which, even if small, organizes well and can appear far larger than they are in reality. This is most well-known in housing spaces where people living near a proposed development are highly motivated to oppose it over real or imagined local impacts to parking, safety, sunlight, etc. and show up to do that, often outnumbering supporters at hearings because the benefits of the project are diffuse (broadly lowering housing costs) or in the future (eg, the future residents of an unbuilt building are unlikely to know it will benefit them one day). Opposition thus appears more widespread than it actually is.

The local discussions of this project have felt similar. Highly-motivated residents of the street itself have organized yard signs, civic association votes, and letter-to-the-editor campaigns in the project. But the size of this opposition should not be mistaken. We just had an election on Saturday, and the results show broad approval of the project (or at least not widespread disapproval). Candidates who firmly said they would vote yes to this project on council

finished 1st and 2nd. A candidate who supported initially then retreated into a less clear position, but never opposed, finished third. The candidates who withdrew their support and opposed the project finished 4th and 5th. However loud the opposition to this project might be, the majority of voters at least tacitly approve of it & of complete streets improvements in general. This is also reflected in broader surveys done by staff, which found broad support for bike/ped safety on Braddock.

The past many years of elections have shown that Alexandrians want safe complete streets, and a built-out multimodal transportation networks. We continuously elect the candidates who run on supporting projects like this, including electing the most adamant safe streets advocate on council as Vice Mayor in 2024 and continuing that pattern this past Saturday. I admire those who will show up to speak in favor of safety tonight, but supporters shouldn't be expected to sit in a room for hours waiting to talk for 3 minutes. We showed our support repeatedly at the ballot box, and trust our representatives to vote for the safe streets they ran on.

Please vote to support staff's recommendation.

--
Alex Goyette
AlexMGoyette@gmail.com

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From: agrohovs@gmail.com
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Corridor Improvements
Date: Sunday, February 22, 2026 11:07:14 AM

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

Hello,

I am writing in regards to the proposed Braddock Road Corridor Improvements. I believe this plan needs significant revision. Removing the significant and necessary parking for people living in the area for what will be a grossly underused bike lane is a poor use of the space.

I also understand that the people living in the area do not support these changes. I live further north but support the people living in the area. Please listen and give outsize weight to the people most affected by these changes. Too often changes have been forced through in opposition to what the people living in a given area and who are most affected want. This is poor governance. If our neighbors living in this area are strongly opposed to these changes, these changes should not be forced on them.

Best regards,
Alex Grohovsky
315 E Windsor Ave

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From: Alex Howe
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Docket Item 9 Public Comment in Support of Braddock Road Improvements
Date: Monday, February 23, 2026 1:36:45 PM

You don't often get email from phowe85@gmail.com. Learn why this is important

Good afternoon,

I am writing in support of the recommended changes to Braddock Road. I have lived on 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.

I urge the Traffic and Parking Board to stick with the improvement 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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From: acwilkerson@everyactioncustom.com on behalf of Alex Wilkerson
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Trail Access and Corridor Improvements
Date: Monday, February 16, 2026 11:33:10 AM

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

Dear Board Members,

I write to express my support for the staff recommended design concept for the Braddock Road Trail Access and Corridor Improvements Project. The recommendations will provide the best biking and walking improvements for the corridor making Braddock Road safer for all users - people walking, biking, taking transit, and driving. Making this corridor safer and better connected improves access to the Braddock Road Metro, area trails, schools and other places in the community.

The removal of on-street parking lanes is justified given they are very underutilized and doing so makes room for the needed safety enhancements and rightly prioritizes the safety and comfort for everyone traveling the corridor.

These improvements support Alexandria's Mobility Plan and Vision Zero Action Plan.

I regularly run or bike in this area, and welcome a safer and more comfortable experience for people walking, biking, or rolling.

This project is a chance to fix the dangerous conditions existing today and provide a more connected and safe corridor for everyone. I ask that you vote in favor of staff's recommended design and advance the safest set of options for Braddock Road.

Sincerely,
Alex Wilkerson
204 E Glebe Rd Alexandria, VA 22305-3011
acwilkerson@gmail.com

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

February 1,2026

Attn: Chair and Members of the Traffic and Parking Board

Subject: Support for Braddock Road Trail Access and Corridor Improvements that Prioritize Pedestrian and Bicyclist Safety over Vehicle Speed and On-Street Parking

Braddock Road is a critical link in Alexandria's transportation network, yet it remains a hazardous corridor for people walking and biking. The narrow sidewalks, lack of protected bike lanes, and the challenging pedestrian crossings create daily risks for vulnerable road users and limit access to transit and trails. Recognizing these dangers, the City designated the section between Mount Vernon Avenue and North West Street as a high-priority location for pedestrian and bicycle safety improvements, highlighting the urgent need for immediate action, and we are glad to be providing input on what that action should look like.

In his March 2025 analysis, AFSS member Ian Smith documented multiple safety deficiencies along Braddock Road, including the absence of protected bike lanes, inadequate pedestrian crossings, and high-conflict intersections near the Metro station. His study found that these gaps leave cyclists and pedestrians exposed to vehicle traffic and significantly reduce connectivity to Alexandria's broader bike network. Addressing these issues through design changes is critical to improving safety and accessibility for all road users.

Staff have put forward design options for this corridor between Russell Road and West Street, and Alexandria Families for Safe Streets supports a final design that maximizes protection of bicyclists and pedestrians using this corridor. These improvements advance Alexandria's Mobility Plan and Vision Zero Action Plan by creating a safer, more equitable transportation system. They will connect major trails and the Braddock Metro Station, reduce car dependency by connecting to a wider bicycle network, and make neighborhood resources more accessible for residents of all ages and abilities.

On behalf of the Board of Directors of Alexandria Families for Safe Streets (AFSS), we strongly urge the Traffic and Parking Board to advance the strongest possible package of improvements without delay. This work is essential to building a connected, safe, and sustainable transportation network for our city.

Respectfully,

Katia Nilender, Board Member – On behalf of the Board of Directors of AFSS

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

From: Alice Wolfram
To: TES-Traffic and Parking Board
Cc: Jacinta Greene; Alyia Gaskins; Sarah Bagley; John Chapman; Canek Aguirre; Abdel Elnoubi
Subject: [EXTERNAL]Braddock Road Corridor Improvement Project for 2/23 meeting
Date: Monday, February 23, 2026 2:55:34 PM

You don't often get email from alicewolfram@gmail.com. Learn why this is important

Good afternoon,

I am a Rosemont resident, and I am writing to express my enthusiastic support for the Braddock Road Corridor Improvement project.

As an Alexandria resident who rides a bike to work, I believe the creation of a protected bike lane on Braddock Road would dramatically improve safety conditions for cyclists. A protected bike lane would greatly improve connectivity to the metro and to Old Town for cyclists in the neighborhood, and it would be a significant step towards making Alexandria's streets safe for people on bikes, people on foot, and people in cars.

As a parent of two kids who walk from Rosemont to George Washington Middle School, I also strongly support the project's measures to improve pedestrian safety -- including through shortened pedestrian crossing distances and improvements to the Braddock Rd/Mount Vernon Ave intersection. My kids have seen numerous close calls at this intersection. This project will help ensure that GWMS students can safely walk or bike to and from school.

All residents of Alexandria -- whether they travel on foot, in cars, or on bicycles -- deserve safe access to the city's public streets. Far too many pedestrians and cyclists have died or suffered serious injuries on unsafe streets. This project represents an invaluable step towards making our streets calmer, more convenient, and -- most importantly -- safer for all who use them.

Thanks for all you do for the city and its residents.

Best,
Alice Wolfram

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From: amyLdevine@everyactioncustom.com on behalf of Amy Devine
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Trail Access and Corridor Improvements
Date: Sunday, February 22, 2026 5:47:06 PM

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

Dear Board Members,

I write to express my support for the staff recommended design concept for the Braddock Road Trail Access and Corridor Improvements Project. The recommendations will provide the best biking and walking improvements for the corridor making Braddock Road safer for all users - people walking, biking, taking transit, and driving. Making this corridor safer and better connected improves access to the Braddock Road Metro, area trails, schools and other places in the community.

These are the options I would prefer to be implemented:
Segment 1 - Option 1A - keep parking on one side
Segment 2 - Option 2B - keep parking on one side
Segment 3 - NO CHANGE. Option 3 removes turn lanes. The existing turn lanes are essential in keeping traffic moving in this area.

Braddock and Russel Rd intersection - 4A - KEEP turn lanes
Braddock and COmmonwealth - 5B - KEEP turn lanes
Braddock and Mt Vernon - NO CHANGE. Both options eliminate turn lanes.

This project is a chance to fix the dangerous conditions existing today and provide a more connected and safe corridor for everyone. I ask that you vote in favor of staff's recommended design and advance the safest set of options for Braddock Road.

Sincerely,
Mrs. Amy Devine
101 E Oak St Alexandria, VA 22301-2209
amyLdevine@hotmail.com

_____
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From: Amy Hadley
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Corridor Proposal
Date: Friday, February 13, 2026 11:15:54 AM

You don't often get email from amyhadley@comcast.net. Learn why this is important

February 13, 2026

Re: Braddock Road Trail Access and Corridor Improvements Project

Dear Members of the City of Alexandria Traffic and Parking Board,

I am a resident of the City of Alexandria and a member of Good Shepherd Lutheran Church, located on Braddock Road between Russell Road and Commonwealth Avenue. I have been a member of Good Shepherd for twenty years and currently serve on the church council as Community Outreach Coordinator. I am writing to express my strong opposition to the staff proposals associated with the Braddock Road Corridor Improvements Project scheduled for consideration at your February 23 meeting. Specifically, I urge you to preserve on-street parking on Braddock Road, at minimum for the block where our church is located.

Good Shepherd Lutheran Church does not have a parking lot. Our members, guests, and community partners rely entirely on on-street parking. Eliminating parking along Braddock Road would have a profound and detrimental impact on our congregation and our ability to serve the broader Alexandria community.

Virtually all of our congregants travel to church by car, from all parts of the City of Alexandria as well as neighboring cities and counties. Many are elderly or have limited mobility. The church has a single handicap-accessible entrance—a ramp—and one ADA-required accessible parking space, both located on Braddock Road. Without nearby parking, individuals with mobility challenges would face significant and, in some cases, prohibitive barriers to entering our building.

In addition to being a house of worship, Good Shepherd serves as a regular meeting place for numerous community organizations, many of which serve older adults and vulnerable populations. These include:

- Alexandria Choral Society & Children’s Chorus
- Encore Creativity for Older Adults

- Rosemont Citizens Association
- ALIVE! Furniture Committee
- Friends of Guest House
- Symphony Orchestra of Northern Virginia (SONOVA)
- 12-step recovery groups
- Community meditation group
- INOVA blood drives

Eliminating parking on Braddock Road would severely limit our ability to host these organizations. Several have already indicated that they would be unable to continue meeting at our church if nearby parking were removed. In a city that values civic engagement and community connection, protecting accessible gathering spaces should be a priority.

As Outreach Coordinator, I organize numerous service initiatives that depend directly on accessible parking. For example, Good Shepherd hosts INOVA blood drives at least three times annually. Because Alexandria does not have a permanent blood donation center, these drives provide essential local access to lifesaving donations. INOVA requires host sites to be fully accessible, as staff transport heavy medical equipment. The INOVA truck currently parks on Braddock Road and unloads equipment directly into our building via the ramp. Relocating parking to a side street would add significant logistical challenges and could render our site unworkable, potentially eliminating several critical blood drives each year.

Similarly, our monthly meal program for Friends of Guest House depends on close vehicle access. Volunteers prepare large quantities of food in our kitchen and transport it via carts down the Braddock Road ramp to vehicles parked immediately outside. Moving parking farther away would significantly complicate this process and undermine our ability to serve neighbors efficiently and reliably.

Beyond weekly worship and regular group meetings, we host large community events such as funerals, weddings, educational programs, and public gatherings. Each year we host the

graduation ceremony for Friends of Guest House, an event attended by more than seventy-five people, including families, board members, and community leaders. Our Anti-Racism Team also sponsors public educational events; their two most recent speaker events drew crowds of sixty and fifty-five attendees, respectively. These events rely on accessible, proximate parking.

Good Shepherd Lutheran Church is a vibrant faith community deeply committed to service, inclusion, and civic partnership. The removal of on-street parking along Braddock Road would significantly hinder our mission and diminish our ability to serve Alexandria residents.

I respectfully but firmly urge the City to preserve on-street parking on the block of Braddock Road where Good Shepherd Lutheran Church is located. Doing so will protect accessibility, uphold community engagement, and safeguard the essential services we provide.

Thank you for your thoughtful consideration.

Sincerely,

Amy Hadley
4005 Moss Place
Alexandria, VA 22304
(703) 751-0930

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From: amykjenkins@gmail.com
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Comment on Braddock road plan
Date: Monday, February 23, 2026 9:13:01 AM

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

Hello,

I am a resident in the Rosemont neighborhood. I am concerned that the plan to have no dedicated turn lanes at the intersection of Braddock and Commonwealth will cause significant traffic backups, especially during rush hour, when traffic will pile up behind vehicles waiting to turn left. I ask the board to reconsider the design to incorporate turn lanes and ensure residents in the area do not get stuck waiting through multiple light cycles just to make simple, quick trips within our neighborhood.

Thanks,
Amy
Sent from my smartphone

_____
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From: Amy Pica
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Fwd: [rosemontva] Braddock Road-City Plans to Remove Parking and Turn Lanes!
Date: Tuesday, February 17, 2026 4:35:35 PM

You don't often get email from amy.pica@gmail.com. Learn why this is important

I'd like to make sure the Traffic and Parking Board sees the frustrations of the neighborhood listserve. More traffic means more pollution which isn't good for anyone. I can't imagine how much more these roads are going to be backed up. And many of the houses on Braddock have small driveways for just one car making it impossible for visitors and friends. Such a shame to do that to people.

---------- Forwarded message ---------
From: **Leigh Borghesani via groups.io** <leighborghesani=gmail.com@groups.io>
Date: Tue, Feb 17, 2026 at 4:21 PM
Subject: Re: [rosemontva] Braddock Road-City Plans to Remove Parking and Turn Lanes!
To: <pam@townsendwatkins.com>
CC: <rosemontva@groups.io>

Couldn't AGREE more!

Unfortunately, I think our comments will fall on deaf ears at this point. It seems the city is determined to do this regardless.

Traffic will most definitely be a nightmare, not to mention everyone losing their parking in front of their homes.

On Tue, Feb 17, 2026 at 4:02 PM Pam Townsend via groups.io <pam=townsendwatkins.com@groups.io> wrote:

> Nancy Lopez posted earlier about the Braddock Road Corridor Improvements Project. I was shocked that no one replied because it's a big deal! I think it was just too difficult to see what the the city was doing in the documents online! To help, I'm attaching zoomed in photos of each section.
>
> In a nutshell, I think the plan stinks!
>
> Here are my specific concerns:
>
> - Removing left turn lanes at all intersections (Mt. Vernon, Commonwealth, Russell) will cause more traffic congestion
> - The real problem area of GW Yates Corner 7-11 is not sufficiently addressed
> - One travel lane westbound is GOOD change but we need a left turn lane into 7-11 to avoid backup traffic
> - Eastbound needs a right turn lane and the removal of bumpouts and parallel parking in front of Lena's to avoid congestion, confusion, backup and dangers to cyclists.
> - The crosswalk from GW to 7-11 needs traffic lights, flashing light, streetlights, and much more examination! We all agreed and requested this at the public comment session.

- No need to remove parking between Little and Russell. We are cyclists and bike this daily without feeling any risk at all. Cars parked here don't move much (unlike cars by Yates Corner!) Sharrows are fine on this stretch! (Some change just West of Mt. Vernon might be nice)
- While the 2 way bike lane from GW to metro is nice in some ways, it's just going to be confusing, awkward and dangerous for pedestrians and bikes with bikes crossing paths as some turn, some go straight and some cross.

Please write the Traffic & Parking Board at TrafficandParkingBoard@alexandriava.gov by Sunday, Feb. 23 (24 hours before the meeting) to share your concerns.

You can also speak at the Traffic & Parking Board meeting at the Del Pepper Community Resource Center (4850 Mark Center Drive) on Monday, Feb. 23, at 7p.m.

Let's ask them to reject this severely flawed plan and try again, focusing on West to Mt Vernon. We deserve a safer, better design for cars, cyclists, and pedestrians alike!

Thank you,
Pam Townsend
Little St.

Groups.io Links:

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Your Subscription | Contact Group Owner | Unsubscribe [Amy.pica@gmail.com]

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From:	Andrea Klores
To:	TES-Traffic and Parking Board
Cc:	CouncilComment@alexandriava.gov; Alyia Gaskins; Sarah Bagley; John Chapman; Canek Aguirre; Abdel Elnoubi; Jacinta Greene; Kirk McPike
Subject:	[EXTERNAL]proposed Braddock Rd changes — please vote no
Date:	Thursday, February 19, 2026 11:53:13 AM

You don't often get email from andreaklores@gmail.com. Learn why this is important

Dear Members of the Board and Council,

I write on behalf of my family to oppose the parking removal/lane changes on Braddock Road. This proposal appears to be a **solution in search of a problem**—one that contradicts the documented behaviors, safety records, and priorities of Alexandria residents.

We ask you to remand this proposal to staff to address the following contradictions:

1. A Solution for a User Base That Does Not Exist

The City claims this project meets a pent-up demand for biking. Your own data refutes this.

- According to **Figure 1 on Page 5** of the *2023 Resident Transportation Needs Assessment*, **80% of residents** effectively never use a bike (75% "Never", 5% "One Time").
- According to **Page 13** of the same report, **50% of residents** explicitly agreed with the statement: *"I do not want to use a bicycle as a means of transportation"*.
- In contrast, **73% of residents** rely on a private vehicle as a driver on a weekly or daily basis (**Page 5**).

By removing parking to prioritize bike lanes, you are dismantling infrastructure used by the vast majority to serve a demographic that half the city has explicitly rejected.

2. A Solution for a Safety Crisis That Does Not Exist

Vision Zero interventions must be based on evidence. A review of the City's crash data reveals that from 2017 to 2025, there have been **zero bicycle accidents** on the segment between Russell Road and the Railroad tracks.

Staff appears to be justifying this intervention by citing "Safety Priority" designations that apply to the *West End* segment (Mt. Vernon to West St), where 12 accidents occurred. We ask Council to reject the use of "borrowed" safety data to justify construction on a safe corridor.

3. A Solution That Creates New Liability (ADA)

The *Alexandria Mobility Plan* prioritizes equity, yet this proposal creates new physical barriers for vulnerable residents.

- The plan proposes relocating ADA parking for the Good Shepherd Church to Hancock Avenue.
- Hancock Avenue currently has **no sidewalk**. Forcing disabled congregants to

navigate a roadway to reach a sanctuary is a liability, not an improvement.

- The proposal also eliminates on-street parking for 13 households that have **zero off-street parking** options.

In addition, taking away lanes at those intersections will make turning left impossible in any direction. This plan will slow traffic to a halt bringing more congestion to Rosemont, Braddock Heights, Del Ray and Old Town making those of us who live and work here less mobile. Safer pedestrian crossings won't mean much when angry drivers build up road rage.

We're grateful for your consideration of these concerns. **PLEASE VOTE NO on this plan**, keep the intersections as-is at Braddock/Commonwealth and Braddock/Russell, keep accessible parking to our elderly families, our disabled neighbors and those with children and help the residents of Rosemont / Braddock Heights stay safe and moving.

Sincerely,

Andrea Klores

11 W Masonic View Ave

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From: Andrea Ponsor
To: TES-Traffic and Parking Board
Cc: aponsor@gmail.com
Subject: [EXTERNAL]Braddock Road Project Comments
Date: Sunday, February 22, 2026 8:07:18 PM

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

Dear Traffic and Parking Board,

I am writing to express my strong opposition to the proposed Braddock Road Project. I live on Russell Road, three houses from the intersection of Braddock Road. I am a regular biker, a rider of DASH lines 103 and 104 and a member of Good Shepherd Lutheran Church. While I very much appreciate the intent to provide safe bike lanes, this plan fails to balance the needs of the community and has not presented anywhere near the level of data and study needed to materially alter traffic patterns in a main artery in our community.
The plan would make my church will have a disparate impact on the elderly and disabled members of our church, those that live outside of walking/biking distance and those with small children who need to drive. This plan will disrupt and make slower public transportation by eliminated turn lanes and increasing traffic on Braddock and Russell Roads. It will make like more difficult for families on Braddock road and the surrounding area by drastically reducing parking for residents. I have recently waited as many as 4 light cycles to move through the Braddock and Russell intersection. Removing the dedicated turn lanes will make this even worse. This morning, as I walked home from church, I watched six cars go through the through lane while someone making a turn waited. This was a sleepy Sunday morning with relatively little oncoming traffic. I've seen no evidence that the bike lanes will reduce traffic so materially as to offset these incredibly disruptive changes - and given that much of this traffic is clergy through traffic to other communities, it seems unlikely.
I am concerned that while these changes may make a small number of bikers comfortable and safe, drivers going around those waiting to turn will create safety risks to pedestrians, vehicles and bikers in this space.

This plan fails on many counts to address the needs of the community and is an advocacy agenda rather than practice planning. Please conduct further research, providing meaningful data on impact to travel times, safety and accessibility for all people- not just those able to bike- and revise your plan accordingly.

Sincerely,
Andrea Ponsor
1215 Russell Rd.
Sent from my iPad

_____
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From: andymimisaunders@verizon.net
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Opposition to designated bike lanes proposal for part of West Braddock Rd
Date: Tuesday, February 10, 2026 1:59:24 PM

You don't often get email from andymimisaunders@verizon.net. Learn why this is important

I am not in favor of the plan to remove existing traffic lanes from West Braddock Rd in Del Ray to allow exclusive access for bicycles.
Please vote against this proposal.
Thank you,
Andrew & Mimi Saunders
2511 Clay St.
Alexandria

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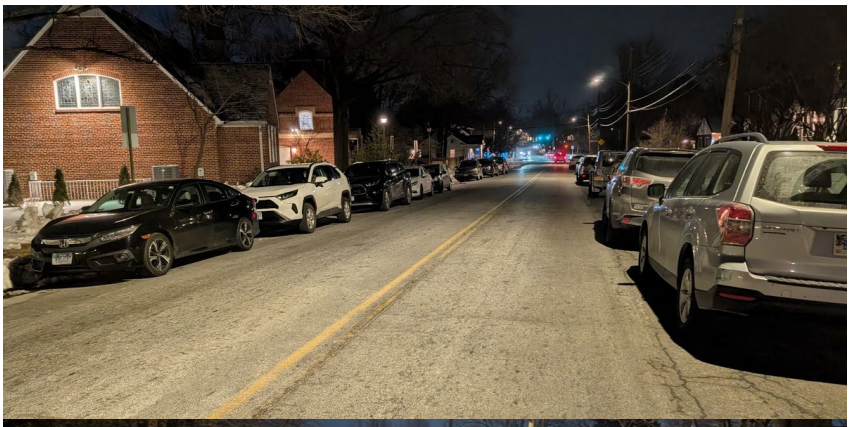
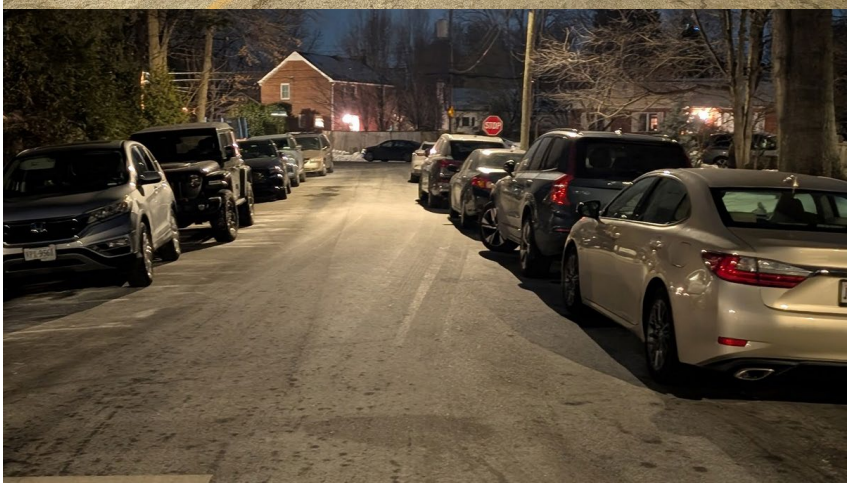
From: Siegal
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Fwd: Braddock Rd Project
Date: Monday, February 23, 2026 11:19:16 AM

You don't often get email from siegalwriter@gmail.com. Learn why this is important

---------- Forwarded message ---------
From: **Siegal** <siegalwriter@gmail.com>
Date: Sun, Feb 22, 2026 at 4:54 PM
Subject: Braddock Rd Project
To: <max.devilliers@alexandriava.gov>

1. If removing parking along W. Braddock Rd, between Russell Rd. and Commonwealth Ave., where does city staff expect attendees at Good Shepherd Lutheran Church's numerous community meetings, funerals, weddings and church services, to park.
City staff chose times along Braddock Rd where no church events were taking place to justify the parking ban....but let me show you just a few random times within the last few weeks that demonstrate how vital street parking is to those attendees. AND at each event, ALL of the available spaces on Hancock and W. Luray are full - often preventing residents from parking on their own street.
Ex. Braddock Rd, W. Luray, and Hancock during a weekly Tuesday night choir practice.





Braddock Rd and W. Luray on a Wednesday morning at 10:30. My husband, 79, couldn't find a spot when coming back from appts.

Braddock Rd at 1:30 on a Friday afternoon

--
Ann Cameron Siegal
writer/photographer

siegalwriter@gmail.com
703-517-0860

--
Ann Cameron Siegal
writer/photographer

siegalwriter@gmail.com
703-517-0860

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source.

From: Siegal
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Rd Improvement Project
Date: Thursday, February 19, 2026 10:25:28 PM

You don't often get email from siegalwriter@gmail.com. Learn why this is important

My husband and I have lived on the 100 block of West Luray Ave since 1976 and have never had any problems. Then, almost everyone had only one car. Now, almost everyone had two or even three cars. Some of us don't have driveways.

The Complete Streets project includes City Council's statement that the infrastructure should "enhance the transportation network for all users, while undertaking an appropriate evaluation process and minimizing negative impacts to adjacent neighborhoods."

The Braddock Road Corridor Improvements Project plans to ban ALL street parking from Russell Road to Mt. Vernon Ave in favor of installing protected bike lanes on both sides of the street. This will definitely create negative impacts for all who live along that road and its feeder streets. I pull up on our lawn when all our block's spaces are taken, but my husband often has to park several blocks away - and that's BEFORE the parking ban. We are both in our late 70s.

The domino effect of pushing parking for residents and people attending multiple Good Shepherd Church events off a narrowed West Braddock will also affect emergency vehicles, delivery trucks, plus leaf and trash collection. The additional proposal to drop several left turn lanes, particularly at W. Braddock and Russell, will culminate in more severe backups at rush hour. Imagine one vehicle trying to make a left turn at Russell Rd, with only one lane each way, leading up and down Braddock's hill.....how many cars will get through that light in one cycle?

Now, factor in protected bike lanes on each side from Russell to Commonwealth, with the backed up traffic. Emergency vehicles trying their best to navigate the congestion will suffer key delays. Look at what happened on Seminary Rd. when safe roads became narrower and unsafe. Bicycle use didn't increase as envisioned, but accidents truly did.

At each of several community meetings on this issue, attendees have agreed that the big problem is around the Braddock Rd Metro and the area between Mt. Vernon Ave. and West St. So, concentrate on fixing that.

As for Mt. Vernon to Russell Rd, the proposals seem to be advocating for solutions where there are no problems,

Such massive changes to W. Braddock Rd are stated to be for safety….and yet there have been ZERO accidents involving bicycles on that road for more than a decade. The shared street system we have seems to be working fine.

Many of us love bicycling, but why is there such a push for disrupting the daily lives of

decades-long residents - many of whom are those entering, or in, their senior years - for the occasional benefit of a relatively few bicyclists - all of whom have other, more viable options with less traffic.

The data provided by city staff does not line up with the reality we've experienced.

Good Shepherd Lutheran Church has been a good neighbor, but their hosting of 10 community organizations per month, in addition to funerals, weddings, and multiple religious services, requires existing parking on Braddock Rd.

As attached photos will show, ALL available parking spots on W. Braddock between Russell and Commonwealth, and those on Hancock and West Luray Ave. are used throughout the month. Without Braddock Rd. parking available, the domino effect will crowd feeder streets.

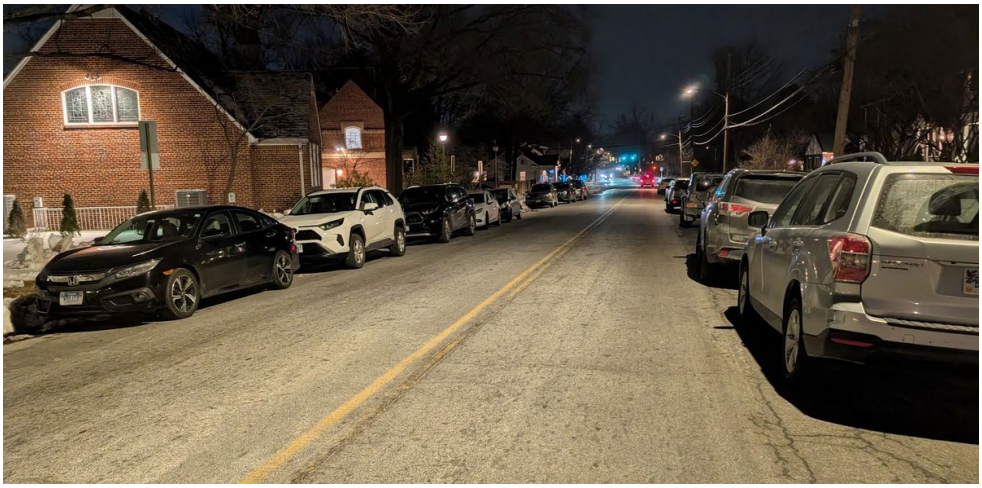
These photos were taken at random times during weekdays over the past four weeks, covering W. Braddock, Hancock, and W. Luray during church events. One Friday at 1:30 pm, one Wednesday at 10:30 a.m. and one of the regular Tuesday night choir practice sessions.

W. Braddock

W. Braddock

W. Luray

W. Braddock



Hancock

W Luray - a Wed morning around 10:30, leaving no room for our cars

--
Ann Cameron Siegal
writer/photographer

siegalwriter@gmail.com
703-517-0860

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From: Anna Anderson
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Project comment
Date: Wednesday, February 18, 2026 10:06:00 AM

You don't often get email from pastor_anna2222@hotmail.com. Learn why this is important <https://aka.ms/LearnAboutSenderIdentification>

am a resident of Alexandria City and a member of Good Shepherd Church on Braddock Road. I am 80 years old. I am permanently disabled, after having muscles removed from my right thigh. I use a cane to bear weight and for balance and can only walk short distances. I am being treated for breast cancer and have little stamina. Currently I attend worship, meetings, and activities at Good Shepherd by parking on Braddock Road beside the ramp to the door into the Church. I cannot manage to walk much further than that. Please do not make my Church inaccessible to me. Please leave the handicap parking space on Braddock Road where it is.
Thank you.
Anna Anderson
703 212 8177

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From: Anna
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Improvement Plan
Date: Sunday, February 22, 2026 7:35:25 PM

You don't often get email from aframe1000@gmail.com. Learn why this is important <https://aka.ms/LearnAboutSenderIdentification>

I'm writing as an Alexandria resident asking you to vote no on the Braddock Road plan.

Reducing the number of lanes on this major route will slow traffic and cause dangerous situations for emergency vehicles; eliminating turn lanes will lead to increased traffic along numerous narrower streets throughout the neighborhood. If the goal is to increase the number of bikers, I don't think there is evidence that many bikers would likely use this route. I read that the City currently reports 8 bikers used the route over a two day period. To get perspective, I spoke to a lifelong-biker friend who has lived on the route for many years…he too is opposed.

The removal of many homeowners' street parking and that of several churches seems inconsiderate and imbalanced when weighed against predictably increased car traffic problems for even larger numbers of people in trade for potential improvements for a much smaller number of cyclists.

I do hope this plan is scrapped or revised to address these concerns.

Anna Frame
295 W Masonic View Ave
Alexandria, VA 22301

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From: Anne.Malinee@lw.com
To: TES-Traffic and Parking Board; Alyia Gaskins; Abdel Elnoubi; Jacinta Greene; Kirk McPike; Sarah Bagley; John Chapman; Canek Aguirre
Subject: [EXTERNAL]Braddock Road Corridor Project
Date: Friday, February 20, 2026 10:05:12 AM

Some people who received this message don't often get email from anne.malinee@lw.com. Learn why this is important

Hi,

I am a resident of West Alexandria Avenue and am writing to voice my opposition to the removal of street parking and the installation of bike lanes on Braddock Road between Mount Vernon and Russell Road.

This proposed change is utterly unsupported by safety data – the current traffic configuration has resulted in zero pedestrian and bicycle collisions since at least 2017, according to the City.
Not only is there no demonstrated need for this portion of the project, but it will have significant negative impacts, including but not limited to:

- Increased congestion due to the removal of eight turn lanes along Braddock, leading to traffic backups and frustrated drivers, who pose a safety risk to bikers, pedestrians, and other vehicles;

- Constraints on emergency vehicles who travel down Braddock Road, due to the elimination of space for vehicles to pull aside;

- The elimination of parking for residents on Braddock who purchased their homes with the expectation that they would be able to park near their homes as they go about daily tasks like taking children to school, carrying groceries, etc.;

- The elimination of parking relied upon by four different churches that serve as gathering places for community members throughout the week; and

- Increased congestion on side streets (like West Alexandria Avenue) as both traffic and parking are displaced off of Braddock. This undermines our expectations as homeowners, too.

City data indicates that previous corridor projects on Seminary Road and Commonwealth Avenue have resulted in ***more crashes after the City implemented its plans.*** I have no doubt this project will have a similar outcome.

At every turn, this project has been poorly conceived and poorly messaged. Project

coordinators have dismissed the concerns of the Alexandria residents most affected by the proposed changes: the people who live and commute (by car, bike, or foot) along Braddock and the sides streets that will be directly affected by the proposed changes.

Please reject this unsupported and ill-conceived plan.

Anne C. Malinee

LATHAM & WATKINS LLP
555 Eleventh Street, NW
Suite 1000
Washington, D.C. 20004-1304
Direct Dial: +1.202.637.2311
Email: anne.malinee@lw.com
https://www.lw.com

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From: Armita Cohen
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Project Feedback
Date: Sunday, February 22, 2026 3:39:52 PM

You don't often get email from armitacohen@gmail.com. Learn why this is important

Hello!

I live in Rosemont between Commonwealth and Russell Road, and prior to this lived just off Braddock and Mount Vernon (along Ramsey) for nearly a decade. I can personally confirm that it is very important to keep traffic moving along Braddock Road at rush hour, and that there is not enough room on the side streets off of Braddock for displaced residents, commercial patrons or church goers to park if parking spots are removed as the project team is recommending.

Traffic at evening rush hour will not be alleviated by adding bike lanes. Most of the drivers are commuters who work in Alexandria but are driving to a highway to go home (many with Maryland plates), or those who live in Alexandria but not somewhere convenient to public transportation. There are also people who are not physically capable of biking such long distances safely. The street I currently live on (W Linden) is frequently used as a cut through for commuters or locals needing to get to the other side of town. On a typical evening, traffic backs up along Commonwealth and Russell, but continues to move along Braddock (and then backs up again along Route 1 and Duke Street). Every now and then Braddock will back up because of an accident on the highways. When that happens, the neighborhood is basically at a standstill and it is impossible for residents to get out of their driveways (or pull into them).

Braddock tends to keep moving because the lights are well-timed and there is room for traffic to wait to turn (either to wait for oncoming traffic or pedestrians to cross). Both lanes at Braddock and Mount Vernon intersection are heavily used in the evenings and mornings as well (when students and teachers are arriving at GW - the city bus service is not reliable for students so many have to get rides from parents).

I reviewed the conceptual designs and recommendation after hearing about the proposal from my neighbors. I was wondering why the project team is not recommending the options that allow for adding a bike lane but preserving one side of parking along Braddock Road, and also preserving separate left turn lanes at each intersection for West Bound AND East Bound traffic. In addition, I was wondering if the project team has considered routing bikers along parallel streets that already have parking only on one side (for example - Oak Street runs from Mount Vernon up through Russell Road and could present a suitable alternative).

I recognize that it is difficult to get to the bike trail along the GW Parkway for some, but I also understand there is a limited demand for bike travel along a busy road like Braddock Road (I have yet to see people use the bike lanes along King Street or Seminary Road during rush hour). Since it is likely vehicle traffic will remain heavy on Braddock (it is also a snow route and emergency vehicle route), I hope there is appetite for finding a compromise that would allow confident bikers to use the road, but also preserve some parking on Braddock (for residents who do not have driveway or commercial business for Yates corner) and preserve existing wait times at the intersection. You could achieve the goals of creating more room for bikers, while preserving parking and keeping turn lanes, by adopting some of the other design options considered by the project team. For example, adopting the following design options

seem to be more likely to serve the interests of a broader cross section of the community:

- Russell Road to Commonwealth Avenue: Option 1A* but find a way to preserve a left turn lane from Braddock Rd in both directions
- Commonwealth Avenue to Mount Vernon Avenue: Option 2B* but find a way to preserve a left turn lane from Braddock Rd in both directions
- Intersection of Russell Road/Braddock Road/West Alexandria Avenue: Option 4A* but find a way to preserve a left turn lane from Braddock Rd in both directions
- Intersection of Mount Vernon Avenue/Braddock Road: 6B

Thank you,

Armita Cohen

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From: Art Witebsky
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Bike Lanes?
Date: Thursday, February 19, 2026 1:39:13 PM
Attachments: Outlook-REsized fo.png

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I understand that the review or discussion of the plan for bike lanes on West Braddock Road is coming soon. I want to be sure that I voice my thoughts as this idea/plan/process seems as if it's not based on data or common sense.

Braddock is already an extremely busy and congested road. Adding or encouraging bikers to utilize this road seems almost comparable to adding bike lanes to the Beltway to encourage bikers to use it. This doesn't make sense. Nothing good will come of this project or idea other than more commuter and biker frustration. There are other alternative routes that can and should examined (I think most bikers already look and use less congested neighborhood roads that the lead to the same destination...the Metro. Where is the data or study to back up the need for this or the safety that this will improve?

I would also suggest that improvements in the road design/configuration should focus on the block from Mt. Vernon Avenue to the Metro/West Street. This is an area that is just ripe with safety issues for drivers/pedestrians and bikers. Can you get this fixed before looking at bike lanes on West Braddock at Russell Road. Using a little patience, common sense and more data would make this process more transparent and rooted in real data and information as opposed to what seems like someone's "idea". Can you please back up this "idea" with something more than a statement that says, "Braddock Road is unsafe for bikers and we need to encourage more bikers"?

Just very disappointed and discouraged by this process to this point. I would hope that anyone looking at this would not approve and approve looking more closely at what will make more sense than this. I don't write or may never have written about any issue to any city official but this issue just looks like an issue that has not been looked at with common sense. Anyone approving this plan, would seem to lack the wherewithal to ask more questions and examine this issue more deeply...which leads to the question of whether anyone voting for or approving this plan would get my vote.

I appreciate your time and all that you do for the City. Thank you!

Art Witebsky
Partner

office: 703.740.4726
mobile: 240.216.0055
art@seasonsculinary.net
www.seasonsculinary.net

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From: Babs Tomlinson
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Plans
Date: Saturday, February 14, 2026 2:07:33 PM

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To Traffic and Parking Board Members,
I have been a resident of Alexandria for 82 years. I travel Braddock Road all the time. I also go to Good Shepherd Lutheran Church. We have a handicap ramp on the Braddock Rd side of our Church. You are proposing to eliminate all parking spaces. I park on this side to use the ramp. You are saying you will make a Handicap space on Hancock. There is no sidewalk on that street. I will have to walk in the street and around to the ramp to use it. If you move the handicap space to Luray Ave. I will have to walk further. Plus, the Church has no ramp on the Luray Ave. side of our building. We have several older and younger folks that will be greatly affected by your decision. I feel your plans are not fair. Please consider this information as you make your plans! Thank you! Barbara Tomlinson

Question……has there been a study to determine the number of bike rider actually use Braddock Road. Truthfully, I have rarely seen any bike traffic and I travel at various times up and down this road. I have never seen any bike riders going up the hill.

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From:	Barbara Haley
To:	TES-Traffic and Parking Board; Alyia Gaskins; Abdel Elnoubi; Jacinta Greene; John Chapman; Canek Aguirre; Sarah Bagley
Subject:	[EXTERNAL]Save the parking places on Braddock Rd.
Date:	Monday, February 23, 2026 12:06:27 PM

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Folks,

Please maintain the parking places on Braddock Road. This will enhance quality of life for the households that live there as well as maintaining space for emergency vehicles and safety for pedestrians. Drivers on Russell Rd have figured out how to share the road with bikers, so it seems reasonable that they can also share on Braddock Rd. too.

thanks,
Barbara Haley
206 Summers Dr.
Alexandria VA 22301

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From:	Jacquelyn Kittredge
To:	Alyia Gaskins; Sarah Bagley; John Chapman; Canek Aguirre; Abdel Elnoubi; Jacinta Greene; TES-Traffic and Parking Board
Subject:	[EXTERNAL]Braddock Road redesign
Date:	Monday, February 23, 2026 7:36:14 AM

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

Dear City Council and Traffic and Planning Board,

We enthusiastically support the staff recommendations for the changes to Braddock Road, including the new protected bike lanes.

We have lived in Rosemont for 28 years and walk and bike whenever possible. This change will be a welcome improvement to the city's infrastructure.

Thanks so much,
Ben and Jacquelyn Kittredge

_____
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From: Ben Matthews
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Parking on Braddock Road
Date: Thursday, February 12, 2026 2:23:04 PM

You don't often get email from matthews.benjaminj@gmail.com. Learn why this is important

To Whom It May Concern,
I'm writing to voice my opinion to keep parking on Braddock Road. In residential areas, there are homes, churches and businesses that must have parking and if you eliminate parking, you eliminate the quality of life in our city, and actually create more dangerous traffic patterns. Please do not eliminate parking on Braddock Road.

Thank You,
Ben Matthews
707 N. Paxton Street

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From: Benjamin McGinnis
To: TES-Traffic and Parking Board; Alexandria Carroll
Subject: [EXTERNAL]Braddock Corridor Improvements: speeding, low-stress bike access, and operational verification
Date: Thursday, February 19, 2026 10:30:33 PM
Attachments: Attachment A - Concept Bike Boulevards.pdf

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Chair and Members of the Traffic & Parking Board,

Thank you for the opportunity to provide public comment on the Braddock Road Corridor Improvements Project. I am a resident who walks, bikes, takes transit, and drives in this corridor.

Attachments (for the public record)
• Attachment A: Concept map of two parallel neighborhood bike boulevards (north and south of Braddock), including a candidate diverter location at Timber Branch Rd × W Alexandria Ave.
• Attachment B: Example "neighborhood greenway / bike boulevard" treatments (from Minneapolis Street Design Guide) showing tools like traffic diverters, raised crossings, curb extensions, and mini-circles.

Summary of requests
1) If the City is not going to fully protect bike lanes or implement meaningful traffic calming on Braddock itself, direct staff to study and pilot the two neighborhood bike boulevards shown in Attachment A.
2) Include traffic diverters (where needed) to limit cut-through driving while allowing bicycles and pedestrians through, especially at Timber Branch Rd × W Alexandria Ave.
3) Require a transparent "model → reality" verification plan for signal timing changes (before/after field measurements and a clear retiming process if performance differs from modeled results).

1) Public feedback is clear: speeding and family safety are the core issues
The City's outreach results show that speeding is a top concern in the corridor (64% selected "People drive too fast"). In addition, responses indicate strong concern that the corridor is not comfortable for families and children. Those results should be the lens for the design.

2) Concern: paint-only bike lanes + parking removal may not slow traffic or attract everyday riders
I support improving walking and biking connectivity to Metro, trails, schools, and neighborhoods. My concern is that replacing parking with largely unprotected, paint-only bike lanes, without meaningful geometric speed management, will not reduce operating speeds and will not deliver a "low-stress" corridor that families and less-confident riders will actually use.

Paint does not slow cars; street design does. If the street still feels wide and fast, the result may be: (a) worsened speeding and stressful crossings, and (b) limited changes in travel behavior despite "checking the box" for bike infrastructure.

3) Practical compromise: two neighborhood bike boulevards on parallel residential streets (Attachment A)

If the City is not prepared to fully protect bike lanes and/or meaningfully calm traffic on Braddock itself, I urge the Board to recommend a complementary approach: two neighborhood bike boulevards on parallel residential streets.

• Southern route ("Naomi Brooks Bike Boulevard"): Begins where the existing Braddock bike lanes end at Ruffner Road and diverts cyclists onto a calmer neighborhood route via Ruffner, Timber Branch, Junior Street, Masonic View, Russell, and Oak to reach Metro.
• Northern route ("George Washington Bike Boulevard"): Runs via Alexandria Avenue, Hancock, Luray, Newton, Glendale, and Mount Vernon.

These streets are already relatively calm because their narrow width naturally limits speeds. With modest, targeted traffic calming and clear wayfinding, they can become safe, low-stress routes for families and everyday riders, including those who do not feel comfortable riding on Braddock even with paint-only lanes.

4) Diverters to limit cut-through traffic (Attachment B), especially Timber Branch Rd × W Alexandria Ave
If signal/turn changes increase congestion or alter driver behavior, the City should proactively protect residential streets from becoming unofficial bypass routes.

Traffic diverters are a standard neighborhood greenway tool (illustrated in Attachment B): they limit cut-through driving while maintaining local access and allowing bikes/pedestrians through. Timber Branch Rd × W Alexandria Ave is a particularly important location to study for a diverter or similar measure to reduce cut-through traffic between Braddock and nearby neighborhood streets.

5) Signal timing and operations: validate modeled benefits with real-world measurements
I appreciate the operational analysis and the effort to quantify expected changes in control delay. My concern is that average control delay can mask multi-cycle queues on specific approaches, especially at complex clusters like Russell/Braddock/W Alexandria.

I am requesting that the Board require a before/after verification plan:
• Peak travel times by movement/approach
• 95th-percentile queue lengths and "cycle failures" (how often queues require multiple cycles)
• Pedestrian delay and crossing performance (not only vehicle metrics)
• A clear, transparent retiming/adjustment process if observed conditions differ materially from the model

This kind of verification matters for trust. For example, the King/Callahan/Russell materials projected meaningful delay savings on southbound Russell in the PM rush, yet my personal observations after implementation include multi-cycle queues and very long backups. I recognize that is anecdotal, but it is exactly why systematic field measurement should be a condition of major timing/turn changes.

6) Seminary Road: helpful lessons, but a warning against "checkbox" outcomes
The Seminary Road evaluation is often cited as a success because bicycle counts increased (from 4 to 16 in a reported comparison). That is real progress. But compared to the corridor's vehicle volumes, those bicycle counts remain very small. If Alexandria wants transformative changes in travel behavior, the design must feel safe and low-stress for a broad set of

residents, not only confident riders.

In the Braddock corridor, that points toward:
• Truly protected bike facilities and safer intersections on Braddock, and/or
• A truly low-stress parallel network (the neighborhood bike boulevards) for families and everyday riders

In closing, Braddock is one of the few east–west crossings of the rail corridor and serves drivers, transit riders, pedestrians, and cyclists. The public feedback indicates that safety and speeding are the priority. If we cannot achieve a meaningfully calmer, family-comfortable Braddock with protected biking and traffic calming, then the City should provide a practical, affordable alternative by piloting the two neighborhood bike boulevards in Attachment A, supported by diverters and other proven greenway tools illustrated in Attachment B, and validate operational claims with transparent field data.

Thank you for your consideration.

Sincerely,
Benjamin J McGinnis
Rosemont Resident

References (for convenience)
• Traffic & Parking Board docket / public feedback summary (Braddock Corridor): https://www.alexandriava.gov/sites/default/files/2026-02/TrafficParkingBoardDocketFebruary2026_smaller.pdf
• Operational Summary (signal timing / control delay tables): https://www.alexandriava.gov/sites/default/files/2026-01/Operational%20Summary_0.pdf
• King–Callahan–Russell presentation (projected delay savings): https://media.alexandriava.gov/docs-archives/localmotion/info/gettingaround/kcrpresentationfinal.pdf
• Seminary Road Project Evaluation (bike counts and vehicle volumes): https://www.alexandriava.gov/sites/default/files/2022-11/Seminary%20Road%20Project%20Evaluation.pdf
• NACTO Urban Bikeway Design Guide , Bike Boulevards / Neighborhood Greenways: https://nacto.org/publication/urban-bikeway-design-guide/designing-bikeways-for-all-ages-and-abilities/bikeways-on-low-speed-low-volume-streets/bike-boulevards/
• Minneapolis Street Design Guide , Neighborhood greenways (source of Attachment B image): https://sdg.minneapolismn.gov/design-guidance/bikeways/neighborhood-greenways-full-greenways

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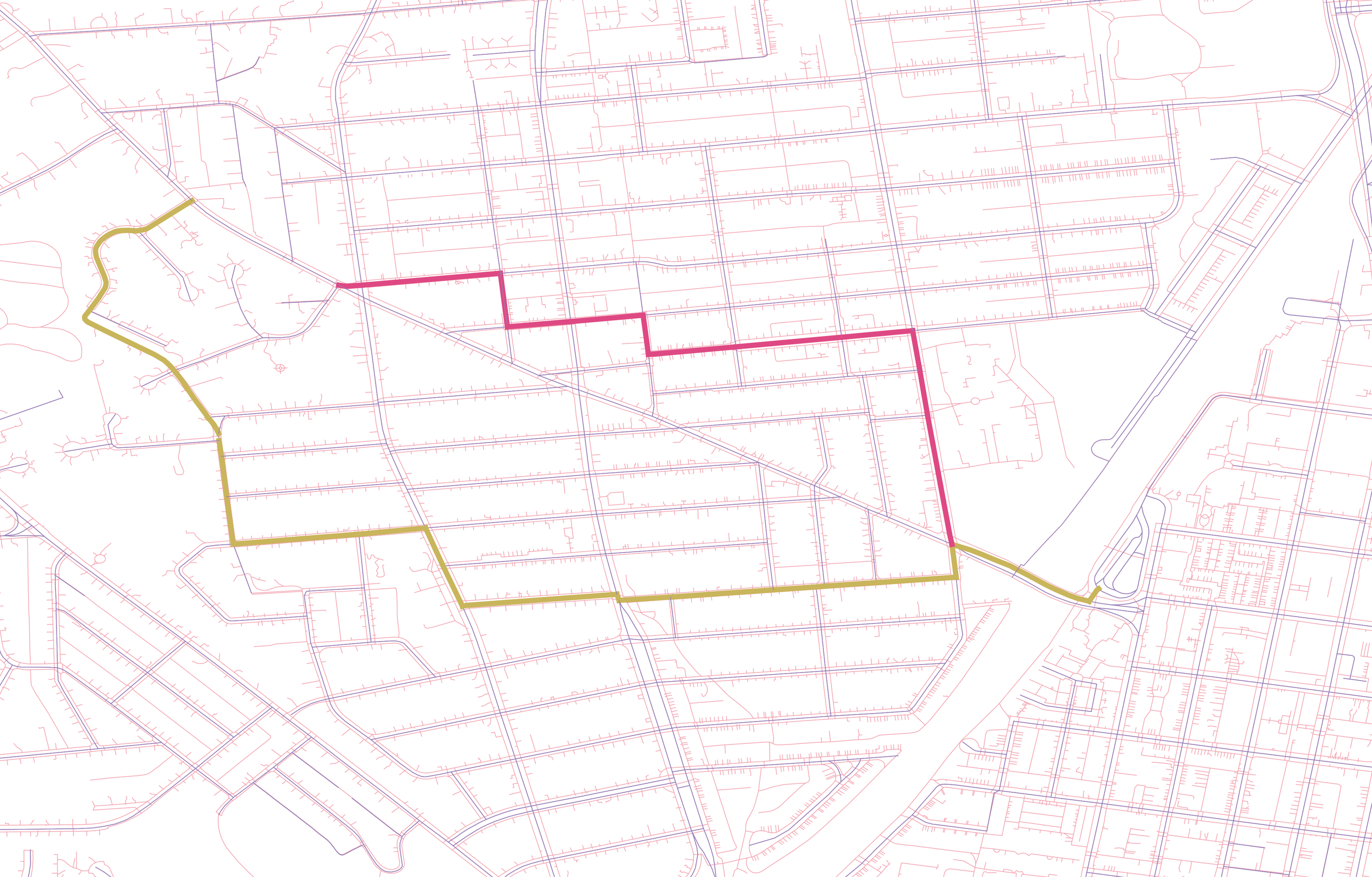

traffic diverters can be incorporated periodically
shared use path
green stormwater infrastructure
existing boulevard and street trees are maintained
sidewalk
typical cross section
55′ right of way
6′
6′
10′
3′
11′
7′
6′
6′
sidewalk
boulevard
shared use path
boulevard
travel lane
parking lane
boulevard
sidewalk
1-way vehicle traffic
pedestrian curb ramp
raised pedestrian crossing
curb extension

From: bill carr
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Comment on Braddock Rd corridor improvement plan
Date: Monday, February 23, 2026 12:45:15 PM

You don't often get email from carrlandscapeva@gmail.com. Learn why this is important

Hello,

Please note that the Good Shepard Lutheran Church on Braddock Rd is a community resource which uses the parking on both sides of Braddock. I sing with Encore Chorale (for seniors) which rehearses there on Mondays for most of the year, and we park on Braddock, so as to not impact resident parking on the side streets. I would hate to see street parking lost to dedicated bike lanes. Encore would no doubt have to find a new rehearsal space if there is not adequate parking.

Thank you,
Bill Carr
210 W Walnut St

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February 20, 2026

Chair Ann Tucker
Traffic & Parking Board
City of Alexandria

Re: I use Braddock Rd (biking & driving) and I support staff's safety redesign

Dear Chair Tucker and T&PB board members,

I have used Braddock Road regularly in my 17 years living here to access Metro, my kids' school GWMS, and North Old Town destinations. Staff's proposed redesign would make Braddock Road much safer and a more pleasant corridor for my experience as a driver and bicyclist, and for my daughter who is a pedestrian there.

- **Staff design would make Braddock safer, smoother for drivers** – When I ride my bike on Braddock between Russell Rd and Mt. Vernon Ave, cars often try to pass me and veer into the oncoming traffic lane causing those drivers to brake and honk. As a driver, I've experienced the cars veering into my lane. Staff's proposed design would remove this conflict between drivers and bicyclists.
- **Proposed improvement at Trail intersections, Metro station better for everyone** – The staff design would greatly improve the currently confusing and often unsafe situation at the Potomac Yard Trail, Metro station and Linear trail intersections with Braddock. The 2-lane design would benefit everyone. My daughter crosses here when leaving school to go to activities, and the four traffic lanes are unsafe and confusing.

The on-street parking on the Russell-Mt Vernon stretch always looks very underutilized, and I see lots of available parking on the side streets. I'd be fine with an arrangement to maintain Sunday morning handicapped parking in front of Good Shepherd Lutheran Church.

Please vote in support of the staff proposed design for the Braddock Rd Corridor Improvement Project.

Thank you for your consideration,

Bill Pugh
1200 N Quaker Ln
Alexandria, VA 22302

From: Bonnie Naugle
To: TES-Traffic and Parking Board
Subject: re: Traffic and Parking Board Meeting – Monday, February 23
Date: Thursday, February 19, 2026 7:44:58 AM

You don't often get email from bonnie.naugle@gmail.com. Learn why this is important

Dear TPB members,
I'm writing in support of the new bike lane plan for Braddock Road. I understand that street parking, while convenient, is not guaranteed to remain in that state. I also understand that the city has means to help those without a driveway or parking pad find reasonable parking for their vehicles.

There are so many unsafe routes in the city for bicyclists and pedestrians that we just avoid the most direct routes. Shared streets with bikes painted on them are not safe, and I wouldn't feel comfortable on them. Drivers do not pay close attention to their surroundings!

With a child going to GW middle school next year, I want her path to school to be safe regardless of the method she chooses to get there. I want to be able to bike safely with my family, and let my kids roam by bike like I did as a kid.

Thank you for your time.
Bonnie Naugle

February 22, 2026

Braden Goetz
1206 Russell Road
Alexandria, VA 22301

Alexandria Traffic and Parking Board
Alexandria, VA

Dear Board Members:

I am writing to express my opposition to the proposed removal of street parking from Braddock Road and the elimination of turn lanes at the Braddock Road intersections with Commonwealth Avenue and Russell Road. These proposals will make walking in the Braddock Road corridor more unsafe.

I write as the owner of a home on Russell Road near the Braddock Road intersection and as someone who walks up and down Braddock weekdays to and from the Metro on my commute. I was pleased when the city decided to study pedestrian safety in this area because I worry about the speeding on Braddock, the frequency of congestion, and drivers running red lights at the Braddock and Russell intersection. The proposed changes will make these problems worse.

According to the Federal Highway Administration, street parking calms traffic and slows down drivers. As a pedestrian, I also feel safer with parked cars providing a barrier between me and traffic. Removing the parking will further accelerate speeding on Braddock and make my commute more hazardous.

The Braddock intersection with Russell is congested all day and through the evening, with frequent honking by frustrated drivers. The intersection with Commonwealth becomes a big bottleneck after 3 pm on weekdays, with traffic backed up to Russell. Speeding through the red light is common at both intersections from all sides. Eliminating the turn lanes will further increase congestion, road rage, and running red lights.

I also am concerned that eliminating parking on Braddock will do financial harm to the four churches in this vicinity that attract many worshippers from outside the neighborhood who park on that street. Attendance at these churches does not appear to have fully recovered since the pandemic. I worry that making it more difficult to find nearby parking will further depress attendance. I don’t want to lose these neighbors.

Thank you for considering my views. I hope you will value the perspectives of those of us who live near these intersections. I also encourage you to read carefully all of the feedback from both surveys, especially the short responses, because they do not support what the city staff are proposing.

Braden Goetz

From: Bradley Henochstein
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road bike lanes
Date: Thursday, February 19, 2026 8:46:24 AM

You don't often get email from bradley.henochstein@gmail.com. Learn why this is important

Dear Traffic & Parking Board,

I am a 10 year NoVa resident, a Del Ray homeowner, and a new father. In all of those capacities, I'm writing to support the safest options for people driving, walking, and biking in our community - the staff recommendations for the Braddock Road Trail access and Corridor improvement project, options 1b, 2a, 3, 4b, 5a, and 6c.

I bike both to work and for transportation around Alexandria, and my regular use of the Potomac Yard Trail has always been made more dangerous by the safety problems inherent in riding on Braddock Road. This project will ensure that I feel more comfortable riding to errands around Braddock road and old town, reducing the risk of injury and taking another car off the road in town.

Also, the more developed our bike infrastructure becomes, the more people will replace car trips with safer biking and walking options. My wife has often felt she would bike places if there were more protected lanes and safety features, and as my son grows up I will feel more empowered to take him places without a car and give him the freedom to go places without worrying he'll be hurt by unsafe streets or unobservant drivers. This is good for traffic, it's good for safety, and it reduces our carbon footprint as well.

To accomplish our safety and our climate goals, more cyclist and pedestrian safety measures are not just beneficial but necessary, and the more we do now the easier each next step becomes. Please implement the staff-recommended version of this project, and don't let those who prioritize the short term ease of driving over community safety and sustainability delay this needed process any longer.

Thank you,
Bradley Henochstein
2408A Burke Ave, Del Ray
214-364-7336

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From: Brian Egan
To: TES-Traffic and Parking Board; Alyia Gaskins; Sarah Bagley; John Chapman; Canek Aguirre; Abdel Elnoubi; Jacinta Greene
Subject: [EXTERNAL]Strong Support for Braddock Rd. Modernization
Date: Monday, February 23, 2026 11:40:30 AM

You don't often get email from bfegan@gmail.com. Learn why this is important

Dear Members of the Traffic and Parking Board,

I am writing to express my strong support for the recommended design concept for the Braddock Road Trail Access and Corridor Improvements project. As a resident living just off Braddock Road, I navigate this corridor on a bicycle every single day. My primary method of transportation is a cargo bike, which I use to transport my three young children around our neighborhood.

Currently, mixing vulnerable cyclists with heavy vehicle traffic creates a stressful and unpredictable environment. Implementing protected lanes and modernized, shorter crosswalks will physically separate families like mine from speeding cars, making the road safer and more predictable for everyone. This redesign is more than just an infrastructure update; it is a vital step toward a positive, connected, and family-friendly vision for the future of Alexandria.

Finally, please know that while the opposition to this project has been incredibly loud, they are a small minority and do not speak for the consensus of our neighborhood. The recent civic association votes against this safety plan were decided by less than 2% of Rosemont's residents and in a forum very difficult for parents of young children to attend. The majority of families here prioritize safety over on-street vehicle storage, and I strongly urge the Board to approve the recommended design at tonight's hearing.

Sincerely,
Brian Egan
304 W. Alexandria Ave, Alexandria, VA 22302

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From: Brian Mahar
To: TES-Traffic and Parking Board
Cc: Alyia Gaskins; Sarah Bagley; John Chapman; Canek Aguirre; Abdel Elnoubi; Jacinta Greene
Subject: [EXTERNAL]Braddock Road Corridor Plan
Date: Monday, February 23, 2026 12:45:20 PM

You don't often get email from bmahar@gmail.com. Learn why this is important

As a decade-long Alexandria resident who lives on the Del Ray-Rosemont border, I'm writing to oppose the addition of bike lanes along Braddock Road.

In my experience, the bike and scooter riders don't even use the dedicated bike lanes between West St and Mt Vernon. I've never had an incident with a vehicle in that area, but consistently dodge bikes and scooters when walking to the metro or walking my dog.

Ramsey Street between Spring and Braddock has already become a speedway for GWMS parents during morning drop-off. If parking is removed from Braddock Road, it will become the de facto parking lot of the Braddock Road Metro.

Likewise, the turns from side streets like Ramsey onto Braddock are already challenging. Having to look out for vehicles and a potential influx of bikes and scooters is a deadly recipe, as well as adding other vehicles to the mix for the many walkers in the area.

As someone who likes to be solution-oriented, I would throw out:
- Reducing the time for the left-turn light from Mt. Vernon turning west onto Braddock. I think I timed it once as about 90 seconds. I doubt any traffic study will show that that turn is used with any frequency or at all. You could reduce backup on Braddock significantly by reducing the time of that left-turn signal.
- I know this won't fly, but it gets to a real problem - requiring visible license plates on bicycles and scooters. Currently, there's no way to identify reckless riders, so they operate with impunity. In my observation, they use the road and sidewalk interchangeably when they feel like it, and obeying traffic signals is hit or miss. Pedestrians are the least physically protected movers in our society and therefore deserve the most protection from our city planners.

The reality is that we live in a car-centric society and our infrastructure buildout supported that. This area already offers strong walkability, which is one of the reasons we moved here and are currently renovating to add square footage to our house so that we can stay here for the long-term. Unfortunately, these proposals are a square peg for a round hole. Alexandria's citizens would much prefer you start over again and come up with stronger options that prioritize the residents that live along this stretch rather than getting caught in the fallacy of sunken costs.

Finally, thank you for your service to our community and considering my opinions. Local government is a tough and, often, thankless job.

Best regards,
Brian Mahar
713 Ramsey Street

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From: Brittany Bayliss
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Opposed to bike lanes on Braddock Road
Date: Sunday, February 22, 2026 10:20:14 PM

You don't often get email from brittanyebayliss@gmail.com. Learn why this is important

I oppose the protected bike lines and removal of street parking on Braddock Road.

Adding the bike lanes and removing parking will greatly affect the daily quality of life for those residents, as well as their property value. It is a real cost and harm to the residents of Braddock, while only a potential vague gain to the community.

Regards,

Brittany Bayliss
Del Ray Neighborhood Resident

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From: Brittney DePiano
To: TES-Traffic and Parking Board; Michael Moon; Hillary Orr; Christopher Ziemann; Ryan Knight; Alexandria Carroll
Subject: [EXTERNAL]Braddock Corridor Project - Resident Concern
Date: Tuesday, January 27, 2026 8:13:02 AM

You don't often get email from brittneydepiano@gmail.com. Learn why this is important

Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, and Members of the Traffic and Parking Board:

I reside at 115 W Braddock Rd.

I strongly oppose the proposal to remove parking on Braddock Road between Russell Road and Commonwealth Avenue. Eliminating these spaces—especially the designated handicap spot in front of Good Shepherd Lutheran Church—would sharply reduce accessibility for congregants, community groups, and visitors with mobility limitations. The only handicap-accessible entrance is on Braddock Road, and Hancock and Luray Avenues lack sidewalks, making on-street parking essential. Many who rely on this parking would lose access to worship, meetings, and community events.

My husband and I currently have one off street parking spot and rely on the parking in front of our house on the north side of W Braddock road for our everyday life activities. I park in front of our house to load and unload groceries safely, for my elderly family members to safely visit and access my home and while we are planning to have a family, I am concerned about not being able to get my kids in and out of the car safely if I can no longer park in front of my house. One of the deciding factors in choosing this neighborhood without two designated off street parking spots was because of the ample parking available on the street in front of our house. We are two full time working professionals that need to have two vehicles. We rarely see cyclists using this portion of Braddock (intersection of W Braddock and Russell) so it is hard to understand how the benefit to the minority who primarily use the street for recreational purposes outweighs the concerns and of the full time residents who reside in the impacted area.

Additionally, Braddock is a main emergency route and buffered bike lines would severely congest / impact traffic flow during emergencies. We see emergency vehicles multiple times a day.

I support safe and efficient streets for all users, but installing bike lanes at the expense of on-street parking along this busy corridor is an unsound approach. It would burden residents and the many organizations that depend on Good Shepherd—including the Alexandria Choral Society, Symphony Orchestra of Northern Virginia, Encore Senior Chorus, 12-step groups, INOVA blood services, and the Rosemont Citizens Association. Some groups have said they could no longer meet at the church, eliminating a vital community gathering space.

I am unaware of any notable history of bicycle-related accidents on this segment of Braddock Road and request the historical crash data and projected safety benefits that would justify removing parking. The City has not provided daily bike-use counts, accident data, traffic studies, or any quantitative analyses supporting the removal of parking. I request the full set of data and decision criteria used for this proposal, including background traffic projections, safety surveys, and bike-volume analyses during peak and off-peak periods.

The proposal will not increase safety. To the contrary, it will heighten pedestrian risk and generate additional congestion. With no legal loading areas, delivery drivers, contractors, service personnel, and church visitors will have no choice but to park on side streets and cross Braddock Road at uncontrolled points. As seen in other parts of the City, removing parking and adding bike lanes also increases the frequency of double-parking. Double-parked vehicles will either block the bike lane—forcing cyclists into the travel lane—or block the travel lane—forcing drivers into oncoming traffic. This creates predictable, well-documented conflicts that are dangerous for everyone. We urge the City not to replicate these conditions here.

Finally, the City has not demonstrated how eliminating parking advances the stated goals of the Braddock Road Trail Access & Corridor Improvements Project. No evidence has been provided showing that this change would improve safety, mobility, or accessibility for any group. Has the transportation board exhausted all other means of increasing safety in the corridor? Police monitoring, changes to the light frequency and cadence, speed limit changes and camera lights.

For these reasons, we urge you to reject the proposal to remove parking along this section of Braddock Road and come up with alternative proposals.

Please include this correspondence in the official project record.

Sincerely,

Brittney & Riley DePiano

115 W Braddock Rd. Alexandria, VA 22301

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From: Bryan Williams
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support Item 9 - Staff Recommendation on Braddock Road
Date: Monday, February 23, 2026 8:51:38 AM

You don't often get email from bryanwilliams1025@gmail.com. Learn why this is important

Safe, comfortable bike and pedestrian infrastructure on Braddock Road is an essential part of our developing network, and is especially critical as a direct connection to Metro. While this project will cause some inconvenience to a small number of adjacent residents, I believe the benefit of a connected safe streets network to both adjacent residents themselves and the full city far outweighs the downside of having to park your second car around the corner sometimes. We cannot tolerate any more injuries to pedestrians or bikers in this area. Please support the staff's recommendation.

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From: Byron Peebles
To: TES-Traffic and Parking Board
Subject: Support Item 9 re: Traffic and Parking Board Meeting – Monday, February 23
Date: Monday, February 23, 2026 1:45:03 PM

You don't often get email from byron.peebles@gmail.com. Learn why this is important

As a resident of Alexandria, Virginia, I believe that the safer bike and pedestrian changes for Braddock Road is an important step at improving our transportation network. I am aware that the project will cause some inconveniences and changes to a some nearby residents, I believe the benefits from a more connected, and safer, street network is a net benefit to both the nearby residents and the city at large, and outweighs the downside of having to park additional second farther away sometimes.

I ask that you please support the staff's recommendation on this item.

Byron Peebles

From:	Caitlin Beth Barile
To:	TES-Traffic and Parking Board; Alyia Gaskins; Abdel Elnoubi; Jacinta Greene; Jacinta Greene; Sarah Bagley; John Chapman; Canek Aguirre
Subject:	[EXTERNAL]Braddock Road Corridor Improvements Project
Date:	Sunday, February 22, 2026 4:46:37 PM

You don't often get email from caitlinbeth@comcast.net. Learn why this is important

Dear All,

I am writing in opposition to the current proposal for the Braddock Road Corridor Improvements Project, specifically the removal of on-street parking between Russell and Commonwealth and the installation of dedicated bike lanes. While I support the concept of a bike-friendly Alexandria, I fear the proposal places an undue burden on residents without off-street parking.
Homeowners without driveways—along with several churches—would lose essential access, resulting in an uneven and inequitable impact across the corridor. In the interest of full disclosure, our home is not without a driveway, reducing the personal impact. However, many of our neighbors rely on street parking and will be greatly inconvenienced by this version of the proposal. Neighborhood parking is already constrained. Additional demand would spill onto narrow side streets, which rely on intermittent open spaces to allow opposing vehicles to pass safely.

As you have no doubt heard from other residents, there has been substantial opposition within the Rosemont Citizens Association. Concerns include:

- Incompatibility Between Proposal and Demonstrated Need
- Traffic Flow, Mobility, and Environmental Impacts
- Operational Conflicts with Service Vehicles
- Pedestrian and Public Safety Concerns, including Elevated Pedestrian Risk and Emergency Response Constraints
- Community and Equity Impacts, including Disproportionate Burden on Residents Without Off-Street Parking, Impact on Churches and Community Institutions, and Hardship for At-Risk Groups

I thank you for your time and attention to this matter. Additionally, I appreciate you taking the time to read the opposition and support for the current version of the Braddock Road Corridor Improvements Project.

Thank you,

Caitlin Barile (104 W. Braddock Rd)

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From: Carol Kaufmann
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road
Date: Sunday, February 22, 2026 9:59:39 AM

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

Hello,

Please reconsider the bike lanes on Braddock Road. I'm a big fan of walkable and rideable communities, and am happy that our city has instituted so many bike lines throughout the community even in the face of opposition.

However, putting them on Braddock Road would be a huge service to the community. It would seriously hamper those taxpayers who live on Braddock Road and use the street for parking because they don't have parking on their properties, but it would also seriously hamper any emergency vehicles trying to get to Alexandria Hospital. There are no fast routes during rush-hour.

Please do not install by claims on Braddock. Thank you very much.

Carol Kaufmann
110 West Masonic View Ave
Alexandria

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From: coshau
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Please vote NO on Braddock Rd plan.
Date: Monday, February 23, 2026 10:02:49 AM

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This plan will create more problems than solve anything. Vote NO.

Carol Oshaughnessy
19 West Oak

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From: Carolyn Jones
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Humble requests
Date: Monday, February 23, 2026 3:00:16 PM

You don't often get email from carolynmorganjones@gmail.com. Learn why this is important

My name is Carolyn M.Jones and I have been a member for over 20 years at a wonderful church located in beautiful and historic, Alexandria, Virginia called Community Praise Center SDA Church at 1400 Russell Road. It is a warm, inviting, vibrant church family that has been in existence for over 100 years at that location. The church has grown from a very small congregation to a very large one that serves the community with services such as food, clothing, spiritual relief through weekly services on Saturdays. I am an active member who participates in the music ministry and teaching our you her children while my husband is a Deacon and youth leader. We depend on street parking every week due to our very small church parking lot. Please consider our church needs when decisions are made regarding the use of the streets in the area so we can continue to be a light and beacon of hope.for our congregation in the area and the whole.Washington DC area. I thank you in advance for your consideration and attention to my email.

In peace and gratitude for the kindness the city of Alexandria has shown us over the years and we pray this kindness continues for many years to come.

Sincerely,
Carolyn M.Jones (and my husband, Norman Jones, our children, Maya and Kayla Jones)

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From: Carrie Giddins Pergram
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]NO on Braddock Road Changes
Date: Monday, February 23, 2026 10:44:03 AM

You don't often get email from carriegiddins@gmail.com. Learn why this is important

One of the impacts of the reduction in parking on Braddock that has not been accounted for is the impact on the side streets. As a resident of Little Street between Braddock and East Oak, it is always challenging to find parking. We are a street of 19 homes, many without driveways. We chose to live in this neighborhood for many reasons, and one of them is the convenient access to street parking in front of, or within, a few spots of our home. If we wanted to live in a more urban area without convenient street parking, we would have done just that. Moving cars from Braddock onto the side streets will burden the already limited resource of street parking. Add into this the overflow parking from Lena's restaurant, which happens most weekends, from the corner of Braddock and Mount Vernon, and you have made life really unpleasant for the tax paying citizens of this small neighborhood. The new street plan for Braddock Road is ill conceived and was done without input from neighbors - this plan is a burden to the neighborhood, will adversely impact our quality of life and should not be passed.

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Alexandria Federation of Civic Associations

February 20, 2026

Alexandria Traffic and Parking Board
Ann Tucker, Chair
Alexandria City Hall
301 King Street
Alexandria, Virginia 22314

Dear Chair Tucker and Members of the Board:

The Board of the Alexandria Federation of Civic Associations (AFCA) is writing to express our opposition to the Braddock Road Corridor Improvement Project as currently envisioned in the city's project materials. While we support targeted safety improvements where data shows a clear need, we believe the proposed project extends far beyond any demonstrated safety concerns.

City staff state that VDOT has designated "the segment of Braddock Road **between Mt. Vernon Avenue and North West Street** as a top priority for pedestrian and bike safety upgrades."

Expanding the project westward to Russell Road and removing approximately 97 on-street parking places for residents and the four churches along this stretch of Braddock Road constitutes an unnecessary overreach and misrepresents the scope of VDOT's identified safety concerns. AFCA is troubled by the lack of accurate data to support such a broad intervention.

In studying the data used to validate this project, we are very concerned over the use of the "Safe Routes to School Assessment for George Washington Middle School," prepared by Toole Design. Page 2 of this report states that this was a regional study funded by Metropolitan Washington Council of Governments. The disclaimer printed on this page of the study states, "The final report and recommendations have been modified by the City of Alexandria to align with project goals." There is no indication which parts of the consultants' study have been "modified," which calls into question the reliability of the entire report in its final form.

Moreover, the chart on Page 13 of the report distorts the crash numbers by including areas far outside of this project's scope of Braddock Road from Russell Road to West Street. In addition, the crash dots shown on this map appear to represent just a fraction of the purported 831 crashes. The overwhelming majority of the highlighted crashes occur on the east side of GW Middle School, well into the Old Town area of the city. Most importantly, we note that there are only two crash dots on the stretch of Braddock Road within the proposed scope of this project, and both of them are in the segment of Braddock between Mt. Vernon Avenue and West Street. No crashes are recorded in the segment between Russell Road and Mt. Vernon Avenue.

Several other facts demonstrate that the stretch of Braddock Road within the scope of this project is already safe:

- The city's newly-created, resident-reported database for "near miss" incidents does not list the segment between Russell Road and Mt. Vernon Avenue among the top 10 corridors for safety risks.

- The city's "High Injury Network" map does not identify Braddock Road as a high injury location.

- Cyclists have long been able to navigate this stretch of Braddock Road using existing sharrow lanes.

- The city's Vision Zero map shows that there have been zero fatalities or serious injuries on Braddock between Russell Road and Mt. Vernon Avenue since 2017.

Therefore, AFCA asserts that removing nearly 100 parking spaces to construct cycling tracks will not improve safety on a roadway that the city's own data already deem safe. Instead, it will create new hazards. Delivery vehicles, postal trucks, contractors, and rideshare drivers will have no alternative but to stop in the travel lane, creating dangerous conditions. And residents backing out of driveways will have less room to do so.

The city states that there are "safety concerns at crossings." This could be easily corrected with additional crossings and perhaps pedestrian lights. The AFCA board supports adding such safety mechanisms where needed to improve pedestrian safety. Doing so would not require removing parking or eliminating turn lanes.

Other residents are likely to be negatively impacted if the project is executed as envisioned. The city describes Braddock Road as a "key east-west corridor." Residents know this first-hand. Braddock Road is an important link allowing residents in the west end to access Old Town employers, businesses, and restaurants. Reducing vehicle capacity on a major thoroughfare to accommodate a very tiny percentage of road users is neither proportional nor supported by usage data.

As to the demand for bike lanes, no data on bike volumes has been presented to support them on this stretch of Braddock Road. Given the steep terrain separating the western half of the city from the eastern half, there is no evidence to suggest meaningful increases in cycling along the corridor.

The city should not make the same miscalculations it did on previous similar projects on Seminary Road and upper King Street. As has been the case with those road diet projects, this proposal appears to be a solution in search of a problem – one not supported by data or by the residents most affected. City and VDOT data records show that cyclists using existing bike lanes in those areas comprise only about 0.1% of all road users. Average daily bike ridership on each roadway is under 20. In the case of Seminary Road, vehicle crashes have actually increased since the road diet.

We also note that the Rosemont Citizens Association, where the vast majority of this project will occur, and whose members living along this corridor will be most directly affected, has voted overwhelmingly to oppose the removal of these on-street parking spaces.

For these reasons, the AFCA Board respectfully urges the city to reduce the scope of this project to the segment of Braddock Road between Mt. Vernon Avenue and North West Street, and to focus on targeted pedestrian improvements, such as additional crosswalks. The removal of parking and travel lanes to construct dual cycling tracks is unnecessary, unsupported by accurate data, and misaligned with the needs or preferences of the vast majority of residents who live and travel along this corridor.

Thank you for your consideration.

Sincerely,

Carter Flemming, Chair, Alexandria Federation of Civic Associations on behalf of the Board of Directors

From: Cecilia Parish
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Trail Access and Corridor Improvements Project
Date: Monday, February 16, 2026 5:14:20 PM

[You don't often get email from cparish01@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear Members of the Traffic and Parking Board,

As an Alexandria resident of more than 25 years, I appreciate the recommended improvements for safety for all that are outlined in this project. As an avid cyclist, all efforts to create safe riding space along side traffic are definitely welcomed. My husband and I have had numerous close calls in the area, especially on Commonwealth Avenue. The proposed bike lanes on both Commonwealth and Braddock will be great improvements.

Additionally, as a walker, and a grandparent of school aged children, I am encouraged to see attention being given to the crossings around the middle school and the metro. Again, I have experienced, and witnessed, many close calls for pedestrians. Safe streets are essential for everyone!

Thank you for the opportunity to give input.

Sent from my iPad

_____
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From: Celeste Crutchfield
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Proposed Bike lanes on Braddock Road
Date: Thursday, February 12, 2026 4:12:45 PM

You don't often get email from ccrutch03@gmail.com. Learn why this is important

To whom it may concern:

The proposed bike path "upgrades" would remove street parking along Braddock Road, leaving many residents without driveways with no convenient place to park near their homes. The Lutheran Church located between Commonwealth and Russell does not have its own parking lot, which means the elderly members who faithfully attend services each week would lose reasonable access to their place of worship. Removing the turn lanes at those intersections would also create serious safety concerns. Because this is a heavily used emergency route, vehicles would have no room to pull aside for first responders. In addition, traffic flow would slow significantly, especially during light cycles when a single car attempting to turn left could block the entire lane if there is steady oncoming traffic. There has previously been a pedestrian struck at this intersection, and eliminating the turning lane is likely to increase driver impatience even further. That combination feels like an accident waiting to happen. These new traffic patterns also fail to meaningfully improve pedestrian safety, and I worry that increased congestion could lead to more driver frustration and road rage, putting walkers at greater risk. I strongly encourage members of the Traffic Board to visit this corridor during rush hour to fully understand how these changes would negatively impact the daily lives of the residents who call this area home.

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From: Chris Hoeffner
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Trail Access and Corridor Improvements project
Date: Monday, February 23, 2026 11:00:58 AM

You don't often get email from choeff@umich.edu. Learn why this is important

Please accept the following comments on the Braddock Rd. Trail Access and Corridor Improvement Project.

Dear Members of the Traffic and Parking Board:

I am an Alexandria resident living at 28 S. Hudson Street and a member of Good Shepherd Lutheran Church located at 100 West Luray Avenue. I write in opposition to the City of Alexandria staff proposals for the Braddock Road Corridor Improvements Project, which is on the agenda for your February 23 meeting.

There is no off-street parking at the church. All parking is on Braddock Road, Luray Avenue, Hancock Avenue, and surrounding streets. The church has a handicap accessible entrance and ADA disability parking space located on Braddock Road. Good Shepherd Lutheran Church welcomes all in worship, fellowship, learning, and service, and believes in making maximum use of its building for congregation and community. The ability to continue to maintain that sense of welcome and community will be adversely affected by the elimination of parking on Braddock Road and relocation of the church's handicap parking.

Need for Parking to Support Church Activities and Use
The need for parking is not limited to Sunday worship services or church members. The church building is used by the congregation and community members seven days a week and at all times throughout the day. Good Shepherd Lutheran Church members and visitors come not only from the City of Alexandria but also Arlington County, Fairfax County, the District of Columbia, and beyond, most by car. Street parking on Braddock Road is shared with the surrounding residences.

Good Shepherd Lutheran Church serves as a regular meeting place for congregation activities including:

- Church choir practice
- Monthly meal preparation service activity
- Congregation Council and committee meetings
- Confirmation classes
- Altar Guild worship preparation
- Book Club and Bible study meetings
- Annual Vacation Bible School for congregation and community members
- Mid-week Lenten supper and worship

The church also serves as a regular meeting place for numerous community organizations, including:

- The Alexandria Choral Society & Children's Chorus
- Encore Creativity for Older Adults
- Rosemont Citizens Association

ALIVE! Furniture Committee

- Friends of Guest House
- Symphony Orchestra of Northern Virginia (SONOVA)
- 12-step recovery groups
- A community meditation group
- INOVA blood drives (which also require parking for Blood Mobiles and equipment delivery)

Good Shepherd has been the home to these groups and activities for many years. Several community groups have indicated they would no longer be able to use the church if parking on Braddock Road were removed. In a city that values community engagement, the continued viability of such meeting spaces should be a priority. The removal of on-street parking on Braddock Road will adversely affect the vitality Good Shepherd Lutheran Church and the surrounding community by creating a barrier to participation and use of the church building.

ADA Disability Parking
City staff propose to adopt Option 1B for the segment of Braddock Road between Russell Road and Commonwealth Avenue. This option removes parking on both sides of Braddock Road, including the disability parking space located adjacent to the handicap-accessible entrance to Good Shepherd Lutheran Church. It is my understanding, based on the Recommended Design Concept graphic on the project web site, the staff recommendation proposes to relocate the parking space to Hancock Avenue and add another space on Luray Avenue.

This relocation would significantly increase the distance to the church accessible entrance from the current 56 feet to 125 feet (Hancock) to 170 feet (Luray). It would also require installation of a new sidewalk with curb cuts on Hancock and Luray Avenues, where no sidewalk currently exists. The proposal provides no information about the cost, timeline, or sequencing of this ADA-required work, nor does is specify whether the existing disability parking space would remain in place until the replacement space and sidewalk are completed.

Failure to Consider Community Input
The Traffic and Parking Board's enabling ordinance directs that it consider all matters concerning substantial changes to traffic and on-street parking regulations and encourages deliberation of community feedback in its recommendations, including organized positions by recognized civic associations. It is my understanding that the Rosemont Citizens Association, the civic association representing the neighborhood surrounding Good Shepherd Lutheran Church, has twice voted to oppose removal of parking on Braddock Road. These formal votes reflect organized neighborhood input on a matter squarely before the Board. Observations from church members who frequent the church at various times throughout the week report low bicycle usage that would justify such the addition of such significant bicycle facilities. The 2024 City of Alexandria Resident Survey indicates that "When assessing importance, residents believe that the top three most important transportation services for the City of Alexandria to emphasize are safety while walking in Alexandria, ease of travel by car, and safety while driving in Alexandria." No data has been provided how competing interests were weighed in determining the recommended option.

While I support the projects objective to "make it easier, safer, and more comfortable for people walking, biking, and scooting to get to/from the Metro Station, GW Middle School, the Potomac Yard Trail, the Metro Linear Trail, Old Town, Del Ray, Potomac Yard, and nearby businesses", that objective is being advanced at the expense of the mission and access to a long-established house of worship and community meeting place and without a majority community consensus on the need and importance of the proposed improvements.

For these reasons, I respectfully urge the Board to weigh the expressed views of the affected community and reject the staff recommendations to remove parking on Braddock Road and/or consider other alternatives that minimize impacts to Good Shepherd Lutheran Church such as:

- Retaining on-street parking along the north side (Good Shepherd side) of Braddock Rd. plus a shared bicycle lane and retaining the dedicated bicycle lane on the south side of the road.
- Allowing curbside parking on the north side adjacent to the Good Shepherd Lutheran Church property on Sundays and evenings when many church events occur.

Respectfully submitted,

Christine Hoeffner
28 S. Hudson Street, Alexandria 22304
Choeff@umich.edu
703-732-2595

DISCLAIMER: This message was sent from outside the City of Alexandria email system. DO NOT CLICK any links or download attachments unless the contents are from a trusted source.

From: Dan Palmeri
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Feb 23 meeting on traffic
Date: Monday, February 23, 2026 1:04:24 PM

You don't often get email from palmeridj@gmail.com. Learn why this is important

I live in the apartment/ condo buildings between metro/ rail line and Henry.

I drive Braddock road multiple times a week.

I am regularly driving between west end and king (Safeway/ Bradley) and I will also use Russell, Commrnwealth, and mt Vernon left turns to Monroe and right tern from west end onto mt Vernon where I go to Monroe to go to Walgreens/ CVS/Aldi or to get to mainline to Potomac and go any direction.

I don't have an issue with parking being lost.

My concerns in this plan are as follows….

1. Why put bike lanes in a route that does not have a bus line (DASH or WMATA)?
2. I have rarely encountered cyclists in this stretch of road. I see far more crossing Braddock on the trail.
3. I have concerns in single lane at intersections becoming frequent accident or back up zones. You will need to significantly change the traffic lights pattern
4. There are currently WMATA bus stops under the track bridge in Braddock. This will affect those.

I don't see the cost justification around this project. There other other areas thst can use the money such as…

1. Widening the 2 lane portion of Braddock between Kenwood and king.

2. Putting a bus line on Braddock between the metro station and Bradlee shopping center

3. Create a pedestrian crossing between the newly de eloped area near Braddock metro over/ under the tracks to mainline road

4. The fayette Ave and Henry Ave light for those coming from fayette and turning onto US 2 should be setback from the light similar to have Monroe is with mt Vernon in the Walgreens side. I have regular bern on A1X/ metroway bus through this intersection and the bus struggles to make this turn with cars sitting at the light. Instead you decided to make it a 3 way stop at fayette bend and the off-ramp from slater lane interchange

On #4 I have made recommendations to the traffic planners on changing this structure of this and First street to being one way. Between henry and fayette where first could be one way toward Braddock between henery and fayette going west, then this fayette and Henry would only be east bound with no turns. These can be reversed.

5. Who trained folks on how to plow snow? Elsewhere I've lived that regular gets snow have

parking rules on streets if snow was to occur such as only parking on one side.

For example on Henry with parking just on the Laughton, it would have made more sense to angle the snow to the left side of the street where one truck in the right comes ahead of the middle lane which then is followed by the right lane. Patrick would be reversed with parking is on the right side, so snow moved to the left.

Dan Palmeri

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From: Alexandria Carroll
To: TES-Traffic and Parking Board
Subject: FW: [EXTERNAL]Braddock Road Corridor Project
Date: Thursday, February 19, 2026 11:23:10 AM
Attachments: Screenshot 2026-02-18 at 3.31.01 PM.png
Intersection Counts 09.2024.zip
Intersection Counts 01-2025.zip

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

From: Rob Hargis <robhargis2@gmail.com>
Sent: Wednesday, February 18, 2026 4:34 PM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Cc: kfkalbacher@gmail.com; Dana Lawhorne <danalawhorne@verizon.net>; Riley DePiano <rileydepiano@gmail.com>
Subject: Re: [EXTERNAL]Braddock Road Corridor Project

Alex,

Two items for your attention and response to your note below:

(1) Since you are addressing data, what would it take to correct your presentations wherever the Braddock segments are mis-numbered/reversed. It creates confusion and further undermines community outreach. I'll include below one example that is incorrect and creating confusion (like posting the wrong the location for the upcoming Traffic and Paring Board meeting).

On the attached slide: Your segments 1 and 3 are REVERSED. As residents communicate with the City, your slide below will lead either residents to mis-reference segments, or will likewise mislead other City officials when referencing your materials. I noted this one of our calls after you showed the slides. It appears you haven't gotten to correcting it yet.

It would also address one of the areas where residents justifiably say, "The information the City posted on its website is wrong."

Here's the slide. I've seen a few times in various places and presentations.

Could you let us know when either you've taken down the clearly incorrect info or updated the info to reflect the correct segment designations (which are 3, 2, 1 traveling west to east)?

(2) Of the two ZIP attachments you included below with traffic (bike/ped) data, I believe you only previously provided the one with the excel files addressing the Metro area Segment 1 only.

The the second file attached below is new information. This was not previously provided. Thanks for including it this time. I believe it is what you referred to on a Zoom call as "Data that was collected for Segments 2 and 3 but wasn't useful because of the collection manner." Having now seen it, I'll argue that it is highly useful.

That said, it is very telling. Surprisingly, for both the Sat and weekday data for Mt. Vernon and Braddock Road (which we all assume is quite busy with bikes - the data ONLY shows a maximum of 8 bikes over a 12-hour period in any one direction. It also shows that the highest concentration and almost only statistically appreciable location with bike traffic is near the Potomac Trail trailhead/7-11 and Metro areas. If anything else, this shows the efficacy of the bike trail there and that very little bike traffic spills westward to and beyond Mt. Vernon.

Notably, you collected data at Russell/Braddock/W. Alexandria on a Saturday and there is A LOT of pedestrian traffic across those crosswalks. Do you know why? Because the

7th Day Adventist Church at Russell/Braddock/W. Alexandria holds long services on Saturdays and the congregation parks all the way down Braddock Road to and beyond Church of the Good Shepherd (where you met the RCA in January) after the 7th Day parishioners fill all the side streets of W. Alexandria, Russell, and Nelson deep into the blocks. Come by on a Saturday, parking 100% utilized. That is not reflected anywhere in your parking study. In fact, your parking study show ZERO on-street parking on Saturday, 25 October over the 3 morning hours in your study of 9, 10, and 11 AM. None. However, side streets are >50% taken on same Saturday evening.

We know these blocks. The neighborhood didn't wake up and leave their homes in all their cars on a Saturday morning coincident with church on Russell Road being cancelled and leaving ZERO cars parked on the adjacent streets. Your parking data a bad, incomplete, and incorrect. The longer it remains on the site - the more misleading it is every time the City points people to, "The data posted on the City website."

You are aware of several of these cases including other glaring deficiencies noted by a resident on last week's DRCA call, to which you noted (I'll paraphrase your reply to Rosmarie Spano regarding Myrtle, Spring, and Little Streets), *"That data is wrong. While it looks like we collected parking data for those streets over that period, we did not and the results appear like there is no usage."* In the interest of transparency and good faith, please remove knowingly false information.

None of this data collected makes a case that there is any volume of bikers. The max bikes collected in any direction over any crosswalk for any of the 12-hour periods collected across anywhere in Segment 2 or Segment 3 intersections is 8! Again, that is OVER A 12-HOUR COLLECTION PERIOD. And I'm willing to bet that I personally account for some of the collection at many of those intersections as I frequently bike through these intersections and crosswalks out onto my regular riding routes and later, when I'm returning home. (There may have been 9 bikes collected in one instance over a 12-hour period - I don't want to misstate that if there was one data point with 9).

We greatly appreciate you finally providing this data.

Thanks and best,
Rob

On Feb 18, 2026, at 2:32 PM, Alexandria Carroll

<Alexandria.Carroll@alexandriava.gov> wrote:

All,

Thank you again for the questions and comments and for your patience. To keep information clear and organized, I've provided responses by topic below:

Traffic Data
The City collected intersection counts at Braddock Road/West Street, Braddock Road/Potomac Yard Trail, and Braddock Road/Mount Vernon Avenue prior to the project. These counts included vehicles, pedestrians, and bicyclists. That data has previously been shared and is attached again for reference.

Additional traffic counts were later collected by the City's consultant at intersections including Braddock Road/Commonwealth Avenue and Braddock Road/Russell Road. These counts were primarily intended to capture motor vehicle volumes for traffic modeling purposes. Pedestrian counts are included. Bicycle counts were recorded only for bicyclists using crosswalks and therefore are not considered comprehensive corridor-wide bicycle volume data.

As previously discussed, bicycle activity is higher in Segment 1 (between Mount Vernon Avenue and West Street) due to proximity to the Braddock Road Metro station, adjacent schools, and existing trail connections. Bicycle volumes are lower in Segments 2 and 3. The available data has been provided.

Traffic Analysis
A traffic analysis was conducted for all signalized intersections within the study area. The analysis evaluated existing and projected future traffic conditions based on current volumes, projected growth, lane configurations, and signal timing.

The Level of Service (LOS) summary that is posted on the project webpage is the standard tool for reporting vehicle operating conditions. The PM peak hour was used for the alternatives analysis because it represents the highest traffic volumes and most constrained conditions.

As with any traffic modeling exercise, results are based on standard engineering assumptions, accepted methodologies, and defined study boundaries appropriate to the project corridor. The modeling evaluated the signalized intersections within the project limits and key adjacent intersections that influence operations.

VDOT Priorities
The Virginia Department of Transportation (VDOT) designated Segment 1

(between Mount Vernon Avenue and West Street) as a statewide priority for pedestrian and bicycle improvements. This is stated in the "Background" section on the project webpage: *"Additionally, the Virginia Department of Transportation designated the segment between Mount Vernon Avenue and North West Street as a top statewide priority for pedestrian and bicycle safety upgrades."*

Statewide planning documents that identify priority corridors include:

- VTrans, the Virginia Statewide Transportation Plan. This identifies statewide priorities related to congestion mitigation, reliability improvements, pedestrian and bicycle access, etc. Here is a map viewer with those identified areas.
- Pedestrian and Bicycle Safety Action Plan. This is a component of the State Strategic Highway Safety Plan and shows statewide priorities for pedestrian and bicycle safety improvements. Here is a map viewer for those priorities as well.

At this time, the project team has finalized its recommendation, and the Traffic & Parking Board will consider the item at its February 23 public hearing. Because the Board is the body responsible for reviewing the recommendation and taking action, the hearing is the most appropriate venue for sharing additional comments, concerns, or perspectives at this stage of the process. Information on how to participate is available on the Traffic & Parking Board webpage.

Thank you.

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

From: Alexandria Carroll
Sent: Thursday, February 12, 2026 3:23 PM
To: kfkalbacher@gmail.com; 'Rob Hargis' <robhargis2@gmail.com>
Cc: 'Dana Lawhorne' <danalawhorne@verizon.net>
Subject: RE: [EXTERNAL]Braddock Road Corridor Project

Good afternoon all,

I am confirming receipt of your emails and am working with our engineering staff

on your questions about the traffic analysis. However, please note I am out of the office tomorrow, and City offices are closed on Monday due to the holiday. I expect I'll have a response to you early-mid next week.

Thank you in advance for your patience, and have a nice weekend.

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

From: kfkalbacher@gmail.com <kfkalbacher@gmail.com>
Sent: Thursday, February 12, 2026 2:11 PM
To: 'Rob Hargis' <robhargis2@gmail.com>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Cc: 'Dana Lawhorne' <danalawhorne@verizon.net>
Subject: RE: [EXTERNAL]Braddock Road Corridor Project

You don't often get email from kfkalbacher@gmail.com. Learn why this is important

Alex,

I agree with the comments below. The Synchro Model was completed for AM and PM rush hours but only the PM summary is presented on the web site.

It is important to fully understand the data inputs and boundary conditions in any modeling exercise. For this project, it seems to me that the boundary conditions should be at least from Duke and Callahan to King and Commonwealth to the south; North West Street and Pendleton and North West Street and Madison should be the eastern boundary; a mile west of the intersection of Russell and Braddock should be the western boundary; and High Street and Russell should be the northern boundary.

Traffic in this part of Alexandria is constrained by certain intersections: (King and Russell), (Braddock and Russell); (North West Street and Braddock) – these are the bottlenecks. During PM particularly rush hours there is tremendous vehicle queuing on Russell, King Street to Chinquapin (2 miles – I have been in it at 5 pm), and Braddock for a mile to Russell from the west. I observe traffic snarls daily from my residence at 25 West Oak Street. Traffic backs up in the south direction past Braddock and Russell and is fully jammed to King and Russell. It is not a 30 second delay as the Synchro model suggests. We need to add an order of

magnitude to this analysis. I see the frustrations and the hear the horns blowing!

The Synchro model indicates that eliminating some eight turn lanes and adding bike lanes for a 100 or so new riders will somehow improve traffic flow? This seems outlandish and requires the city to clearly demonstrate how the model inputs were established. If transportation arteries are reduced, you get additional blockage - not more free flowing traffic.

Presuming that traffic actually gets worse with reduced vehicle transportation network, you should also account in your analysis the following dis-benefits:

1. More fuel consumption from more vehicles idling in traffic
2. More Greenhouse Gas Emissions from more fuel being consumed
3. More Vehicle Repair Costs from more use
4. More travel time to people in cars

I support bike lanes – just not the ones on Braddock. Let's have the bike lane on Oak Street and other SAFER roads – we would love to have them join me for a ride!

Thanks,

Karl

Karl Kalbacher, PG
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KFKalbacher@kalbacherassociates.com

KALBACHER ASSOCIATES LLC

www.KalbacherAssociates.com

www.linkedin.com/in/karl-kalbacher-1b3014201

From: Rob Hargis <robhargis2@gmail.com>
Sent: Thursday, February 12, 2026 11:00 AM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Cc: Dana Lawhorne <danalawhorne@verizon.net>
Subject: Re: [EXTERNAL]Braddock Road Corridor Project

Alex,

I'd like to help you understand why in last night's meeting, you were asked multiple times for the **study and data** for the current Braddock corridor traffic and the future post-project (as recommended) traffic. You said multiple time last night, "It's on the project webpage." No, Alex. It is not on the project webpage. The project webpage has a summary of a study and a narrative ostensibly derived from a study and from some collected data set. You know this is incomplete and is not the same as a study with relevant data or you wouldn't be in the position you are with the City. Your response is disingenuous. You have NOT provided the data or rationale for assumptions underlying the conclusions and definitely have not provided the actual study. What you posted is a slide show summary FROM a study - likely including some analysis and assessment and opinion. This goes to why so many are suspect of your intentions and justifications. No fewer than 7 times by voice and in chat on last night's DRCA call, you were asked to provide the study. "It's on the webpage" is insulting to people who rely on the City to be transparent when instead, you gaslight them.

Dana and I have requested the same information from you several times including in the emails below. Can you at least let us and the public know why you can't or won't?

Also, mentioned several times last night was the statement, "VDOT has identified this corridor as a dangerous transit corridor and we must add safety measures," and similar statements. You did not correct any of those statements and you have said the same in previous meetings. So we assume you support that statement as true. **Please provide that assessment from VDOT - AND note what the defined corridor is.** Is it West-to-Mt. Vernon and the immediate surrounding intersections to the Metro AND **does the VDOT assessment expressly include the additional 0.6 miles of Braddock Road westward to Russell Road?**

No one appears to be able find ANY reference to a VDOT assessment of

Braddock from Mt. Vernon to Russell Road. THIS TOO would go a long way to having people believe your and the City's deep concern for safety and parking removal along Segments 2 and 3 isn't simply a vanity project hiding in an adjacent (and much needed) safety improvement between Mt. Vernon and West.

Please provide the (dated) VDOT assessment that notes Braddock Road from Mt. Vernon to Russell Road identifies as a highly dangerous section. You still have not provided any bike and pedestrian data for this stretch - but it must exist in some form for VDOT to have come to their purported conclusion. You have not posted this information to the project webpage and it would go a long way to reducing criticism and suspicion many residents have of the City at this point. It is conspicuously absent. Help us understand the critical need to improve safety for a stretch of road that based on the ONLY data you provided for Segments 2-3 (City project posted crash data) show 6 vehicle-vehicle incidents in 9 years. Transparency should be a component of your community outreach. So far, it feels a bit sparse - to be as generous to you and the City as possible.

- **Let us know when you intend to post the VDOT assessment of Segments 2-3.**
- **Let us know when you will provide the actual study (with data and study assumptions) conducted to conclude that traffic flow will remain a C over the next 16 years to 2042 by removin**g 8 turning lanes and re-timing the lights. (Previous outstanding requests.)

Thanks,
Rob

On Feb 11, 2026, at 5:46 PM, Rob Hargis

<robhargis2@gmail.com> wrote:

Alex,

Please excuse the occasional typos as I knock out notes/emails on my phone.

Here's some context of the current grade-C traffic on Braddock between Mt Vernon and E Myrtle. The good news is that only the cars are at risk of being hit by a pedestrian or a bike.

If this is the Grade-C that is our current status - and the same Grade-C we should expect after removing 8 turning lanes, I find it VERY hard to believe any bike or pedestrian is at risk of being injured by a vehicle any more that they are other stationary objects such as utility poles, signage, and fences.

This is 5:20 PM - "rush" (although no one appears able to rush anywhere). If safety is your goal and a C is your target, we are there.

Thanks again for getting the TIA or any other internal and external analysis assessing current state and post-project state as a Grade-C.

Greatly appreciated,
Rob

> On Feb 11, 2026, at 5:19 PM, Rob Hargis <robhargis2@gmail.com> wrote:
>
> Thanks you, Alex.
>
> And based on data and a traffic impact analysis (TIA) report, you or an outside third party determined that after the removal of the 8 turn lanes over 0.6 miles of Braddock between Mt. Vernon and Russell, the anticipated delays from stopped delivery and services vehicles, and owners backing or heading onto the drivable Braddock roadway from perpendicular driveways that simply based on timing changes along Braddock, that the intersection delays will REMAIN a grade-C as you've told residents?

That is amazing news. If true, I would offer that simply with timing changes, you could get to an A now, reducing congestion and carbon emissions from C-level congestion, reduce driver frustration * (as you've noted leads to impatient and therefore dangerous driving), and would make the corridor safer overall. IF you've had these numbers for some time, why hasn't the City already changed the timing to improve the flow? Delaying those easy timing changes would immediately improve the flow and safety, by your description, and lead to a more objective assessment than the artificial condition we now have.

Perhaps you/the City should improve the timing first - and then assess the throughput and safety.

If your project's goal is to remain a grade-C, you could even improve the timing AND reduce the posted speed - improving safety through yet ANOTHER mechanism and being less disruptive to the community.

(1) Could you please provide the analysis you/the City did to assess these low-cost, available now, alternatives and similar lower-impact/immediately-beneficial options?

(2) Please include the TIA that leads you and "us" to understand the grade is currently a C and that post-project as recommended by you, the flow remains a grade-C.

Should we FOIA this as well or can you get the information to us directly as you did the bike traffic for (only) Mt. Vernon to West?

Thanks again for your time and efforts on this,
Rob

> On Feb 11, 2026, at 4:52 PM, Alexandria Carroll <Alexandria.Carroll@alexandriava.gov> wrote:
>
> Hi Dana,
>
> Apologies for the slow reply. I believe you're talking about the intersection level of service, which is a measure of vehicle delay. The intersection of Braddock/Russell/West Alexandria performs at a C during the PM peak hours, on a scale of A-F, with A being best and F being worst. Here is a scale of what each grade means in terms of corresponding vehicle delay in seconds:
>
> <image001.png>
>
> Hope this helps. Please let me know if you have any more questions.
>
> Alex Carroll, AICP (she/her)
> Complete Streets Program Manager
> City of Alexandria, Virginia
> Department of Transportation & Environmental Services
> Office: 703.746.4408
> Cell: 703.213.8190
> alexandriava.gov
>
> -----Original Message-----
> From: Dana Lawhorne <danalawhorne@verizon.net>
> Sent: Thursday, February 5, 2026 9:18 PM
> To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>

Cc: Rob Hargis <robhargis2@gmail.com>
Subject: [EXTERNAL]Braddock Road Corridor Project

[You don't often get email from danalawhorne@verizon.net. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Hi Alex,
When you met with us back in the Fall on the corner of Russell and Braddock, you mentioned that the corridor was assigned a grade, as it relates to overall safety. Can you tell me again the grade it was given and what it means in the traffic engineering world.
Dana

_____
DISCLAIMER: This message was sent from outside the City of Alexandria email system. DO NOT CLICK any links or download attachments unless the contents are from a trusted source.

Members of the Traffic & Parking Board,

This is in reference to the proposed Braddock Road Corridor Project.

Support for Safety Improvements

I support all safety improvements for Braddock Road but not removing on-street parking, which isn't necessary to achieve the city's goals. Recent traffic data confirm safety can be improved with better crosswalks and signage, without eliminating parking or the shared bike lanes. There's no evidence that bicyclists are currently at risk. We can enhance safety without adversely impacting 52 homes, three churches, and a business.

Project Background and Crash Data Analysis

The city launched this transportation improvement initiative to enhance safety and accessibility along the Braddock corridor between Mt. Vernon and West Street, in response to the Virginia Department of Transportation's (VDOT) designation of this segment as a regional priority. Supporting evidence was provided by crash data, and there is broad agreement that this area warrants attention. Nonetheless, the city has broadened the scope of its justifications to Russel Road, even though VDOT did not identify the segment from Mt. Vernon to Russell as a priority or issue any explicit statements regarding it. A review of crash data shows that only six incidents occurred over an eight-year period between Mt. Vernon and Russell Road, compared to seventy-one incidents recorded between Russell and King Street during the same timeframe. Prioritizing improvements in areas where the data demonstrates a greater need would appear to be a more effective approach.

Bicycle Usage and Traffic Operations

During the Rosemont Citizens Association meeting, city staff reported that 100 bicyclists were observed on Braddock Road. This number prompted inquiries from residents residing along Braddock Road. Upon further investigation, it was determined that the data had been collected at the intersection of Braddock and West. We requested bicycle count data specifically for the segment of Braddock Road between Mt. Vernon and Russell. The results, provided on February 18, 2026, indicated that 8 bicyclists were recorded on this stretch.

According to city staff, the corridor currently holds a grade of C (on a scale of A-L), which indicates the road functions adequately. For this project, the city retained a consultant, the consultant's report can be reviewed on the city's website under the Project Development - Traffic Analysis Results section. As noted in their findings, under the Existing Conditions Operational Summary, "Traffic.conditions.on.Braddock.Road.and.at.most.intersections.were. generally.satisfactory.and.traffic.flow.was.unobstructed." The consultant confirms this stretch of road is not a problem¡

Proposed Changes and Concerns

The proposed plan would introduce protected bike lanes and reduce all Braddock Road intersections to a single lane, eliminating dedicated turn lanes. This change would force vehicles waiting to turn left to block others, increasing congestion on Braddock.
The city has not made their case that protected bike lanes are warranted or necessary. The consultant offered alternatives but those are not before you. In fairness to all residents, city staff should have provided you with other viable options. Their report before you creates the impression that protected bike lanes are the only solution.

Parking Restrictions and Neighborhood Comparisons

A recent request from the Northridge Civic Association seeks the implementation of an overnight parking restriction, citing a substantial influx of vehicles from the area utilizing their

neighborhood streets. Their petition highlights not only the inconvenience caused but also potential safety concerns for children and other community members. The petition further asserts that such a measure is necessary "to preserve the quality of life that residents value," emphasizing its role in safeguarding current residents and promoting the welfare of the broader community and **adjacent neighborhoods.** Furthermore, the document emphasizes the necessity of preserving the quality of life valued by residents. Recognizing concerns regarding parking availability, city staff conducted an analysis regarding existing parking spaces and driveway numbers. I agree with their request and encourage you to approve it.

City staff, upon review, noted that adequate parking is generally available and most homes possess driveways. Nevertheless, city staff have recommended approval of the request. Residents of Braddock Road are seeking to maintain their on-street parking. The city has presented two primary arguments against this request: first, that the neighborhood has sufficient parking availability, and second, that most homes include driveways. The circumstances are consistent across both neighborhoods, as residents in each wish to retain on-street parking. City staff assert that both areas offer ample parking options and driveways. It is unclear why these similar neighborhoods are not being addressed in the same manner.

Residential Parking and City Policy

Some argue that the ability to park in front of one's residence is not a municipal concern. However, the city enforces a three-hour parking restriction in Rosemont and city staff have approved an overnight parking restriction. In the 2018 Delray parking study, they recommended creating a new residential permit parking district to “discourage extended parking by non-residents.” These actions reflect the city's longstanding recognition of the value and significance of parking availability in residential areas. Being able to park in front of or near your home does matter.

As you consider this issue, please consider the City's policy outlined in The Complete Streets City Council Resolution 2621. It states, “Where feasible, the City of Alexandria will integrate Complete Streets infrastructure into existing public roadways to enhance safety and accessibility for all users. This shall be accomplished by constructing and improving the transportation network through a thorough evaluation process, **while minimizing adverse effects on adjacent neighborhoods**." Removing parking will have an adverse effect on our neighborhood.

Recommendations

I encourage you to thoughtfully evaluate the potential drawbacks of not approving the protected bike lanes. What would be the outcome if you did not approve protected bike lanes? In my opinion, there is no downside to it because existing data demonstrates that the current shared bike lanes are effective. There needs to be a balance, and I believe that both sides will achieve their desired outcome if you maintain the shared bike lanes situation. In addition to this, please consider lowering the speed limit to 20mph.

Conclusion

Please ensure consistent implementation of all laws, policies, and best practices citywide.

Thank you,

Dana Lawhorne
102 W. Alexandria Avenue
Alexandria, Va. 22301
2/22/26

From: daria pelech
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]In support of the Braddock Road corridor improvements
Date: Sunday, February 22, 2026 8:47:45 PM

You don't often get email from daria.pelech@gmail.com. Learn why this is important

Hi:
I am strongly for the proposed Braddock Road corridor improvements.

As a former resident of Rosemont and current resident of Del Ray, I frequently bike, run, and walk around Braddock Rd. I am a confident biker, having bike commuted for 15+ years, and an able-bodied runner and walker. However, the current Braddock Rd corridor feels unsafe and difficult to navigate, even though I am confident and generally undeterred by cars. The sidewalks are narrow, the crosswalks are inconvenient, and bike infrastructure is discontinuous. I have a strong memory of walking here on the way to the Braddock Rd station with my five-year-old niece and nephew; I remember being nervous for their safety with the narrow sidewalks and fast-moving traffic and glad that they were just visiting and I didn't need to walk my children down this road every day. I feel for those who need to do so.

It's regrettable that such a crucial transit hub for pedestrians and cyclists is so car centric. I am heartened by the traffic board's interest in improving the situation for Alexandria residents, and I encourage you to proceed.

Daria Pelech
404 E Del Ray Ave,
Alexandria, VA 22301

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From: Duffett, Darlene
To: TES-Traffic and Parking Board; Alyia Gaskins; Abdel Elnoubi; Jacinta Greene; John Chapman; Canek Aguirre; Sarah Bagley
Subject: [EXTERNAL]Braddock Road Plan
Date: Monday, February 23, 2026 2:40:50 PM

You don't often get email from darlene.duffett@corcoranmce.com. Learn why this is important

February 23, 2026

Darlene Duffett
115 West Alexandria Avenue
Alexandria, VA 22301

Dear Alexandria Traffic and Parking Board,

I am writing to formally oppose the City of Alexandria's Braddock Road Corridor "Safe Streets" plan as currently proposed.

I support safety improvements where they are needed. But this plan goes far beyond targeted safety upgrades and instead imposes sweeping changes that will significantly disrupt residents, damage neighborhood functionality, and create unintended consequences the City has not adequately addressed.

Parking Impacts and Spillover into Residential Streets

The total removal of on-street parking along this stretch of Braddock Road is not a minor inconvenience — it is a fundamental change to how this corridor functions for residents.

For many homes along Braddock Road, especially older properties without ample off-street parking, curbside parking is not optional. It is essential. Eliminating these spaces will inevitably push vehicles into adjacent side streets, increasing congestion on smaller residential roads that were never designed to absorb that volume. This creates:

- Reduced visibility at intersections
- Tighter turning radii for delivery trucks and emergency vehicles
- Increased conflict between neighbors competing for limited spaces
- A measurable decrease in day-to-day livability

Spillover parking also changes the character of side streets. What are currently quieter residential blocks will become overflow lots for a city infrastructure decision. That has real implications for property values. I can tell you first hand as a real estate agent that buyers evaluate parking availability heavily when choosing a home. When parking becomes unreliable, desirability for that neighborhood and street declines and values follow.

In addition, local institutions such as churches and small businesses rely on curbside parking. Removing it without viable alternatives shifts the burden onto neighborhoods and risks long-term economic consequences. We see this first hand when The Community Praise Center has services every Saturday morning. Really not fun to lug your groceries or Home Depot run 2 blocks in your arms.

Emergency Vehicle Access Concerns

Braddock Road is not just another local street. It is a major east-west corridor and a primary response route for fire and emergency services. Concerns have already been raised that narrowing travel lanes and adding fixed protected bike infrastructure could impede emergency vehicle access.

Equally concerning is the practical reality: if lanes are narrowed and parking is removed, there will be limited space for vehicles to pull aside and yield to approaching fire trucks or ambulances. We saw first hand in Rosemont years ago that seconds matter, and this will slow emergency response.

Traffic Flow and Daily Use

Braddock Road serves commuters, residents, delivery vehicles, service providers, and people coming to Del Ray and Old Town restaurants and shops. Reducing travel lanes and altering the corridor without clear, compelling data that congestion will not worsen is a gamble with daily quality of life. Increased congestion also increases emissions and driver frustration. This frustration will cause drivers to look to the side streets for faster options to get around Alexandria.

The Language and Framing of the Project

Another deeply concerning aspect of this proposal is the rhetoric surrounding it.

Terms such as “Safe Streets,” “Improvements Project,” and “Safe Routes to School” are emotionally persuasive. They imply that what exists today is inherently unsafe or deficient. That framing pressures residents into supporting the project out of fear or moral obligation rather than objective analysis. I would argue that the Del Ray Community Association vote was made by a bunch of people that heard the words, “safer streets” and bought in immediately. As in, who wants to argue against safer streets? BUT once homeowners are made aware of exactly what “safe streets” entails the vote is much stronger in opposition.

Available crash data does not support the narrative that Braddock Road is currently a high-danger corridor requiring dramatic intervention. When language suggests crisis without proportional evidence, it undermines trust, as we have seen in the neighbor’s comments and letters.

Safety is a shared priority. But labeling a corridor as “unsafe” without context can distort public perception and shut down reasonable debate. Residents who raise concerns are not anti-safety — they are asking for balanced, data-driven solutions.

A Better Path Forward

I urge the Board to reject the current design and require a more measured approach that:

- Preserves necessary on-street parking
- Protects residential side streets from spillover congestion
- Maintains full emergency access flexibility
- Uses clear, transparent data
- Removes emotionally charged branding
- Engages meaningfully with residents who will live with these impacts

Infrastructure decisions of this scale deserve careful calibration, and input from the neighbors that will be affected the most (and pay taxes) should truly be taken into account instead of steamrolled over.

I respectfully ask that you pause and reconsider the current proposal before moving forward with irreversible changes.

Thank you for your consideration.

Sincerely,
Darlene Duffett

Darlene Duffett
Realtor® | Licensed in VA, DC

c. 703.969.9015 | o. 703.286.1226
e. darlene.duffett@corcoranmce.com
109 South Pitt St. Alexandria, VA 22314
DarleneDuffettRealEstate.com

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From: ddtmagnolia@everyactioncustom.com on behalf of DeeDee Tostanoski
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Trail Access and Corridor Improvements
Date: Thursday, February 12, 2026 9:01:14 PM

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

Dear Board Members,

I write to express my support for the staff recommended design concept for the Braddock Road Trail Access and Corridor Improvements Project. The recommendations will provide the best biking and walking improvements for the corridor making Braddock Road safer for all users - people walking, biking, taking transit, and driving. Making this corridor safer and better connected improves access to the Braddock Road Metro, area trails, schools and other places in the community.

The removal of on-street parking lanes is justified given they are very underutilized and doing so makes room for the needed safety enhancements and rightly prioritizes the safety for everyone traveling the corridor.

These improvements support Alexandria's Mobility Plan and Vision Zero Action Plan.

This project is a chance to fix the dangerous conditions existing today and provide a more connected and safe corridor for everyone. I ask that you vote in favor of staff's recommended design and advance the safest set of options for Braddock Road.

Sincerely,
Ms. DeeDee Tostanoski
400 Madison St Alexandria, VA 22314-1772
ddtmagnolia@gmail.com

_____
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February 18, 2026

To: Members of the Traffic and Parking Board (trafficandparkingboard@alexandriava.gov)
CC: Alexandria Mayor and City Council Members (councilcomment@alexandriava.gov)

My name is Denise Gray and I am Rosemont resident at 18 E Linden Street, as well as a member of Good Shepherd Lutheran Church at100 W Luray Avenue. I am writing to express my opposition to the proposed bike lanes between Russell Road and Commonwealth Avenue.

I specifically want to address the unique and compelling reasons to not install protected bike lanes and remove parking on the section of West Braddock Road between Russell Road and Commonwealth Avenue.

I have attended two Rosemont Citizen Association meetings at Good Shepherd where our pews were packed with upset and very concerned residents. Due to illness, Mayor Gaskins was not able to attend the first meeting, but, at the second meeting, she did hear several objections about the current proposal before she had to leave for her next event.

Many legitimate concerns and compelling testimonials about the need to continue to provide parking options on Braddock Road were largely glossed over and dismissed by Alex Carroll, the Complete Streets Program Manager.

What is most upsetting to me is the overwhelming majority of attendees were left feeling that this decision has already been made and the solicitation of feedback from the immediate community is a necessary check-the-box meeting. I feel like we are shouting into the wind and our objections are not being taken seriously.

I am disappointed by the City's unwillingness to be creative in their problem solving and research alternative routes on less traveled adjacent streets to provide a safer option for cyclists.

Alex shared current parking and biker statistics that were difficult to accept. We asked that the studies be provided on the project site. As of the date of this letter, that has not occurred. I would like time to provide our own street parking photos and cyclist counts when the weather is warmer and the count would be relevant.

As a member of a vibrant, growing congregation that is deeply connected to community groups and relied upon by many, you are, quite frankly, cutting us off at the knees. We strive to exist peacefully and respectfully admidst a dense community. We do not have a parking

lot. You will effectively be pitting neighbor against neighbor, creating resentment if we have a large event and attendees take up all side street parking. This is not a hypothetical; parking is a challenge already.

We are not a Sunday-service-only church. We regularly open our doors and welcome large and small groups throughout the week. These groups do not have the resources to fulfill their mission within the community and incur rent expenses for a gathering place.

The solution to relocate the handicap parking space at Good Shepherd by creating sidewalk and installing curb cuts on Hancock Avenue and Luray Avenue puts an unreasonable strain on our disabled and elderly members or visitors. Moving the handicap parking spaces further from the entrance to our church unduly burdens the most vulnerable in our community.

In closing, I hope and pray that serious consideration will be given to the community's compelling opposition to the current proposal to install dedicated bike lanes and remove parking on both sides of West Braddock Road between Russell Road and Commonwealth Avenue.

Denise Gray
gray22301@gmail.com
571-216-2371

From: dianeandcats@verizon.net
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road
Date: Sunday, February 22, 2026 9:26:37 PM

You don't often get email from dianeandcats@verizon.net. Learn why this is important

Please do not remove parking spaces on Braddock Road between Russell and Commonwealth. They are needed by neighbors who live there and church congregations. Traffic decisions should be based on the collection of current data related to usage.

Sent from the all new AOL app for iOS

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From: Alexandria Carroll
To: TES-Traffic and Parking Board
Subject: FW: [EXTERNAL]Requesting Meeting or Opportunity to Discuss Braddock Road Plan
Date: Thursday, February 19, 2026 1:11:59 PM

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

From: Dan McMaster <Dan.McMaster@alexandriava.gov>
Sent: Thursday, February 19, 2026 1:08 PM
To: Don Niss <don_niss2@hotmail.com>
Subject: RE: [EXTERNAL]Requesting Meeting or Opportunity to Discuss Braddock Road Plan

Good afternoon, Mr. Niss,

Thanks for your email and your concern for the potential impacts to emergency vehicle operations in your area. It is important to have as many perspectives as possible when changes like this are considered.

Whenever a project of this type is proposed, TES representatives like Alex Carroll reach out to representatives of various city departments for discussions. The development of the *Safe Streets* guidelines was a years-long process in which each department was permitted input and consultation on the general guiding documents. In terms of specific projects like Braddock Rd., a designated project lead from TES works with each department to take the general planning principles and apply them to the existing infrastructure impacted by the proposed changes.

I can assure you that Alex Carroll and I have personally collaborated on multiple similar projects, and she is very cognizant and respectful of the needs of Fire and Police staff. We met multiple times on the Braddock Rd. project and will continue to work together as the approved plan is implemented. She has worked very hard to address our concerns in a very difficult area to do so. We are satisfied that the input from Fire has been accepted and that Alex will implement the plan in a way that meets our needs.

Because of the size and scope of these projects, and the large number of people

involved, city staff has been directed to allow the designated TES representative to be the one point of contact for residents with concerns. For this reason, I will have to respectfully direct you to her for any discussion of this proposed plan.

Thanks again for reaching out and for your concern for our operations.

Daniel McMaster
Deputy Fire Chief
Alexandria Fire Department
(571)733-6543

From: Don Niss <don_niss2@hotmail.com>
Sent: Wednesday, February 18, 2026 4:24 PM
To: Dan McMaster <Dan.McMaster@alexandriava.gov>
Subject: [EXTERNAL]Requesting Meeting or Opportunity to Discuss Braddock Road Plan

> You don't often get email from don_niss2@hotmail.com. Learn why this is important

Dear Deputy Chief McMaster,

I wanted to see if 1-2 of my neighbors and I might meet with you to discuss the Braddock Road Plan in advance of the Traffic and Parking Committee meeting Monday evening. I have carefully reviewed your letter to Alex Carroll and would appreciate the opportunity to clarify some of the concerns that you raise in the letter, preferably in person but virtual if necessary. I have twin 12-year old sons, one of whom with a chronic and potentially life-threatening illness, and share your concern whether the proposed project may not adequately "maintain the clearance for emergency vehicles to overtake and pass private vehicles."

I have been engaged with Ms. Carroll and her team, along with many of my neighbors, regarding concerns with the project as proposed. I am worried that the permanent bike lane barriers being proposed for Segments 2 and 3 (between Russell Rd and Commonwealth Ave and Commonwealth to Mount Vernon) as well as the removal of the left hand turn lanes at the Commonwealth and Russell intersections will worsen traffic and eliminate intuitive options for cars to move out of the way of emergency vehicles.

I have lived at 22 W Braddock Rd since 2010 when my wife and I moved in and have observed much of the traffic flow first-hand working from home since 2020. I have watched traffic worsen in the morning and evenings sometimes backing up the full length of the block. I

believe the only reason the back-ups have not been worse is because the left-hand turn lanes allow traffic going straight to continue without being stuck for one or more light cycles behind vehicles turning left.

When I and other neighbors raised questions regarding the installation of permanent bike lane barriers, T & ES stated that they expect vehicles to drive over the barriers to pull out of the way of emergency vehicles. We have expressed concern that this approach doesn't account for drivers naturally thinking it's a bad idea to drive their cars over barriers such as the stick barriers. I am unaware of other areas in Alexandria and Northern Virginia where drivers are expected to drive over bike lane barriers to allow emergency vehicles to pass. I fear this approach will create an even more difficult environment for emergency vehicles to reach emergencies within targeted response times given a reasonable hesitancy of drivers to drive over the barriers. Additionally, a physical bike lane (vs a painted one such as on Commonwealth Ave), removes the natural spots at the curb where vehicles can pull out of the traffic lane and allow emergency vehicles to pass.

Since a specific proposal is being brough before the Traffic and Parking Board next Monday evening, it would be helpful to understand your insights and concerns, as well as any possible alternatives that better ensure the ability of emergency vehicles to move along this part of Braddock Road. It is concerning that the proposed approach could put homes, businesses, schools and residents, like my son and neighbors, at unnecessary risk. Everyone engaged in the debate around this project wants to make Alexandria a safer place to live. My hope is to help ensure that the impact of any project on emergency vehicle response times is properly reflected in the debate.

In addition to my email, I can be reached at 202-746-1388. I appreciate your insights and the opportunity to discuss.

Thank you,
Don Niss

22 W Braddock Rd
Alexandria, VA
202-746-1388

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From: Don Niss
To: TES-Traffic and Parking Board
Cc: Alyia Gaskins; Abdel Elnoubi; Jacinta Greene; Jacinta Greene; Canek Aguirre; Sarah Bagley
Subject: [EXTERNAL]Fundamental Flaws with Braddock Road Proposal - Recommend Alternative Options Based on Berkley Austin Minneapolis Approaches
Date: Monday, February 23, 2026 4:58:25 PM

Some people who received this message don't often get email from don_niss2@hotmail.com. Learn why this is important

Dear Traffic Board Members,

Thank you for the opportunity to comment on this project. I have lived on Braddock with my wife and sons for 15 years. I am a long time and active bike rider and live on Braddock Rd so my feedback comes from that perspective. I am the father of twin 12 year-old boys - my wife and I have biked in this neighborhood with our sons riding on bike seats, trailer bikes and their own bikes in this neighborhood. We agree that Segment 1 of the project closest to the Braddock Road Metro makes a great deal of sense. However, we have actively used our bikes from Mount Vernon to Russell (Segment 2 and 3) without the need for bike lanes on Braddock Road. This is a sentiment that many of my neighbors who also ride in Alexandria share.

Our deep concern is that the proposal does not properly analyze the road usage by bikes, vehicles and emergency services to show how the demand for bike lanes from Mount Vernon Avenue to Russell Road justifies removing existing parking and turn lanes. It also does not evaluate secondary impacts and risks to slowing emergency service response times and increasing traffic overflow deeper into residential neighborhoods. It argues that the existing 4.8 million vehicles that transit this corridor will be less congested by reducing the available lanes by 50%. This defies physics and engineering; there is no amount of traffic signal adjustments that would expedite the volume of traffic passing through to overcome the removal of the traffic and turn lanes.

The main safety issue on Braddock isn't bike lanes - the issue is car and trucks that race between the Russell Road light to the Commonwealth Road light at high rates of speed (regularly 40-55 MPH). The neighborhood has regularly lobbied the previous Mayor, the Council and police to address the speeding, but emergency services has opposed measures to slow speeds stating that it is an emergency corridor. Furthermore, the proposal actually increases risks for pedestrians and bicyclists by forcing traffic off of main roads into cut throughs on residential streets recommended by Apple Maps and Waze.

The final proposal recommended is particularly frustrating as it does not reflect the significant opposition to the project by residents and other organizations in the impacted areas. The three items that TES suggests are examples of taking community input are substantively flawed. Keeping the direction of West Alexandria

Avenue one-way westbound merely rejects a proposal that had no safety justification in the first place. Relocating and augmenting the disability space at Good Shepherd Lutheran Church does not address the issue since there is no Americans with Disabilities (ADA) ramp on that side of the church which would require the funding and construction of a new ramp and would lengthen the distance from parking to the church entrance. Retaining about 160 feet of on-street parking on East Braddock Road has not been explained why further exemptions shouldn't be applied.

The surveys conducted by TES soliciting input from the community have confirmation bias and were designed in such a way to ensure a response that could ambiguously be interpreted to support the preferred option. The surveys and community sessions never presented less risky East-West options that do not involve Braddock Road. Cities such as Berkley, Austin and Minneapolis have used pilots around Bike Boulevard approaches that keep bike traffic away from higher risk roads rather than encouraging more bike-car interactions. A neighbor offered these examples for more information:

- https://berkeleyca.gov/city-services/getting-around/walking-biking-and-rolling/bike-boulevards
- https://www.austintexas.gov/page/neighborhood-bikeways-0
- https://sdg.minneapolismn.gov/design-guidance/bikeways/neighborhood-greenways-bicycle-boulevards

All of the city's bike plans are supposed to be data driven, but there is fundamental data that TES has not provided or has not clearly presented by each of the 3 segments to demonstrate demand for bike lanes. I participated in community meetings with city representatives 4 times to discuss this project and have asked for data on:

1. How many bicyclists use each of the 3 segments of the road?

TES has not shared data for current or future estimated bike usage, but the estimated usage is roughly 40 bicyclists per month from Mt Vernon to Russell – Segments 2 and 3. This is based on my observation working at home for 4 ½ of the last 6 years with input from other neighbors. The usage is likely higher in Segment 1 from Mt Vernon to Russell.

2. How many car accidents have there been on each of the 3 segments? How many have involved bikes?

The report cites that there has been 17 accidents in the proposed area between 2019 and 2023 but none have involved bicycles. This data is three years old.

3) How many emergency vehicles transit this corridor on a daily basis?

Neither the proposal nor the input from the Fire Department states how many runs

fire, ambulance and police make on the corridor. This is a critical piece of information considering the existing back-ups and traffic. The Fire Department has frequently cited the fact that Braddock is an emergency corridor when it has opposed measures to slow the speed of cars on Braddock Rd from the approach to the intersection at Russell through the intersection at Commonwealth. Vehicles frequently drive 20+ MPH over the speed limit in order to beat the light. The surrounding Brooks School community has raised the speed issue a number of times.

It's important to reiterate that roughly 390,000 vehicles transit this Braddock Rd corridor monthly. By removing the turn lanes at Commonwealth and Russell, the city would be funneling that same amount of traffic through 50% of the space. No number of signal changes will reduce the backups that already occur even with the turn lanes. Removing the turn lanes will make the back-ups worse. The roads are already backing up to a full block behind the light at rush hours. In addition, I would conservatively estimate that emergency vehicles take 40-60 trips through the corridor with sirens on per month, which does not include a significant number of non-emergency police, ambulance and fire trips.

Everyone here wants a safer community. There is a very legitimate debate whether the proposal clearly identifies sufficient benefits to residents while mitigating very real risks and secondary effects of the proposal or whether there are alternative options that need deeper analysis and consideration. Segment 1 of the proposal from Mount Vernon to West Street is a smart use of taxpayer resources. Segments 2 and 3 (Mount Vernon to Commonwealth) are not supported by the demand for bike lanes or the traffic engineering premises. These options must be scrapped completely or reformulated to look at options that do not increase risky bike vehicle interactions.

Thank you for your consideration.

Don Niss

Braddock Road

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From: Donna Gayles
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Vitally Important Parking for Community Praise Church
Date: Monday, February 23, 2026 1:47:52 PM

You don't often get email from donnargayles@gmail.com. Learn why this is important

To the City of Alexandria Traffic & Parking Board,

My name is Donna R. Gayles, and while I am a resident of Falls Church, I am a longstanding member of Community Praise Church in Alexandria. I am writing in strong support of maintaining accessible and adequate street parking around Russell Road, Braddock Road, and the surrounding community streets.

Community Praise Church draws individuals and families from across the region, including neighboring cities and states because of the welcoming environment, community-centered programming, and the consistent support we offer to people at every stage of life. Many of our attendees travel significant distances to be part of this community, which makes reliable, nearby parking not simply a convenience but a practical necessity.

A significant portion of our congregation includes seniors, individuals with mobility challenges, and families with young children. For many of them, walking extended distances is difficult or even prohibitive. Any reduction in accessible street parking would deeply affect their ability to participate in worship services, community programs, and the support networks that our church provides.

CPC is committed to being a positive presence in Alexandria, a place of service, stability, and community uplift. I invite you to visit and spend time with us but also I respectfully ask the Board to take into full consideration the wide regional draw of our church, the diverse mobility needs of our members, and the essential role accessible parking plays in ensuring that all who wish to attend can do so safely and with dignity.

Thank you for your time, your thoughtful review, and your commitment to

serving the Alexandria community.

Sincerely,

Donna R. Gayles

Community Praise Church Member

Falls Church, VA

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From: Dwight Horkheimer
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Corridor Project - DO NOT Approve
Date: Thursday, February 19, 2026 12:14:07 PM

You don't often get email from dwight.horkheimer@icloud.com. Learn why this is important

Hello,

I have reviewed the City of Alexandria website on the Braddock Road Corridor Project, which was only recently updated with information after Alex Carroll attended the Rosemont Citizens Association meeting that the local Lutheran Church.

I spoke with Alex Carroll that evening and stated my opposition to the project. Only after that meeting a few weeks ago was the city website updated with some limited studies and staff analysis of the project, along with their recommendation.

After reviewing the project webpage again, I DO NOT find any studies or information on current Bike usage of the bike lanes that currently exist on Braddock Road.

Can you please provide me with current Bike usage on Braddock Road at any time over the past year?

More importantly, I am requesting that you vote NO and DO NOT approve the project!

Thank you,
Dwight Horkheimer

Dwight J. Horkheimer
306 East Braddock Road
Alexandria, VA 22301
cell: 703-839-3200

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From: Dwight Horkheimer
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Corridor Improvements Project - VOTE NO!!
Date: Thursday, February 19, 2026 12:08:48 PM

You don't often get email from dhorkheimer@gmail.com. Learn why this is important

Hello,

It is my understanding that the Traffic and Parking Board will meet next Tuesday, February 23rd to discuss and vote on the Braddock Road Corridor Improvements Project.

I am a resident on Braddock Road and am OPPOSED to the project.

I am requesting that you vote NO and DO NOT approve the project!

Thank you,
Dwight Horkheimer

Dwight J. Horkheimer
306 East Braddock Road
Alexandria, VA 22301
cell: 703-839-3200

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From: Dwight Horkheimer
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Corridor Improvements Project
Date: Thursday, February 19, 2026 11:57:33 AM

You don't often get email from dhorkheimer@gmail.com. Learn why this is important

Hello,

I have reviewed the Braddock Road Corridor Improvements Project web page, however, I cannot find the study on current bike usage of the bike lanes on Braddock Road.

I found a limited study on parking usage on Braddock Road, however, I do not find any studies or information about bike usage on Braddock Road, at any time over the past year, .

Can you please forward to me that study and information ASAP?

Thank you,
Dwight Horkheimer
306 E Braddock Rd

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From: Dwight Horkheimer
To: TES-Traffic and Parking Board
Cc: Alexandria Carroll
Subject: [EXTERNAL]Braddock Road Corridor Project - DO NOT Approve!
Date: Thursday, February 19, 2026 12:48:11 PM

You don't often get email from dwight.horkheimer@icloud.com. Learn why this is important

Hello traffic and parking board,

I attended the Rosemont Citizens Association meeting when the Mayor spoke. However, she did not state her position on the project, only that it would be placed before the Traffic and Parking Board and that project manager Alex Carroll would be discussing the project at the meeting.

I also spoke with Alex Carroll that evening and stated my concern that none of the residents along the project route were directly contacted for input. Not one resident received a piece of mail about the project. Only flyers, press releases and postings on street signs were used as community outreach. She stated that, "they could have done a better job."

Alex directed me to the project website and suggested I provide an email for updates. I said the city sends me regular US Mail including property tax notices, etc. and a copy of the flyer and/or notice about the project via US Mail would be a good form of community outreach. I received a followup email from Alex, which provided this email address.

Only after the RCA meeting was the city website updated with some limited studies and staff analysis of the project, along with staff recommendation.

After reviewing the project webpage again, I DO NOT find any studies or information on Bike usage of the bike lanes that currently exist on Braddock Road. A limited study on parking usage and a complicated report on accidents was added, but I do not find any studies or information about bikes.

Can you please provide me with information for current Bike usage on Braddock Road at any time over the past year?

More importantly, I am requesting that you vote NO and DO NOT approve the project when it comes before you!

Thank you,
Dwight Horkheimer

Dwight J. Horkheimer
306 East Braddock Road
Alexandria, VA 22301
phn: 703-683-4479
cell: 703-839-3200
email: dwight.horkheimer@icloud.com

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From: Eileen Egan
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]comments on the Braddock Road Corridor project
Date: Saturday, February 21, 2026 10:09:15 AM

You don't often get email from potterindc@yahoo.com. Learn why this is important

Good morning,

Thank you for allowing comments by email in advance of the Feb. 23 public hearing. I hope to attend via zoom, but I may not be able to. I care about this project, so I appreciate the opportunities for continued input. I've had longstanding concerns that the citizens association of which my neighborhood is a part does not represent my views, so I hope to be a quiet voice on the topic of biking one more time.

My husband and I have lived here for ten years, we are longtime cyclists, we own a car, we live on a street immediately off of Braddock Road, and we are less than a mile from the intersection of Braddock and Russell. This community is our home -- I have a very small business here in addition to my day job; I've served as an election officer for Alx city the last four elections; and my husband used to volunteer for Higher Achievement. We are not passing through, and we live close to the Corridor project.

Please do consider increased bike lanes on Braddock Road. I bike and drive regularly on Braddock Road. I use both means of transportation for both work/business commuting and for pleasure/errands/events. I am not concerned if my car trips on Braddock will be a little slower; that would be fine. I don't personally see the need for as much parking as exists on Braddock right now, so I would not be upset by parking removal from it. I would also love more bike lanes on Braddock, and we will use them enthusiastically and gratefully if they come. They would make biking safer and more welcoming on a road on which cars regularly speed. If it would be useful to have my husband give feedback (which will likely be similar to mine) separately, he can as well. I guess these are all opinions that will be hotly debated on the 23rd, and I'm grateful the discussions are being had, however they turn out.

Thanks for reading/listening!
Eileen Egan

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From: Eldon Boes
To: Sheila McGraw
Subject: [EXTERNAL]Braddock Road Corridor Improvements project
Date: Sunday, February 22, 2026 2:35:27 PM

You don't often get email from ecboes17@gmail.com. Learn why this is important

Dear Traffic and Parking Board members,

I'm a 35 year resident of Alexandria. I have used my bicycle as my primary mode of local transportation for over 60 years. While I've never had a collision with a motorized vehicle in all that time, cycling safely is not at all easy. I have mapped out what I consider to be fairly safe routes all over Alexandria, including routes from my home in Old Town to all of the schools where I frequently volunteer to help teach BITS (Bicycling in the Schools) classes.

I strongly advocate for expanded cycling as a clean and healthy mode of transportation. I want my Alexandria neighbors to be able to ride safely, including school children as they learn and grow into adulthood. The most common objection I hear is that it's not safe. Alexandria has been moving slowly towards addressing that. The most recent success story is installation of the separated bike lanes on Mill Road. Although only about 2/3 mile long, that project made a critical improvement to a major east-west route for Alexandria cycling.

The Braddock Road Corridor project offers a similar opportunity to improve the safety of a key link in one of Alexandria's cycling routes. Quite a few cyclists use that corridor from West Street to Russell Road, and many more will do so if we make it safer. While cycling it recently, I noticed that most residents along that stretch of Braddock already have access to off-street parking.

I would also point out that the newly-formed BrooksBikeBus rides a piece of that corridor as it passes under the Rail Overpass. The BBB rides the narrow sidewalk. We need to give that BBB a safer alternative.

Thank you for what you do for Alexandria.

Sincerely,
Eldon Boes

--
Eldon Boes
Alexandria VA
703-217-1850
ecboes17@gmail.com

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From: Elena Hutchison
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Bike Lanes
Date: Monday, February 23, 2026 2:31:40 PM

You don't often get email from ecaudle@gmail.com. Learn why this is important

Dear Traffic and Parking Board Members,

You've already received a letter I drafted in my capacity as the Vice President of the DRCA supporting the Braddock Road Corridor Improvements project, and I don't want to belabor those points. But I also wanted to write in my personal capacity and share my excitement about these bike lanes as a mother, cyclist, and pedestrian (and driver!) who passes through this area frequently. We are hearing a lot of discourse about the idea that no one could possibly support this project, and since I do, I thought it was important you hear from me as well.

As someone who rides a bike, often with my daughter on the back, I wouldn't ride on Braddock today. I actively avoid it. Sometimes I've ridden miles out of our way to avoid using sharrows in the street—which studies show make bikes less safe, not more safe. The addition of these protected lanes would create an important east-west connector that I actually would use. If you build it, we will come.

I'm particularly excited about the elegant design of the two-way bike lane near the Potomac Yard Trail. Today, if you're riding from that trail toward the metro station, all your choices are bad: ride backwards in the existing bike lane, navigate a narrow sidewalk with obstructions from the overhead train tracks, or cross to the 7-Eleven side (where the bike lane is often blocked by delivery vehicles), only to cross back again to reach the metro. This design finally creates a safe, logical connection between that heavily-used trail and the metro station.

After watching city staff engage with our community for nearly a year, I'm convinced this design represents a rare win-win-win. We dramatically improve safety for people walking and biking—including middle schoolers and metro commuters navigating one of VDOT's identified danger zones. We accomplish this without adding a single second to vehicle travel times, which is frankly miraculous. Yes, we lose some on-street parking spaces, and that is a real loss for some neighbors. But when weighed against the gains—protected bike infrastructure that people will actually use, safer driveways for Braddock residents due to improved visibility, and a street where families like mine will finally feel safe riding—that is a small price to pay.

City staff did a great job engaging with our community to find this thoughtful, data-driven compromise, and I urge you to support it.

Sincerely,

Elena Hutchison
Del Ray Resident

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source.

From: Elisabeth Peebles
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support Item 9 - Staff Recommendation on Braddock Road
Date: Monday, February 23, 2026 12:11:25 PM

You don't often get email from bethpeebles@gmail.com. Learn why this is important

Thank you for your hard work making Alexandria a better place!

I am writing to support staff's recommendations for Braddock Road.

Safe, comfortable bike and pedestrian infrastructure in essential in our city. Most people bike or walk at some point in moving around our city. Many people (including myself and family) would do it more with better and safer infrastructure. City residents continually elect folks to Council that support these safety measures.

The planned changes on Braddock Road is an essential part of our developing network, and is especially critical as a direct connection to Metro. Occasionally I would pick my oldest up from middle school at GW. That area is in desperate need of safety upgrades for the benefit of the wide variety of people that use that space.

While this project will cause some inconvenience to a small number of residents, I believe the benefit of a connected safe streets network to both adjacent residents themselves and the full city far outweighs the downside of having to park your second car around the corner sometimes. It is okay for a small group to be inconvenienced for the betterment of the whole.

Please support staff's recommendation.

Thank you.

Sincerely,
Elisabeth Peebles

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From: Elizabeth Scheland
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road "Improvement" Plan
Date: Monday, February 23, 2026 12:52:09 PM

You don't often get email from schelandfamily@gmail.com. Learn why this is important

As residents of Rosemont, we are opposed to removing parking along Braddock Road between Russell Road and Mount Vernon Ave. We support bike riders in Alexandria (we are among them), and we want painted designations on the road for bikers.

We oppose removing any left hand turn lanes on Braddock Road or the right turn lane at Braddock Road and Russell Road. Removing left turn lanes will only create more traffic back ups and road rage.

,
We realize many people driving through Rosemont do not live here. However, we do and wish to keep our residential streets from becoming thoroughfares.

Thank you,
Elizabeth & Mark Scheland
18 West Myrtle Street
Alexandria, VA 22301.

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From: Elizabeth Hickey
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]In support of the Braddock Road Bike Lanes
Date: Thursday, February 19, 2026 10:07:28 PM

You don't often get email from thinkermom@gmail.com. Learn why this is important

Hello,

I am an 11-year resident of Rosemont (4 E Linden) and a member of Good Shepherd Lutheran Church. I participated in the plan options survey a few months ago and support the protected bike lanes even though the church will lose its ADA parking on Braddock. I believe that the church can adapt to the ADA parking on the side streets, but I am in the minority about that at the church. If a few of the bike lane posts could be removed right in front of the already-existing ADA curb cut on Braddock at the church, then on Sunday mornings (very little traffic) our mobility-challenged could be dropped off, walk across the bike lane, and right up the already-existing ramp. Others could park on the side street and walk to the ramp.

I believe in and support the overall city goal of balancing alternative transportation methods with the ever-present automobile. We must become more bike-friendly in order to reduce traffic and the ever-growing pressure for more parking. Personally, I feel trapped in my home at 4 E Linden St from 3:30-6:30 each day as traffic lines up and horns honk and everyone gets frustrated. If we had safer bike routes I believe that some of those cars would come off the road and perhaps use the bike lanes and mass transit like the buses and Metro at Braddock Station.

Thank you for your consideration.
Elizabeth Hickey
4 E Linden St., Alexandria, VA 22301

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From: Emilie Neulen
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Comment on Braddock Road Corridor Improvements
Date: Sunday, February 22, 2026 2:44:33 PM

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

Hello! My name is Emilie Smith. I love in Alexandria, near Braddock Road and I wanted to share my support of the Braddock Road Corridor Improvements. My husband and I frequently travel along Braddock Road, whether on foot, by bike, or walking with our dogs. The safety of Braddock Road is very important to me and I also find it very important that we all get to walk and bike more on these roads. It would be amazing to make the city even more traversable by transportation methods that aren't just cars, because it's better for all of us because we all move more and connect more with our neighbors.

My husband has had experiences biking on Braddock, on the portion where there is no dedicated bike lanes, and some drivers will get mad at him and yell at him for sharing the road when it is perfectly legal to. Additionally, adding more bike lanes will make it safer for children to move about as well.

I know that there is some negative feedback about the parking situation coming from some neighbors, but we often notice how little parking is actually utilized on Braddock Road. I truly believe that these negative opinions of the project are not the majority and there is still a lot of parking in the streets connected to Braddock Road where people can park instead. I don't think we need to keep the parking spots on Braddock Road. Also, if we make it easier and safer for people to take other forms of transport, then people may feel encouraged to not have multiple cars per family and there may also not be as much demand for parking. I think it is important we prioritize the health and safety of everyone, and I would love to one day bike safely to the Potomac Yard trail with my family without worrying that they are in danger.

Thank you for considering my comment!

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From: Eric Spiegel
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support Item 9 - Staff Recommendation on Braddock Road
Date: Monday, February 23, 2026 11:30:05 AM

You don't often get email from eric.spiegel@gmail.com. Learn why this is important

Dear Traffic & Parking Board:

I'm a resident of E Braddock Road and I fully support the staff's recommendation for improving the Braddock Road corridor. Safety for pedestrians, cyclists, and drivers is of utmost importance and these improvements will aide in that. I think losing a few parking spaces along this route is a fine compromise if it means slower drivers, better cyclist protections, and safer pedestrian crossings. I rarely cycle in the city because of how unsafe it feels riding alongside cars on busy roads. Adding protected bike lanes will both encourage me and my fellow community members to reconsider adding cycling as a transportation option. Please support staff's recommendation.

Ad astra,

Eric Spiegel

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From: Fernando Gracia
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Comment from resident: Braddock Road Trail Access and Corridor Improvements project
Date: Monday, February 23, 2026 11:22:52 AM

You don't often get email from fernando.gracia719@gmail.com. Learn why this is important

Good morning,

I am a resident in Alexandria (802 Janneys Lane), and I am writing in support of the recommended plan for this proposed project. We have family and friends that we frequently visit in Del Ray and the issues that this project will help resolve are things we encounter every time we walk or bike to Del Ray or to other parts of the city that are on eastern side of Del Ray. I am specifically talking about the following listed improvements that will make me and my family feel safer when traveling on foot or on a bicycle:

- Safer crosswalks at intersections and near the Metro through shorter crossing distances and improved visibility
- A two-way bike lane connecting the Potomac Yard Trail, the Metro Linear Trail, and Braddock Road Metro Station
- New bike lane connections on Commonwealth Avenue as it intersects Braddock Road
- Continuous bike lanes between West Street and Russell Road, filling a gap in the City's bicycle network
- Removal of on-street parking on Braddock Road between Russell Road and Mount Vernon Avenue and on Commonwealth Avenue between Braddock Road and Spring Street*
  - *Note: Disability parking will be relocated to provide continued ADA access
- Reduced travel lanes on Braddock Road between Mount Vernon Avenue and West Street to accommodate safety and access improvements

I hope the proposed plan is adopted and we see these improvements implemented as quickly as possible!

Fernando Gracia
802 Janneys Lane, Alexandria VA 22302

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From: rjpfoley@aol.com
To: TES-Traffic and Parking Board
Cc: Alexandria Carroll
Subject: [EXTERNAL]Foley Comments re Braddock
Date: Wednesday, February 18, 2026 2:52:13 PM

You don't often get email from rjpfoley@aol.com. Learn why this is important

1 . As turn lanes, esp. left turn lanes are removed, please explain how the traffic light signals will be updated such that left turners are not holding up the go straight people - this works well so far on Russell Road at Braddock where the configuration lets all left and straight in each direction have there own light cycle for a good amount of time.
most drivers seem to be use to this set-up

2. Please add signs such that cyclists and scooter riders KNOW that they must stop on the red light in their direction of travel - none of this go ahead if it seems OK yet cars must wait for green light

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From: fran.vogel@verizon.net
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Comments regarding the Braddock Road Corridor Project
Date: Monday, February 23, 2026 10:03:05 AM
Importance: High

You don't often get email from fran.vogel@verizon.net. Learn why this is important

Dear Chair Tucker and Members of the Board:

As a concerned resident and taxpayer, I am writing to express my opposition to the Braddock Road Corridor Improvement Project as currently outlined in the city's project materials. While I fully support targeted safety improvements where data demonstrates a clear need, I am not convinced that the scope of this proposal reflects such evidence.

Braddock Road is a primary east–west corridor for residents traveling to and from Old Town. Reducing vehicular capacity along this route will inevitably increase congestion, particularly during peak hours when many are commuting, attending events, or transporting children to activities.

The project, as proposed, extends far beyond the area where safety concerns have been identified. Expanding the scope westward to Russell Road and removing approximately 97 on-street parking spaces used by residents and the four churches along this stretch constitutes an unnecessary overreach.

The city should instead focus on the documented safety issues between Mt. Vernon Avenue and North West Street. Improvements such as enhanced crosswalks, pedestrian signals, and other proven measures are widely supported and would meaningfully address safety without eliminating parking or turn lanes.

For these reasons, I respectfully urge the city to reduce the scope of this project to the segment between Mt. Vernon Avenue and North West Street and to prioritize targeted pedestrian safety enhancements rather than broad roadway changes that lack supporting data.

Thank-you for your consideration,

Fran Vogel
41 N. Earley Street
Alexandria, VA 22304

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From: Frank Fannon
To: TES-Traffic and Parking Board
Cc: frank fannon
Subject: re: Traffic and Parking Board Meeting – Monday, February 23
Date: Monday, February 23, 2026 2:23:33 PM

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

Thanks for your service on the traffic and parking board.

Please pursue staff recommendations to make adjustments between West Street and Commonwealth Avenue. I drive through that area regularly and it is definitely a pedestrian hazzard and tight driving.

We live in a city where we have an urban culture and a suburban culture that are overlapping more year after year.

I suggest no removal of parking spots between Commonwealth Avenue and Russell Road. We need to have as many places for parking cars in our city as possible.

There has not been extreme safety hazards between Commonwealth and Russell on Braddock Road. There is room on the streets for the few bikes that go down Braddock Road to share with the cars.

Thanks for your service and look forward to you improving the stretch between West Street and Commonwealth Avenue.

Frank Fannon
Former member Alexandria City Council.
703-861-1864

Sent from my iPhone

From:	Gail
To:	TES-Traffic and Parking Board; Alyia Gaskins; Abdel Elnoubi; Jacinta Greene; John Chapman; Canek Aguirre; Sarah Bagley
Subject:	[EXTERNAL]Braddock Road "Improvement" plan
Date:	Monday, February 23, 2026 11:59:33 AM

You don't often get email from gailkgordon@gmail.com. Learn why this is important

To city council and the traffic and parking board:

I don't live on Braddock Road, but I write in defense of the people who do. Before you vote to limit parking for families without driveways whose homes are on Braddack, I challenge you to do the following:

Using only a bike or public transportation, you must: drop kids ar different schools and get to work by nine, in business clothing and high heels, without sweating or being rained on, then get home from work and to daycare by 6 PM to avoid a late fee, then drop one kid at a sports practice and the other kid at dance or music lessons, then pick up both within the hour, and in the meantime go to the grocery store and dry cleaner and carry all that stuff home. by yourself, with a baby too.

If you can't do that or are unwilling to even try, then you will be a raging hypocrite and misogynist if you continue to support bike lanes for a handful or people over the daily lives of residents.

You have been called out.

Gail Gordon

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From: Garry Malphrus
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road parking
Date: Saturday, February 21, 2026 6:22:03 PM

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

Hello. I am writing to strongly oppose any plan that would eliminate the existing street parking on either side of Braddock Road. I heard there was a City study that said that the spaces were rarely utilized. However I know from personal experience living in the 300 Block of Braddock Road that the study was flawed. Those spots are utilized often by residents as well as staff and patrons of Lena's Restaurant.

My partner and I often park there to avoid parking on a side street. Our dog is elderly and cannot walk far. There are many homes on Braddock Road without close or even any parking on side streets.

We do not think the area is unsafe for walking and we often walk to the metro. Bicycle traffic in the area from our experience is relatively small and does not justify the major disruption that loosing the parking would cause.

We appreciate your consideration.

Garry Malphrus
David Jones
304 East Braddock Road
Alexandria VA 22301

_____
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From: Rod Parish III
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Input to the Proposed Safety Improvements along Braddock Road
Date: Monday, February 16, 2026 5:04:04 PM

You don't often get email from grodp51@gmail.com. Learn why this is important

Thank you so much for the opportunity to provide input to the critical safety improvements that you have proposed. I have been a resident of Alexandria since1984, and my wife and I have experienced first-hand the challenges of safely riding our bicycles. Specifically, when we ride from our house on Summers Drive to work or for regular exercise virtually every day of the year, our path takes us across Russell Road and onto W Spring Street. The danger really starts at the intersection of W. Spring and Commonwealth Ave. The cars parked near there on the west side of Commonwealth create a "massive blind spot" for anyone attempting to use that intersection - whether on a bicycle or in a vehicle. I agree that creating bike lanes and restricting parking in that area will offer better safety for all users.

I also agree that bike lanes on Braddock all the way to the metro are absolutely essential for safety.

Safety, not parking, should be the #1 priority on our streets. No one's life should be subservient to parking convenience.

Respectfully,
George Parish

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February 13, 2026

Dear Members of the Traffic and Parking Board:

We are members of the Good Shepherd Lutheran Church located at 100 West Luray Avenue. Good Shepherd has been a vibrant presence in the Rosemont neighborhood since 1945. The church has a handicap accessible entrance and ADA-required disability parking space located on Braddock Road. All parking for the church is on Braddock Road, Luray Avenue, and Hancock Avenue. We write in opposition to the City of Alexandria staff proposals for the Braddock Road Corridor Improvements Project, which is on the agenda for your February 23 meeting.

Our congregation of about 200 members welcomes all in worship, fellowship, learning, and service, and believes in making maximum use of our building for congregation and community. The ability to continue to maintain that sense of welcome and community will be adversely affected by the elimination of parking on Braddock Road and relocation of the church's handicap parking.

Continued Need for Parking on Braddock Road

The need for parking is not limited to Sunday worship services or church members. The church building is used by the congregation and members of the Alexandria community for worship, fellowship, service events, and meetings. Congregation activities take place throughout the week and at various times of day and night. Good Shepherd Lutheran Church members and visitors come not only from the City of Alexandria but also Arlington County, Fairfax County, the District of Columbia, and beyond, most by car. Street parking on Braddock Road is shared with the surrounding residences. For example, for a funeral held at Good Shepherd on January 2, 2026, every parking space was filled on both sides of Braddock Road, Luray Avenue, Hancock Avenue, and further-surrounding streets. Several mourners arrived at the church late because they were unable to find parking.

Good Shepherd Lutheran Church also serves as a regular meeting place for numerous community organizations, including:

- The Alexandria Choral Society & Children's Chorus
- Encore Creativity for Older Adults
- Rosemont Citizens Association
- ALIVE! Furniture Committee
- Friends of Guest House
- Symphony Orchestra of Northern Virginia (SONOVA)
- 12-step recovery groups
- A community meditation group
- INOVA blood drives (which also require parking for Blood Mobiles and equipment delivery)

These groups meet on weekdays, evenings, and weekends. Several have indicated that they would no longer be able to use the church if parking on Braddock Road were removed. In a city that values community engagement, the continued viability of such meeting spaces should be a priority.

Relocation of ADA-required Disability Parking

City staff propose to adopt Option 1B for the segment of Braddock Road between Russell Road and Commonwealth Avenue. This option removes parking on both sides of Braddock Road, including the disability parking space located adjacent to the handicap-accessible entrance to Good Shepherd Lutheran

Church. The staff proposal includes a footnote stating only that "Disability parking will be relocated to provide continued ADA access" without further explanation. It is our understanding, based on the Recommended Design Concept graphic on the project web site, that staff propose to relocate the parking space to Hancock Avenue and add another space on Luray Avenue.

This relocation would significantly increase the distance to the church accessible entrance for mobility challenged members and visitors from the current 56 feet to 125 feet (Hancock) to 170 feet (Luray). It would also require installation of a new sidewalk with curb cuts on Hancock Avenue, where no sidewalk currently exists. The proposal provides no information about the cost, timeline, or sequencing of this ADA-required work, nor does is specify whether the existing disability parking space would remain in place until the replacement space and sidewalk are completed.

Solving a problem that is not apparent.

Per your own *2023 Resident Transportation Needs Assessment*, page 13, **50% of residents** explicitly stated: "I do not want to use a bicycle as a means of transportation." In addition, on page 5, it states that **80% of residents** effectively never use a bike (75% "Never" and 5% "One Time"). We are trying to solve a problem that 50% say they do not care about and ignore the 73% of citizens who drive daily.
Vision Zero requires data-driven interventions. There is no crash history on this block to justify such a radical intervention. Between 2017 and 2025, there were **zero** reported bicycle accidents on the segment between Russell Road and the Railroad tracks (*City of Alexandria Vision Zero Crash Dashboard* (via Community Research Analysis).)

While the proposed improvements purport to "make it easier, safer, and more comfortable for people walking, biking, and scootering to get to/from the Metro Station, GW Middle School, the Potomac Yard Trail, the Metro Linear Trail, Old Town, Del Ray, Potomac Yard, and nearby businesses". That objective is being advanced at the expense of the needs of the community and the mission and access to a long-established house of worship and community meeting place. For these reasons, we respectfully urge the Board to weigh the expressed views of the affected community and reject the staff recommendations to remove parking on Braddock Road.

Respectfully submitted,

The undersigned members of Good Shepherd Lutheran Church

Brent Westhaven

Name	Address	Email	Phone
Carrie Pitts	2437 Windbreak Dr	Vicarcarrie@stlutheran.net	571-399-5519
Ann Stone	522 Winterwren Dr Alex.	aews@aol.com	7034471404
Sherell Sterling	16 W. Custis Ave	sherrysterling@yahoo.com	703-683-2583
Chris Hoeffner	285 S. Hudson St	choeffe@unich.edu	703-732-2595
Wendell Anderson	4951 Brimmerpark dr	Wanderson4951@verizon.net	707-212-8177
[illegible]	6419 B[illegible] St Alexandria	jmsethbattle@gmail.com	202-459-8491
Susan Cottrell	3424 Sharon Chapel Ct.	bgtep@aol.com	703 203 6635
Karen Madigan	3315 Wyndham Circle Alex. 22310	karenmdgn@gmail.com	703-998-1412
Marlene Koenig	6943 Mary Cleaves Circle	marlenekoenig@cox.net	703 981-0723
Elizabeth Gearhart	620 N. Fayette Apt 304 Alexandria, VA 22314	eliz.gear23@gmail.com	843-513-8234
Jenna Wirkus	620 N Fayette St Apt 304 Alexandria, VA 22314	jlwirkus@gmail.com	414-460-8018
Barbara Tomlinson	1012 Vernon St. Alex. VA 22314	babsabc123@gmail.com	703-836-5968
Mary Lee Sold	3600 Fenwick Rd Alexandria VA 22308	marylee5ld@gmail.com	703-765-2458
Charlotte Hicks	6602 Potomac Ave. Alexandria 22307	iemkgs08@gmail.com	
Fran Golden	13725 Langham Dr. Oak City	fran.m.golden@gmail.com	703)590-9848
Nicole Thompson	511 Fairmile Rd Alexandria va 22305	nicolem26@gmail.com	
Catherine Pickell	4120 Duke St Alexandria VA 22304		
NAVIN HINGARAU	416 W. TIMBER BRANCH ALEXANDRIA 22302		858-344-8313
Peggy Brockmann	3 Carriage House Cir.	22304	peggy.brockmann@gmail.com
Charles Stumpf	5524 Gary Ave	22311	540-421-1992
Michael Wolff	8519 Blue Red Woods Ct. Burton, VA		mtwolff@cox.net
Guy Niemann	1123 Colonial Ave	22314 guyniemann@yahoo.com	727-641-0320

Name	Address	Email	Phone
Cdbx Arends	1123 Colonial Ave	arendse@hotmail.com	701-330-3184
Anna Anderson	4951 Brenman Park Dr Alex	pastor_anna2222@hotmail.com	703 412 8177
Scott Baker	5219 Keenan Ln Alex VA	Bakers3@aol.com	703-553-4018
Olivia Brandt	640 John Carlyle St. Unit308	oliviambrandt@gmail.com	818-314-7727
Cheryl Malloy	516 Fontaine St Alexandria, VA	cpmalloy72@gmail.com	703-548-9571
Robbie Morris	1302 Gahent Rd Alex VA 22308	MorrisVa@aol.com	703-447-3122
Sonja Rasoni	Apt 322 7418 Spring Village Dr. Springfield, VA 22150		
Michele Parker	8W. Uhler Ave, Alex 22301	michelleparker62@gmail.com	
Denise Elfes	309 Yoakum Pkwy #309 Alexa	DyElfes@gmail.com	571-212-3114
Denise Gray	18 E Linden Str Alex VA 22301	gray22301@gmail	571-216-2371

From: Grit Cooper
To: TES-Traffic and Parking Board
Cc: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Braddock Road proposal - OPPOSED to removal of parking
Date: Thursday, February 19, 2026 4:28:54 PM

You don't often get email from gritc@yahoo.com. Learn why this is important

Dear Members of the Board and Council:

I live on East Braddock Road for 27 years.

I write to **oppose** the parking removal on Braddock Road. My objection is not based on resistance to change, but on a careful review of the City's own data. This proposal appears to be a **solution in search of a problem**—one that contradicts the documented behaviors, safety records, and priorities of Alexandria residents.

We ask you to remand this proposal to staff to address the following five contradictions:

1. Mismatch Between Proposed Intervention and Documented Mode Share

The City claims this project meets a pent-up demand for biking. Your own data refutes this.

- According to **Figure 1 on Page 5** of the *2023 Resident Transportation Needs Assessment*, **80% of residents** effectively never use a bike (75% "Never", 5% "One Time").
- According to **Page 13** of the same report, **50% of residents** explicitly agreed with the statement: *"I do not want to use a bicycle as a means of transportation"*.
- In contrast, **73% of residents** rely on a private vehicle as a driver on a weekly or daily basis (**Page 5**).

By removing parking to prioritize bike lanes, you are dismantling infrastructure used by the vast majority to serve a demographic that half the city has explicitly rejected.

2. Safety Data Does Not Indicate Elevated Risk on This Segment

Vision Zero interventions must be based on evidence. A review of the City's crash data reveals that from 2017 to 2025, there have been **zero bicycle accidents** on the segment between Russell Road and the Railroad tracks.

Staff appears to be justifying this intervention by citing "Safety Priority" designations that apply to the *West End* segment (Mt. Vernon to West St), where 12 accidents occurred. We ask Council to reject the use of **"Safety data from a different segment of the corridor"** to justify construction on a safe corridor.

3. A Solution That Creates New Liability (ADA)

The *Alexandria Mobility Plan* prioritizes equity, yet this proposal creates new physical barriers for vulnerable residents.

- The plan proposes relocating ADA parking for the Good Shepherd Church to Hancock Avenue.
- Hancock Avenue currently has **no sidewalk**.
- The proposal also eliminates on-street parking for 13 households that have **zero off-street parking** options.

Forcing disabled congregants to navigate a roadway to reach a sanctuary is a liability, not an improvement. We urge you to pause this project and align your designs with the data your residents have already provided.

4. Supporting Reasoned Accommodation on Braddock Road (25 mph)

NACTO + NTSB Guidance:

Based on national safety guidance, at a 25 mph posted speed, lower-stress bicycle facilities such as shared or constrained lanes are consistent with NACTO's AA&A criteria and NTSB safety principles. Full protected bike lanes are recommended where vehicle speeds exceed 25 mph or traffic volumes are high; on lower-speed corridors like Braddock, context-appropriate shared accommodations can provide reasonable safety improvements without full removal of all vehicle lanes.

5. Supporting Reasoned Accommodation on Braddock Road (25 mph): NACTO + NTSB Guidance

A. Vehicle Speeds & Facility Selection *NACTO Urban Bikeway Design Guide*

The *NACTO Urban Bikeway Design Guide* provides practical guidance linking **motor vehicle speed and appropriate bikeway types**: traffic speed and volume strongly influence which facilities are suitable for cyclists, especially those of all ages and abilities. Under this guidance:

• **Protected bike lanes** (physically separated) are recommended on streets with **speeds above 25 mph or higher traffic volumes** to achieve "All Ages

& Abilities" (AA&A) conditions.
• Where **motor vehicle speeds are controlled at 25 mph or lower**, a range of lower-stress facilities including **shared spaces, bike boulevards, constrained bike lanes with buffer, or advisory bike lanes are considered appropriate**, *provided volume and context support them*.
• Conventional or constrained bike lanes with buffers are appropriate when motor vehicle speeds are **≤ 25 mph** and volumes stay within certain thresholds.

Practical takeaway for Braddock Road:
Since Braddock Road is posted *at 25 mph*, NACTO's own selection table indicates that **low-stress, non-protected bicycle facilities** such as shared lanes, constrained lanes with buffer, or advisory lanes — are *reasonable accommodations* when vehicle speeds and volumes are managed at or below this threshold.

B. NTSB Bicycle Safety Report Safety Context, Speed, and Infrastructure
The *National Transportation Safety Board* (NTSB) 2019 safety research on bicyclist crashes finds the following relevant principles:
• **Separated bicycle facilities can reduce bicycle–vehicle crashes and injuries** where appropriate infrastructure is feasible.
• **Reducing motor vehicle speeds improves bicyclist safety** by decreasing both the likelihood and severity of serious crashes.
• In cases where it isn't feasible to physically separate cyclists from traffic, **alternative safety measures (such as road diets, lower speeds, and dedicated bike infrastructure that fits the context)** are valid safety countermeasures. Reducing lane widths or number of travel lanes a form of road diet can both lower vehicle speeds and provide space for bicycle facilities.
• The report also shows that **crash severity increases with higher speeds**, and that a **25 mph or lower speed limit is associated with lower serious injury risk compared with higher limits**.

Importantly, the NTSB does **not prescribe that protected bike lanes are always required on every road with a 25 mph speed limit**; instead, it encourages adoption of *context-appropriate* countermeasures that balance safety, network connectivity, and roadway conditions.

In Summary for Braddock Road (Commonwealth → Mt Vernon)

- **Braddock Road's 25 mph posted speed is within the range where NACTO guidance supports shared or constrained bikeway accommodations**, especially where the roadway width and urban

context make physically separated lanes structurally difficult.

- **NTSB bicycle safety research supports reducing vehicle speeds and using appropriate bikeway facilities** but does not mandate protective infrastructure in every instance; it frames infrastructure decisions within a broader context of speed management, network design, and crash risk reduction.

Sincerely,

Grit Cooper

205 East Braddock Road
Alexandria, VA 22301

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From: Heather Steinitz
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock road
Date: Monday, February 16, 2026 1:45:05 PM

[You don't often get email from hdsmom22@yahoo.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

We need to retain parking on Braddock road.

Heather Steinitz
703-244-2071

_____
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From: Helen Cooper
To: PlanComm; Alexandria Board; CouncilComment@alexandriava.gov
Subject: Opposition to Parking Removal on Braddock Road
Date: Thursday, February 19, 2026 12:08:21 PM

You don't often get email from helencooper0420@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification

Members of the Board and Council,

I write as an engaged citizen to oppose the parking removal on Braddock Road. My objection is not based on resistance to change, but on a careful review of the City's own data. This proposal appears to be a solution in search of a problem—one that contradicts the documented behaviors, safety records, and priorities of Alexandria residents.

I ask you to remand this proposal to staff to address the following three contradictions:

1. Mismatch Between Proposed Intervention and Documented Mode Share

The City claims this project meets a post-trip demand for biking. Your own data refutes this.

* According to Figure 1 on Page 5 of the 2023 Resident Transportation Needs Assessment, 80% of residents effectively never use a bike (75% "Never", 5% "One Time").
* According to Page 15 of the same report, 50% of residents explicitly agreed with the statement: "I do not want to use a bicycle as a means of transportation".
* In contrast, 73% of residents rely on a private vehicle as a driver on a weekly or daily basis (Page 3).

By removing parking to prioritize bike lanes, you are dismantling infrastructure used by the vast majority to serve a demographic that half the city has explicitly rejected.

2. Safety Data Does Not Indicate Elevated Risk on This Segment

Vision Zero interventions must be based on evidence. A review of the City's crash data reveals that from 2017 to 2025, there have been zero bicycle accidents on the segment between Russell Road and the Railroad tracks.

Staff appears to be justifying this intervention by citing "Safety Priority" designations that apply to the West End segment (Mt. Vernon to West St), where 12 accidents occurred. We ask Council to reject the use of "Safety data from a different segment of the corridor" to justify construction on a safe corridor.

3. A Solution That Creates New Liability (ADA)

The Alexandria Mobility Plan prioritizes equity, yet this proposal creates new physical barriers for vulnerable residents.

* The plan proposes relocating ADA parking for the Good Shepherd Church to Hancock Avenue.
* This forces disabled congregants to cross 3 lanes of traffic.
* The proposal also eliminates on-street parking for 13 households that have zero off-street parking options.

Forcing disabled congregants to navigate a roadway to reach a sanctuary is a liability, not an improvement. We urge you to pause this project and align your designs with the data your residents have already provided.

4. Supporting Reasoned Accommodation on Braddock Road (25 mph)

NACTO + NTSB Guidance:

Rated on national safety guidance, at a 25 mph posted speed, lower-stress bicycle facilities such as shared or constrained lanes are consistent with NACTO's A&A criteria and NTSB safety principles. Full protected bike lanes are recommended where vehicle speeds exceed 25 mph or traffic volumes are high, on lower-speed corridors like Braddock, context-appropriate shared accommodations can provide reasonable safety improvements without full removal of all vehicle lanes.

5. Supporting Reasoned Accommodation on Braddock Road (25 mph) NACTO + NTSB Guidance

A. Vehicle Speeds & Facility Selection NACTO Urban Bikeway Design Guide
The NACTO Urban Bikeway Design Guide provides practical guidance linking motor vehicle speed and appropriate bikeway types; traffic speed and volume strongly influence which facilities are suitable for cyclists, especially those of all ages and abilities. Under this guidance:
• Protected bike lanes (physically separated) are recommended on streets with speeds above 25 mph or higher traffic volumes; to achieve "All Ages & Abilities" (A&A) conditions.
• Where motor vehicle speeds are controlled at 25 mph or lower, a range of lower-stress facilities including shared spaces, bike boulevards, constrained bike lanes with buffer, or advisory bike lanes are considered appropriate, provided volume and context support them.
• Conventional or constrained bike lanes with buffers are appropriate when motor vehicle speeds are ≤ 25 mph and volumes stay within certain thresholds.

Practical takeaway for Braddock Road:
Since Braddock Road is posted at 25 mph, NACTO's own selection table indicates that low-stress, non-protected bicycle facilities such as shared lanes, constrained lanes with buffer, or advisory lanes — are reasonable accommodations where vehicle speeds and volumes are managed at or below this threshold.

B. NTSB Bicycle Safety Report Safety Context, Speed, and Infrastructure
The National Transportation Safety Board's (NTSB) investigations into bicyclist crashes finds the following relevant principles:
• Separated bicycle facilities can reduce bicycle–vehicle crashes and injuries when appropriate infrastructure is feasible.
• Reducing motor vehicle speeds improves bicyclist safety by decreasing both the likelihood and severity of serious crashes.
• In cases where it isn't feasible to physically separate cyclists from traffic, alternative safety measures (such as road diets, lower speeds, and dedicated bike infrastructure that fits the context) are valid safety countermeasures. Reducing lane widths or number of travel lanes a form of road diet can both lower vehicle speeds and provide space for bicycle facilities.
• The report also shows that crash severity increases with higher speeds, and that a 25 mph or lower speed limit is associated with lower serious injury risk compared with higher limits.

Importantly, the NTSB does not prescribe that protected bike lanes are always required on every road with a 25 mph speed limit; instead, it encourages adoption of context-appropriate countermeasures that balance safety, network connectivity, and roadway conditions.

In Summary for Braddock Road (Commercial/Residential Mix + Mt Vernon):

* Braddock Road's 25 mph posted speed is within the range where NACTO guidance supports shared or constrained bikeway accommodations, especially where the roadway width and urban context make physically separated lanes structurally difficult.
* If NTSB bicycle safety research supports reducing vehicle speeds and using appropriate bikeway facilities but does not mandate protective infrastructure in every instance, it frames infrastructure decisions within a broader context of speed management, network design, and crash-risk reduction.

Sincerely,

Helen Cooper

205 East Braddock Road <https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.google.com%2Fmaps%2Fsearch%2F205%2BEast%2BBraddock%2BRoad%2BAlexandria%2CVA%2BV.&data=05%7C02%7Cbenjaminjohnson@alexandriava.gov%7C4d1ac0f0f43e4f54dda7f08dc7055cab6%7C1faea4b5143754aeaedace79ad2f1a8908b%7C0%7C0%7C638907157310899499491%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMiIsIkFOIjoiTWFpbCIsIldUIjoyfQ%3D%3D%7C0%7C%7C%7C&sdata=WvdJU1VmpaX3ohaqUYXaU7Ca6%2BTpm3Q5Ke1w2Sm6g9F0%3D&reserved=0>
Alexandria, VA 22301 <https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.google.com%2Fmaps%2Fsearch%2F205%2BEast%2BBraddock%2BRoad%2BAlexandria%2CVA%2BV.&data=05%7C02%7Cbenjaminjohnson@alexandriava.gov%7C4d1ac0f0f43e4f54dda7f08dc7055cab6%7C1faea4b5143754aeaedace79ad2f1a8908b%7C0%7C0%7C638907157310899477092%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMiIsIkFOIjoiTWFpbCIsIldUIjoyfQ%3D%3D%7C0%7C%7C%7C&sdata=uuzTDUzDPLUqdqCxqjYZkfJZcOOIdwpPKKeby5vYAXDiz0%3D&reserved=0>

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From: Holly Kenney
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Parking on Braddock
Date: Monday, February 16, 2026 8:48:14 AM

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To Whom It May Concern:

I am writing to say I do not support changing the parking spots to bike lanes on Braddock Road. I do not feel this change is necessary and would be a hardship for people who need to park there.

This includes homeowners without driveways, maintenance workers for homes on Braddock, future blood drives at Good Shephard church and others who need places to park.

This is another unnecessary change where the benefit to a few individuals is attempting to outweigh the inconvenience to all of us. Therefore, I do not support this bicycle lane extension.

Holly Kenney
3300 Alabama Avenue
Alexandria, VA 22305

Sent from my T-Mobile 5G Device
Get Outlook for Android

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To the Traffic and Parking Board,

My name is Ian Smith and I am an Alexandria resident. I would like to express my full support for the recommended concept design for the Braddock Road Corridor Improvements.

I live in Rosemont right next to the project area on Braddock Road, and travel along this section nearly every day. I use it to commute, to access Mt Vernon Avenue, to get to the Metro, to reach the trails, to walk my dogs, and most importantly, to get to Dos Amigos. I travel by car, by bike, and on my two feet.

To me, this project is a no-brainer. On Alexandria's own website, it lists Braddock Road as a "neighborhood connector" with "a strong need to accommodate and encourage pedestrian and bicycle activity". Braddock already has bike lanes running west of Russell Road and east of Mt Vernon Avenue, and it already has connections to the busy Metro Linear Park Trail and Potomac Yard trail. There's a Metro station here, and it is very close to both a middle school and an elementary school. As such, there is already higher-than-average pedestrian and cyclist activity.

It simply makes sense to connect the obvious gap in the network. When I bike here, I can tell you from experience that it feels incredibly unsafe and I have had some close calls. I can bike from my home all the way to my office in Bethesda, Maryland, and somehow the most sketchy and unsafe stretch part of the journey is right around my home. It feels unsafe to be in a bike lane and have it suddenly disappear and force you into the road where drivers frequently exceed the speed limit. I think many of us have experienced the pain of driving in DC, where sometimes the lane suddenly ends and turns into parking. It feels a lot like that, only more dangerous considering the difference in vehicle size and speed.

Despite there already being shared lane symbols painted on the road, I have still experienced drivers unsafely passing me or even yelling at me to get out of the way. Trust me, I don't want to be in your way either. Not only does this feel unsafe, but most studies on these road projects typically show that painted bike lanes are safer than shared lanes. Furthermore, there are often tangible improvements to pedestrian safety as well, as the bike lanes provide buffers for those on narrow sidewalks, and decrease the crossing distance.

I know that there are concerns for the loss of street parking, however, I do believe that the loss of spots would have minimal impact on our community. Almost every single home along this stretch of Braddock already has a driveway. The townhomes on the corner of Braddock and Mt Vernon, two churches, and Yates all have their own parking lots. Every block has a side street with at least one (and sometimes two) lanes of street parking. The metro station has a daily average ridership of over 2,000, which is overwhelmingly not being driven by the couple dozen street parking spots in question. While these spots are being used, I can tell you by walking past them on different days and at different times of day, they are almost never fully utilized and you can constantly see a significant number of them sitting empty.

Given that this is a public arterial road with higher volumes of pedestrian and cycling activity, with several nearby connections, and with plenty of nearby parking facilities, I believe that we

should prioritize safety and connectivity over a relatively small number of parking spaces. This is a fantastic project that has my full support.

Thank you

From:	irene kho
To:	TES-Traffic and Parking Board
Cc:	alyia.gaskins@alexandria.gov
Subject:	[EXTERNAL]Braddock Road
Date:	Sunday, February 22, 2026 11:18:14 PM

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

Good evening,
As a resident of Rosemont, I oppose the Improvement Plan of Braddock Road. We need to keep the streets parking lanes to remain available for those without street parking, for visitors and others who come to the neighborhood for local business, and the churches that need extra street parking, and extra parking also provide added value to the home sales in the area.
The justification for eliminating these parking spots do not improve the quality of our neighborhood.

Sincerely
Irene Kho
Sent from my iPhone

_____
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From:	Irene Kho
To:	TES-Traffic and Parking Board
Cc:	Alyia Gaskins; Abdel Elnoubi; Jacinta Greene; John Chapman; Canek Aguirre; Sarah Bagley
Subject:	Re: Braddock Road
Date:	Sunday, February 22, 2026 11:20:09 PM

You don't often get email from irenekho@yahoo.com. Learn why this is important

Good evening,
As a resident of Rosemont, I oppose the Improvement Plan of Braddock Road. We need to keep the streets parking lanes to remain available for those without street parking, for visitors and others who come to the neighborhood for local business, and the churches that need extra street parking, and extra parking also provide added value to the home sales in the area.
The justification for eliminating these parking spots do not improve the quality of our neighborhood.

Sincerely
Irene Kho
Sent from my iPhone

From:	Isabel Fernandez
To:	TES-Traffic and Parking Board
Cc:	Alyia Gaskins; Sarah Bagley; John Chapman; Canek Aguirre; Abdel Elnoubi; Jacinta Greene
Subject:	[EXTERNAL]Vote NO on Braddock Rd changes
Date:	Tuesday, February 17, 2026 1:58:12 PM

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Vote NO on Braddock Rd changes.

Thank you.
R,
Isabel Fernandez
Alexandria, VA

_____
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From: allgoodje@everyactioncustom.com on behalf of James Allgood
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Trail Access and Corridor Improvements
Date: Thursday, February 12, 2026 6:09:55 PM

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

Dear Board Members,

I write to express my support for the staff recommended design concept for the Braddock Road Trail Access and Corridor Improvements Project. The recommendations will provide the best biking and walking improvements for the corridor making Braddock Road safer for all users - people walking, biking, taking transit, and driving. Making this corridor safer and better connected improves access to the Braddock Road Metro, area trails, schools and other places in the community.

THIS NOTE IS FOR THE NON-SUPPORT OF BRADDOCK RD TRAIL ACCESS AND CORRIDOR IMPROVEMENTS. The removal of on-street parking lanes is NOT justified given they are CONTINUOUSLY USED and doing so WOULD NOT ONLY MAKE PARKING EVEN MORE PROBLEMATIC, BUT WOULD ALSO EVEN MORE JEOPARDIZE SAFE TRAVEL for everyone traveling the corridor.

UNFORTUNATELY, Alexandria's Mobility Plan and Vision Zero Action Plan NEED AN EXTENSIVE OVERHAUL. BRADDOCK RD, SEMINARY RD, ET AL ARE MAIN EMERGENCY AND OTHER VEHICLE ARTERIES. TO THE MAXIMUM EXTENT PRACTICAL, AS IS THE CASE IN MANY CITIES WORLDWIDE, THEY ARE SAFEST AND BEST SERVE THE CITIES WHEN KEPT SEPARATE FROM BICYCLE/E-SCOOTER/E-BIKE, AND OTHER SLOWER TRAFFIC. DEDICATED BICYCLE/PEDESTRIAN PATHS IN SAFER AREAS ARE ENCOURAGED. WHEN WILL THE CITY DEVELOP A MOBILIZATION PLAN THAT ACTUALLY ACCOMMODATES THE NEEDS OF THE VAST MAJORITY OF ITS CITIZENS, ESPECIALLY THOSE INDIVIDUALS (E.G., ELDERLY) AND EVER-INCREASING DOOR-TO-DOOR BUSINESS DELIVERY SERVICES … AND ONE THAT ESPECIALLY ACCOMMODATES EMERGENCY RESPONDERS AND CITY EVACUATION ROUTES. WHY WOULD THE CITY RESTRICT/CONSTRAIN ROUTES, SUCH AS SEMINARY RD AND DUKE ST, THAT HAVE FIRE DEPARTMENTS AND HOSPITALS LOCATED ON THOSE ROUTES?!?!

PLEASE DISREGARD THE FORM LETTER COMMENTS BELOW. STAFF'S RECOMMENDED DESIGN WOULD WORSEN SAFETY ON BRADDOCK RD.

This project is a chance to fix the dangerous conditions existing today and provide a more connected and safe corridor for everyone. I ask that you vote in favor of staff's recommended design and advance the safest set of options for Braddock Road.

Sincerely,
James Allgood
1308 N Ivanhoe St Alexandria, VA 22304-1509
allgoodje@aol.com

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From: James Chessen
To: TES-Traffic and Parking Board
Cc: Pat B
Subject: [EXTERNAL]Comment on Braddock Rd Corridor Project
Date: Sunday, February 22, 2026 10:05:12 PM

You don't often get email from james.chessen@gmail.com. Learn why this is important

Dear Traffic and Parking Board Members:

We are writing to express our concern and opposition to many elements of the staff's recommendation. Our concern is fueled by the problematic methodology used by staff in gathering survey data, the absence of critical data for some options, failure to look at other alternatives for bike lanes, inadequate staff outreach to affected communities, and the opaque way that staff have presented their proposal.

This is **not** a modest plan. It has far reaching impacts, well beyond the homeowners that live on Braddock Road or the bike riders that want safe ways to commute. There has been little to no discussion of potential secondary impacts of this proposal.

— **Members of this board should be asking about the impact on nearby neighborhoods of Del Ray and Rosemont.** The lack of parking and the inevitable back-ups on Braddock will materially degrade the quality and safety of these areas adjacent to Braddock Road.

— **Members should be asking about the impact on response time of fire, rescue, and police vehicles along this route**. Back-ups and increased traffic will delay emergency vehicles with potentially live-threatening consequences. Have these parties weighed in on these staff recommendations?

— **Members should be concerned with the increased commute times to the metro and Old Town.** Traffic backups will delay bus traffic to the metro which affects more people than the few bikers likely to use Braddock Road. Because there are no parking facilities at Braddock Metro, many people drive family members or use Uber or Lyft to reach the metro. These commuters will see greater delays.

— **Members should be concerned about the lack of easily obtained data or traffic studies.** Navigating the website and finding data to support any option has been frustrating and often futile. Questions from the neighborhood associations about the data have largely been ignored. How can the public weigh in on proposals when the data is so difficult to access and is so poorly presented?

— Members should be concerned that no other bike-path options have been considered. Staff at a Rosemont Association meeting said that they had considered no alternative bike options other than Braddock Road (such as E. Glendale Ave) and would only do so if the option ultimately proposed was rejected. How can the public weigh in on alternatives that may better balance the needs of residents, bikers and the commuting public without a full analysis? At a minimum, the traffic board and the Council should not make any decisions until more options are considered and public input sought.

— Members should be concerned about the lack of meaningful community outreach. While Ms. Carroll did attend a recent Rosemont Association meeting, it felt like it was a "check-the-box" activity in order to claim that there had been adequate outreach. She acknowledged that staff had not mailed notices to homeowners along Braddock Road who would be directly impacted by their recommendation. Many residents walked away thinking that Ms. Carroll had made her decision and that she was somewhat dismissive of concerns voiced during the meeting.

This is a major proposal that will have a significant impact well beyond the residential areas along Braddock Road. Its impact will encompass a much larger number of commuters and visitors to Old Town—**most of whom are completely unaware that this change is under consideration.** It should not be implemented without a more measured analysis of likely impacts. We urge members of this board to ask tough questions and not just accept the staff recommendations. We believe there has not been a full exploration of the secondary impacts, nor sufficient involvement from the community to move forward. We suggest limiting the scope of this project to the section from N. West Street to Mt. Vernon and preserving the existing shared bike lanes along Braddock between Russell and Mount Vernon.

Respectfully yours.

James Chessen and Patricia Brennan
114 W. Alexandria Ave
Alexandria, VA 22301

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From: Jim & Pat
To: Traffic and Parking Board
Cc: jack@gale.com
Subject: [EXTERNAL] Comment Regarding Bike Lanes on Braddock Road between Russell Road and Commonwealth Avenue
Date: Friday, February 12, 2021 10:38:07 PM

You don't often get email from jpak4@aol.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification.

To: Traffic and Parking Board

I am registering my strong opposition to the proposal to eliminate parking on one or both sides of Braddock Road between Russell Road and Commonwealth Avenue. This traffic-management action to create nominal bike lanes on this section of Braddock Road would essentially push vehicles now parking on Braddock to park on my street, West Glendale Avenue.

My street, West Glendale Avenue between Russell Road and Commonwealth Avenue currently has the following characteristics.

1. Heavy Russell-Commonwealth cut-through traffic avoiding the traffic light at the very busy Braddock-Russell Road intersection.
2. A preponderance of street parking on both sides of West Glendale Ave due to the near-complete absence of deep driveways and garages.
3. A high level of pedestrian activity generated by the Braddock Metro station, numerous apartment buildings, and income levels of families owning homes on this street.
4. A regular influence of service (DPU #2, plumbing, yard maintenance, pest control, swimming pool service, Amazon delivery, lawn remodeling, food delivery, etc.) vehicles in addition to the trash and postal vehicle traffic.
5. A large number of young kids who regularly cross the street to play with friends and neighbors. Also, a large number of dog walkers who cross the street on their daily walks.

Adding parked vehicles on West Glendale shifted off Braddock Road to create a bike lane would greatly increase the already high safety risks for both pedestrians on West Glendale Ave. and homeowners trying to safely back out of their driveways and to safely drive into their driveways or peaceful park in the vicinity of their property. Inviting guests and extended family over would become the equivalent of a parking nightmare.

I have lived in my home at 19 West Glendale Avenue for 35 years. I also have a bike and occasionally ride my bike on the neighborhood. In 35 years, I have never had the occasion to ride either up or down the stretch of Braddock Road between Russell Road and Commonwealth Avenue under review. Also, I can't ever recall seeing a bike rider on the segment of Braddock Road in question. Conversely, I see frequent bike riders peddling north or south on Russell Road or on Commonwealth Avenue. Those traveling on Commonwealth inevitably turn east on Braddock Road, towards the metro, Old Town, other bike paths or retail establishments like 7-11 — NOT west on Braddock Road to face the obvious obstacle of peddling up Braddock Hill.

I am a professional civil engineer who has worked professionally for the Wisconsin Department of Transportation in urban traffic planning. In my professional opinion, this proposed bike lane is the classical "Solution in search of a problem" and is extremely unlikely to be supported by any factual traffic count data or any credible traffic safety analysis. In my professional opinion, there are a series of obvious, serious "real" safety issues on Braddock Road between North West Street and Russell Road — and this bike lane is not one of them. The wholly insufficient pedestrian cross-walk lighting for the two pedestrian cross-walks adjacent to the Braddock Road Metro/rail bridge is a fatal accident waiting to happen. Rather than two weak general light illuminations and a pedestrian-actuated blinking light, both crosswalks should have more intense illumination of the entire crosswalks so that any/all pedestrians on the crosswalk are clearly illuminated any time they are in the crosswalk. Similarly, there should be a major improvement in markings and lighting on the West Street/Wythe Street pedestrian crossings, as the volume of vehicle and pedestrian traffic continues to increase.

In summary, there are real, consequential and solvable traffic and safety issues that should be addressed for Braddock Road — but bike lanes between Russell Road and Commonwealth Avenue isn't one of these issues. It is my strong view that in this case, "the cure is worse than the non-existent problem."

Reservedly and seriously objecting to this proposal,
Jim Pak and Pat Gale
19 West Glendale Avenue
Alexandria, VA 22301
202-549-9478
JPAK@aol.com

Sent from the all-new AOL app for iOS <https://pxsl52.safelinks.protection.outlook.com/?url=https%3A%2F%2Faolapp.onelink.me%2F44%2Fy1/PrePrUSNative/Placement%2Dv%3DOS_Acquisition_YMktg_520_EmailSignature_AttributionID_%2Dad_sub%3Dacquisition%2Dad_sub2%3DUK_YMktg%2Dad_sub3%3D%2Dad_sub4%3D000021675%2Dad_sub5%3DBrandNewNoSOL/App__Interstitial_%2Dad_cre_store_app%3Dfalse38-ad60-0911-a92b-a1723b3bb0a5%2Dad_android_ad%3Dfalse%2C0A%2C0%2C0%2Cplay.google.com%2Fstore%2Fapps%2Fdetails%2Fid%3Dcom.aol.mobile.aolapp%2526listing%253Demail_signature_attributionlink=-0S9%2C0%2C0%2Cmailpackingbrand%3Dnull&data=04%7C01%7Cmaryann.tsai%40alexandriava.gov%7C3c31f1516cf6491e4ad8f01608bda4de%7Cdcae8101957948c7b7f5e1b2c7b37b9d%7C0%7C0%7C637506986637586460%7C%7C%7C&sdata=wwqgxA6eV12BmcRAWNDp%2FjU1Ch1uZbvJQCoiU=NP4rPUIDdeeser=d=-0

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From: JANET BARNETT
To: TES-Traffic and Parking Board
Cc: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Braddock Road Trail Access and Corridor Improvements
Date: Sunday, February 15, 2026 5:25:44 PM

You don't often get email from jbarn54015@aol.com. Learn why this is important

To the Traffic and Parking Board Members:

Thank you for studying the issues regarding safety and access along Braddock Road between Russell Road and Mount Vernon Avenue. I appreciate your volunteer hours to study these potential improvements.

My understanding is that there have been no pedestrian or bike incidents in over nine years. In addition, I thought that VDOT only identified public safety issues by Lena's and the METRO station.

I don't have the facts that you have, and the various studies you've conducted, but I hope that you put this project on hold for a long time. To me, roadways are for cars and for parking.
I drive from my house on North Howard Street to all parts of the city several times a week and at different times. I describe my driving experience as "noisy." Not only is there traffic, there are bike lanes, those zebra things, double lanes that have become single, pedestrian walkways with warning lights, and barricades. There is so much going on along our streets. Please don't add more.

As an avid walker, while I appreciate the walkways, few drivers pay attention. I pay close attention at these walkways to protect myself.

I wonder how many residents who live on Braddock and Russel Roads are in favor of your proposal? Please advise.

Our city has so many challenges. I wish we could prioritize these challenges (and maybe we have), like public safety, education, and quality of life issues.

May we hold on this project and spend our tax dollars differently? And, is it possible to conduct a bike user study on Seminary Road from

Kenmore Avenue to Quaker Lane? I rarely, if ever, see cyclists on the bike lanes. Perhaps, as a result of a study, we could restore the original lanes dedicated to Seminary Road.

Thank you,

Janet Barnett
1101 N. Howard Street
Alexandria 22304

Sent from my iPhone

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From: Janna Kimosh
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Project
Date: Saturday, February 7, 2026 8:01:28 PM

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

To whom it may concern:

Please consider in your plans that there is a historic church — Good Shepherd Lutheran Church — on E Luray that has no dedicated parking and does a lot for the community. Any changes that eliminate already scarce parking in the vicinity of the church would negative impact its sustainability.

Thank you for consideration.
Janna Kimosh
2013 Main Line Blvd Alexandria VA

_____
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From: Janney Jay
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Bike lanes
Date: Monday, February 23, 2026 10:18:10 AM

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

> Dear Sir or Madame,
>
> I am writing to OPPOSE the new Bike lanes through Braddock Road. We have enough traffic problems. These bike avenues would help such a minuscule part of the community compared to the people who need parking spaces or are affected by the constant cut through traffic in our neighborhood.
>
> If you'd really like to do something to help our neighborhood, why don't you make the left turn lane also a conjoined straight lane as you exit Russell Road towards the beltway and the Alexandria train station. That would be something that would actually be useful and would move the traffic along more efficiently. Traffic at that light currently backs up to formally Maury Elementary most afternoons.
>
> I realize your job is pretty thankless, but please do take into account the citizens that this will affect.
>
> Thank you,
>
> Janney Jay
> 438 Summers Drive
>
>
> Sent from my iPhone

_____
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From: Jared Stearns
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Corridor Improvement Project Concerns
Date: Thursday, February 19, 2026 11:41:35 AM

You don't often get email from austinstearns@gmail.com. Learn why this is important

Hello,
I'm writing to share concerns over the city's handling of the Braddock Road Corridor Improvement Project. There has been a noticeable lack of transparent, timely communication from the city over its plans; and little to no justification articulated for the city's 'improvement' endeavors along Braddock Road, particularly with regard to bike lanes. At a recent Rosemont Community Association (RCA) meeting, a representative from the city was there to proctor a conversation on bike lanes as an 'independent, fact-based' mediator. We found that no one else in the room had access to her set of facts and that in the debate over whether or not to add bike lanes, she was clearly in the tank for adding bike lanes. You'll understand why this is concerning, when the city seems intent on moving forward with a project that is overwhelmingly opposed by its residents. Why undertake an infrastructure project that would benefit a few dozen bikers and inconvenience everyone else? Are there different beneficiaries, such as developers?
Because the city has been close-hold with its facts, I'll just tell you how it *feels*. It feels like the city is ramming something through they know is overwhelmingly unpopular. It feels like bad government.
r/
JS

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From: Jarred Schantz
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Corridor - Resident Feedback
Date: Tuesday, February 10, 2026 11:14:34 PM

You don't often get email from schantzy@gmail.com. Learn why this is important

Hello,

I am writing to voice my support for adding bike lanes to both sides of Braddock Road and removing parking. As a Rosemont resident, I was unable to attend the RCA meeting and feel that the association is not representing the view of the majority of residents due to its exclusionary in-person voting policy.

Thank you,
Jarred Schantz
6 E Chapman St

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From: Jason Hughes
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Rd. Bike Lane
Date: Saturday, February 21, 2026 1:45:53 PM

You don't often get email from jay72073@gmail.com. Learn why this is important

Hello, My name is Jason Hughes. I live at 903 Little St, Alexandria, VA 22301. I wanted to express my opposition to the proposed parking changes on Braddock Road. I am both a driver and cyclist. I rode my bicycle to the Braddock Metro 5 days a week for a year. I do not believe the improved convenience for cyclists outweighs the adverse effects for homeowners on Braddock. I understand most homes have a driveway but what happens when there is a delivery or plumber who needs access to both his equipment and the home? I fear what will happen is a number of vehicles parked in the bike lane forcing cyclists to dart in and out of traffic. This is more dangerous than just riding with traffic at a moderate speed.
Thank you for your time,
Jason Hughes

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From: Jeannine Ginivan Hyde
To: TES-Traffic and Parking Board; Alyia Gaskins; Abdel Elnoubi; Kirk McPike; Sarah Bagley; John Chapman; Jacinta Greene; Canek Aguirre
Subject: [EXTERNAL]Opposition to Recommended Braddock Road Corridor Design
Date: Monday, February 23, 2026 12:25:15 PM

You don't often get email from j9gini@gmail.com. Learn why this is important

Good afternoon,

I am writing as a Braddock Road resident to state my opposition to the recommended design concept for the Braddock Road Trail Access and Corridor Improvements project.

I respect the City's goal of improving safety for pedestrians and cyclists. However, based on living on this street and experiencing its conditions every day, I do not support moving forward with the proposed design as currently presented. I believe it will increase congestion and create new safety risks rather than reduce them.

Braddock Road already experiences significant congestion during peak hours. Removing travel lanes and turning lanes will worsen traffic flow and force vehicles to stop in through lanes, increasing rear-end collisions, sudden lane changes, and driver frustration. These are not theoretical concerns. We already see this behavior daily, and it will intensify under the proposed design.

Reducing lane capacity while increasing curbside activity, deliveries, and rideshare drop-offs will also lead to more double parking and illegal stopping. Adding a bike lane will not meaningfully reduce vehicle traffic on this corridor. Vehicle demand will remain, while capacity and parking are reduced. When that happens, drivers adapt in unsafe ways, including blocking travel lanes and intersections. I see it and hear it everyday.

Recent snow events made this especially clear. During slow snow removal, delivery trucks, maintenance vehicles, repair and utility crews caused major disruptions as they all double parked. Residents moved their cars responsibly and walked long distances home. That experience highlighted how little flexibility already exists and how disruptive the proposed change would be.

For my family, on-street parking is not a convenience. It is essential. We are a family of four with two vehicles needed for work and to transport our children to activities across the city. While walking and public transportation are preferred when possible, they are not realistic for reaching many parks and ballfields. We live in a garageless home with no ability to add off-street parking.

For these reasons, I urge the City Council and the Traffic and Parking Board to reject the recommended design and pursue alternatives that better reflect real-world conditions on Braddock Road and balance safety with access and functionality.

Sincerely,
Jeannine Ginivan 16 West Braddock Road

--
****

Jeannine Ginivan
j9gini@gmail.com

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From: Jeff Burnell
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Travel Lane and Parking Modifications for the Braddock Road Corridor Improvements Project
Date: Tuesday, February 17, 2026 4:50:44 PM

You don't often get email from jeburnell@gmail.com. Learn why this is important

I support the addition of protected bike lanes on Braddock Road from West Street to Russell Road. With the Metro station and GW Middle School in the area it should be quicker and easier to bike in the corridor. However, the current roads discourage riding in traffic with drivers who speed and ignore traffic signals.

The recommended plan appears to include bike lanes on Commonwealth Ave on both sides of Braddock Road. Please ensure these bike lanes connect with existing lanes further north and south on Commonwealth. The areas where the lanes end and are considered sharrows make for unsafe conditions when cars do not yield the lane to bikes and pass too closely.

The connectivity of bike lanes is important to get more cyclists to ride instead of driving in Braddock Road corridor.

Thank you,
Jeffrey Burnell
16 E Maple St, Alexandria, VA 22301

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From: Jennifer Witebsky
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Proposed Braddock Road Changes
Date: Monday, February 16, 2026 11:28:53 AM

You don't often get email from jwitebsky@gmail.com. Learn why this is important

Dear Alexandria Traffic and Parking Board,

I am writing as a homeowner on West Braddock Road to share concerns and request clarification regarding portions of the proposal.

I strongly support prioritizing safety improvements at the Braddock Road Metro area, where people and traffic flow is evidently outdated, unsafe, and in need of attention.

My questions relate specifically to the proposed changes for the East Braddock (between Mount Vernon and Commonwealth Avenues) and West Braddock (to Russell Road) sections. While options have been presented, I am concerned that residents have not seen sufficient data explaining **the need for the scale of the proposed changes** in these areas. Please consider this lack of clarity in your evaluation of the road project as well.

I would like the following questions asked of the Board:

- What traffic or safety data supports prioritizing the proposed lane reductions and addition of bike lanes?
- Have accident reports, traffic flow studies, or alternative options been thoroughly evaluated?
- How are commuter, cyclist, and resident needs **balanced** in this analysis?

On West Braddock, vehicle traffic is concentrated primarily during morning and evening rush hours, mainly during the school year. Bicycle and scooter traffic appears comparatively light and seasonal. Understanding the data driving these changes would help residents better evaluate their necessity.

I also ask that the Board consider the **practical and disproportionate impact** on homeowners. Many properties have limited driveway depth, requiring use of on-street parking or careful vehicle maneuvering. Removal of parking will increase activity of cars entering and exiting driveways and create challenges for all residents, visitors, contractors, and parishioners. Safety for those travelling in dedicated bike lanes is of increased concern-speaking first hand as a cyclist. Additionally, **West Braddock is an unusually long block**, meaning residents will regularly need to cross mid-block or walk significant distances to access vehicles parked on side streets.

Given these factors, **maintaining parking with shared bike lanes will provide a more practical and balanced safety approach for this section.**

I appreciate the Board's consideration and aim to ensure decisions reflect both data and the day-to-day realities experienced by residents who live along Braddock Road. Thank you.

Sincerely,

Jennifer Witebsky
100 West Braddock Rd.
703 317 7838

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From: Alexandria Carroll
To: TES-Traffic and Parking Board
Subject: FW: [EXTERNAL]Proposed Braddock Road Changes
Date: Thursday, February 19, 2026 11:20:58 AM

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

From: Jennifer Witebsky <jwitebsky@gmail.com>
Sent: Wednesday, February 18, 2026 3:52 PM
To: Alyia Gaskins <alyia.gaskins@alexandriava.gov>
Cc: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Hillary Orr <Hillary.Orr@alexandriava.gov>
Subject: Re: [EXTERNAL]Proposed Braddock Road Changes

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Thanks all for the help.

Jennifer 703.317.7838

On Tue, Feb 17, 2026 at 1:29 PM Alyia Gaskins <alyia.gaskins@alexandriava.gov> wrote:

> Hi Jennifer,
>
> Thank you for your email. I am looping in the staff who is leading this project to answer your questions about specific studies and accident reports. I believe much of this information is on the project website but staff can help point you in the right direction.
>
> As it relates to community engagement, in every project we have to balance the needs and opinion of multiple residents.
>
> Even though Council is not voting on this project, I can tell you that I have received multiple emails both for and against the proposal.
>
> Alyia Gaskins, Mayor
> Alexandria City Council

Cell: 703-244-3312

Alyia.gaskins@alexandriava.gov

Please note that Christine Macey is my aide. She can be contacted at: Christine.macey@alexandriava.gov

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From: Jennifer Witebsky <jwitebsky@gmail.com>
Sent: Monday, February 16, 2026 10:57 AM
To: Sarah Bagley <sarah.bagley@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; adbel.elnoubi@alexandriava.gov <adbel.elnoubi@alexandriava.gov>; jacinta.green@alexandriava.gov <jacinta.green@alexandriava.gov>; Kirk McPike <kirk.mcpike@alexandriava.gov>; Alyia Gaskins <alyia.gaskins@alexandriava.gov>
Subject: [EXTERNAL]Proposed Braddock Road Changes

You don't often get email from jwitebsky@gmail.com. Learn why this is important

Dear Mayor Gaskins and Members of the City Council,

I am a homeowner on West Braddock Road and appreciate the time and effort the Council has been putting into evaluating the proposed Braddock Road traffic updates. I am writing to share concerns and request clarification regarding portions of the proposal.

I strongly support prioritizing safety improvements at the Braddock Road Metro area, where people and traffic flow is evidently outdated, unsafe, and in need of attention.

My questions relate specifically to the proposed changes for the East Braddock (between Mount Vernon and Commonwealth Avenues) and West Braddock (to Russell Road) sections. While options have been presented, I am concerned that residents have not seen sufficient data explaining **the need for the scale of the proposed changes** in these areas. Please consider this lack of clarity in your evaluation of the road project as well.

I would like the following questions asked of the Alexandria Safety and Parking Board:

- What traffic or safety data supports prioritizing the proposed lane reductions and addition of bike lanes?
- Have accident reports, traffic flow studies, or alternative options been thoroughly evaluated?
- How are commuter, cyclist, and resident needs **balanced** in this analysis?

On West Braddock, vehicle traffic is concentrated primarily during morning and evening rush hours, mainly during the school year. Bicycle and scooter traffic appears comparatively light and seasonal. Understanding the data driving these changes would help residents better evaluate their necessity.

I also ask that the Council consider the **practical and disproportionate impact** on

homeowners. Many properties have limited driveway depth, requiring use of on-street parking or careful vehicle maneuvering. Removal of parking will increase activity of cars entering and exiting driveways and create challenges for all residents, visitors, contractors, and parishioners. Safety for those travelling in dedicated bike lanes is of increased concern-speaking first hand as a cyclist. Additionally, **West Braddock is an unusually long block**, meaning residents will regularly need to cross mid-block or walk significant distances to access vehicles parked on side streets.

Given these factors, **maintaining parking with shared bike lanes will provide a more practical and balanced safety approach for this section.**

I appreciate the Council's work-always and aim to ensure decisions reflect both data and the day-to-day realities experienced by residents who live along Braddock Road. Thank you for your consideration and service to our community.

Sincerely,

Jennifer Witebsky
100 West Braddock Rd.
703 317 7838

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From: Jessica Collison
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road
Date: Saturday, February 21, 2026 2:31:19 PM

[You don't often get email from jessica.collison@yahoo.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Hello,
Please vote no to bike lanes on Braddock Road.

I live in Rosemont where traffic backs up tremendously from King into the neighborhood at Russell, I believe if bike lanes are made on Braddock as proposed, traffic will also back up into our neighborhood making it impossible to get out of the neighborhood in less than 1/2 an hour.

Eliminating turn lanes will also make the traffic an even greater nightmare.

I go to Good Shepherd Lutheran for blood drives and if there's no parking, it's likely those will not continue.

If I had bought a home on Braddock when there is street parking, I would be livid if that parking went away potentially driving the value of my house down - especially if the parking at Lena's remains.

I believe there are better solutions than the proposed bike lanes with neighborhood side roads marked for bike use and better crosswalk design.

Please do not move the proposed ideas forward.

Jessica Collison
202 W Masonic View Ave.
jessica.collison@yahoo.com
703.209.5587

_____
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Alexandria Parking and Traffic Board -

I am a 25 year resident of Alexandria who lives just off Braddock Road, and I submit these comments in opposition to the proposed “Travel Lane and Parking Modifications for the Braddock Road Corridor Improvements Project.”

These proposed “improvements” will make traffic and congestion worse on Braddock, impede school buses and emergency equipment, and worsen the already terrible parking situation in the Rosemont/Del Ray area. While I sympathize with efforts to make biking safer in our city, our strained city infrastructure cannot withstand the loss of turn lanes and street parking.

Every morning between 7:30 and 9:00 am, Braddock Road east and westbound is a parking lot as the major northern east-west artery connecting I-395, Del Ray, the Braddock Road Metro, and Old Town. It gets even worse after 3:00 pm and does not resolve until almost 7 pm. There have been times it has taken me 30 minutes to get from Braddock and West Timberbranch to the ACPS Central Office (Braddock Road Metro) or Old Town, when I can do it 12 minutes without traffic. Removing the turn lanes will exacerbate this horrible situation, as any left-turning vehicle will halt the flow of vehicles each light cycle. I also note that increasing the idling time of vehicles is horrible for healthy air in Alexandria and the release of more carbon dioxide - smooth traffic flow is environmentally friendly!

Worse, these alleged improvements seek to solve a non-existent problem because there is not significant bike use on Braddock (who has the VO2 max to bike up Braddock Road westbound at Russell Road anyway?) and there are safer side roads for cyclists to use rather than Braddock. A recent study showed only 8 cyclists using the proposed stretch of Braddock Road. This plan wrongly prioritizes the very few over the many

Our Traffic and Parking Board and certain members of the City Council, based on their preferred policy outcomes, are failing to work within the constraints of our built environment. Good governance means working with reality - and the reality is that Braddock is a major artery that should not be narrowed to serve the whims of a small but very vocal minority.

I respectfully request that the Traffic and Parking Board disapprove the “Travel Lane and Parking Modifications for the Braddock Road Corridor Improvements Project.”

Sincerely,

Jessica Hughes
2208 Valley Circle
Alexandria, VA 22302

From: James Balog
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]No to the Braddock Road "Improvement" plan
Date: Wednesday, February 18, 2026 3:52:34 PM

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

Hello,
I am a resident on Braddock Road and would like to express my opinion of a solid no to this plan. I rely on parking in front of my house every day, and I see very few bikers that go down the street that would benefit. Please don't do it.

Jim Balog
30 East Braddock Road, Alexandria

Sent from my iPhone

_____
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From: Jodee Jewell
To: TES-Traffic and Parking Board
Cc: AJ Heidmann
Subject: [EXTERNAL]Braddock Road Bike Lanes
Date: Monday, February 23, 2026 11:35:13 AM

You don't often get email from jodee.jewell@gmail.com. Learn why this is important

Hello,

I am writing to express my concerns with adding bike lanes to Braddock Road after Russell Road. As an Alexandria City resident and member of Good Shepherd Lutheran church we are in the area often. I have, first of all, never seen bike riders needing their own lane in this stretch of Braddock Road in over 15 years attending this church. I believe taking away travel lanes for traffic and parking spaces for not only the residents but our church is not needed. I see this approach across Alexandria, and I don't want to see our city turn into a high rise big city. Alexandria City is historical and it should be preserved to highlight our neighborhoods, not congest them into a big city vibe.

Please consider my request in your discussions.

Thanks,
Jodee Jewell Heidmann

--
Jodee Jewell Heidmann
jodee.jewell@gmail.com
1409 Knox Pl, Alexandria, VA 22304
703-628-3489 cell

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From: Johanna Jones
To: TES-Traffic and Parking Board
Cc: johannamsjones@yahoo.com
Subject: [EXTERNAL]Bike Lanes in Alexandria: Vote No to Taking Away Parking on Braddock and Commonwealth
Date: Saturday, February 21, 2026 1:12:38 PM

You don't often get email from johannamsjones@yahoo.com. Learn why this is important

It is time for common sense in Alexandria and voting NO to taking away 100 parking spots on Braddock and Commonwealth. While I am a proponent of safe sidewalks and safety for bicyclists, taking away parking on busy streets for additional bike lanes is just crazy.

This will not decrease the number of cars on the road but increase the already terrible traffic and add increased headache to homeowners for already limited parking in Rosemont and DelRay.

Please vote no and show that common sense is not lost. We need to improve Alexndria, not make it a more unlivable city.

Thank you.

Johanna Jones
Alexandria resident for 30 years

Yahoo Mail: Search, Organize, Conquer

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From: jhmc422@aol.com
To: [redacted]
Subject: [redacted]
Date: Saturday, February 21, 2026 12:22:48 PM

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To the traffic and parking board
My name is John McCormick and I live at 817 Little St and I am the secretary for our church.
Alexandria First Church of the Nazarene at 20 E. Braddock rd.
Our church has services on Sunday and Wednesday and hosts a preschool at our church. During service times and other programs we will be forced to inconvenience our neighbors by parking in front of their homes.
This neighborhood is already limited in parking as it is. Many of our neighbors do not even have driveways.
The proposed changes will not improve the neighborhood or the flow of traffic.
Please reconsider your proposals and let this neighborhood continue to be a place where people can live peacefully
Thank you
John H. McCormick
571-278-3231

font from the cdl. serv. ADL app for iOS <https://gocdl.onlinedia.production.onlinedi.com/?url=https%3A%2F%2Fwallapp.com%2Fcdl%2FiPad%2FPolicyPlacement%2Fv1%2FDLN_Acquisition_VMkig_IDI_EmailSignature_AlreadyinstalledLN%2Fael_sub4%2FLN_Acquisition%2Fael_sub4%2FDLN_VMkig%2Fael_sub4%2FIPA%2Fael_sub4%2FIDI00002547%2Fael_sub4%2FEmailFromNonADLApp__Interstitial_%2Fael_ios_store_app%2Fios%2Fv1&sdkVersion=1.0.0&id=4811-c82b-e272-f7b0-0e5e7c2fe7c1%2FIPad%2Fael_android_sub%2FAlreadyInstalledLN%2Fael_android_sub%2FAlreadyInstalledLN%2Fandroid%2Fv1&os=android&osVersion=11&deviceManufacturer=HTC%2C%27%27&deviceModel=HTC%20One%20M8&appStoreUrl=https%3A%2F%2Fplay.google.com%2Fstore%2Fapps%2Fdetails%3Fid%3Dcom.microsoft.wallapp%26referrer%3Dutm_source%253Demail_signature_attribution&clickId=0f5f1f1f-f1f1-7c6a-d8e8-0c3ff0da77ed&t=0%7C1%7C0%7C1%7C0%7C0%7C0

From: John Cosimano
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Corridor Improvements - comments from a cyclist
Date: Sunday, February 22, 2026 4:13:46 PM

[You don't often get email from john.cosimano@hushmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Traffic & Parking Board,

I am writing to express my support for the staff recommendation for the Braddock Road Trail Access and Corridor Improvement Project, specifically Options 1B, 2A, 3, 4B, 5A, and 6C. These recommendations represent a thoughtful and necessary step toward making this corridor safer and more predictable for all users—drivers, pedestrians, and cyclists alike.

As a full-time bicycle commuter and regular recreational rider, I use the eastbound and westbound segments of Braddock Road between Mount Vernon Avenue and West Street on a frequent basis. This firsthand experience has given me a clear understanding of how the current design influences behavior and, at times, creates avoidable safety risks.

One recurring concern occurs on the eastbound approach toward West Street beginning at Yates Corner. The travel lanes appear visually wider than typical urban lanes, which can encourage drivers to attempt passing cyclists within the same lane rather than waiting for a safer opportunity. This dynamic, combined with the relatively short signal phase at West and Braddock, creates implicit pressure for drivers to proceed quickly, increasing the likelihood of close or unsafe passes. These interactions are uncomfortable at best and dangerous at worst, and they arise not from malicious intent but from roadway geometry that permits ambiguous use of space.

The proposed improvements would help clarify expectations, better organize the available space, and reduce these conflict points. This benefits everyone: cyclists gain predictable operating space, pedestrians gain a calmer and more orderly environment, and drivers benefit from clearer lane definition and fewer uncertain interactions.

These changes would bring the corridor into closer alignment with modern best practices in roadway design, reflecting the reality that Braddock Road serves multiple transportation roles. I strongly support the staff recommendations and appreciate the City's efforts to improve safety, usability, and long-term functionality along this important route.

Respectfully,

John Cosimano

_____
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Vélocity Bicycle Cooperative
2111 Mount Vernon Avenue
Alexandria, VA 22301
(703) 549-1108
spokeperson@velocitycoop.org
Building a More Sustainable, Equitable, and Healthy Community through Cycling

For Traffic & Parking Board
On Braddock Road Corridor Improvements (Russell Road to West Street)
From Velocity Bicycle Cooperative - Board of Directors
Date Feb 23, 2026

Chair and Members of the Board:

We submit this comment on behalf of Velocity Bicycle Cooperative. Many of us and our other volunteers are daily riders, and all of us are deeply invested in Alexandria's safety, quality of life, and continued progress toward being a truly world-class walking and biking community.

This segment of Braddock Road is a vital community connector—linking Metro, trails, homes, schools, and local businesses—and it will become an even stronger asset to our community by making the design work for all ages and abilities—including a middle-schooler riding to school with newfound freedom, a cautious parent riding with a child, families heading to worship or community events, and someone walking to transit or biking to work at night or in bad weather.

We appreciate the City's focus on safety outcomes. The City's materials describe operating speeds above the posted limit and a crash history that, while not constant, is not acceptable under a Vision Zero mindset: 17 crashes from 2019–2023, 8 injuries, and a prior pedestrian fatality at Braddock & Commonwealth (2015). Most crashes occurred at intersections—where the highest-severity risks also concentrate. Vision Zero is not about waiting for a "bad enough" year; it is about designing so predictable human mistakes do not become life-altering.

Recommendations

We support the staff-recommended preferred alternative—corridor options 1B, 2A, and 3, and intersection options 4B, 5A, and 6C—because it advances a clear, measurable aim: make this short but essential corridor safer and more usable for the everyday trips that define Alexandria. If adopted, we encourage the Board and City to measure success against three practical proof points—each directly reflected in the recommended design package:

1. **Continuous, low-stress biking from Russell to West.** Option 1B (Russell to Commonwealth) converts curbside parking to separated bicycle lanes, and Option 3 (Mount Vernon to West) delivers a two-way separated facility that creates a direct, legible connection between the Potomac Yard Trail/Metro Linear Trail network and the Braddock Road Metro Station. We support Option 2A (Commonwealth to Mount

Vernon) as the necessary middle link, and we encourage the City, as design advances, to prioritize all-ages comfort at driveways and intersection approaches so the experience remains continuous—not "safe until it matters most."

2. **Intersections that prevent crashes that cause serious injury.** The recommended intersection concepts point in the right direction: 4B creates space for the protected bikeway movement through Russell/Braddock/W. Alexandria; 5A enables continuous bicycle movements on both Braddock and Commonwealth while reducing pedestrian exposure; and 6C adds a bicycle signal phase that separates bicycle movements from westbound right turns at Mount Vernon—exactly the kind of turning-conflict control that changes outcomes. As the project is refined, we urge the City to maximize visibility and, where feasible, harden protection so intersection safety is not reliant on paint alone.

3. **Safe speeds and safer crossings, especially near the Metro.** Staff correctly identifies elevated risk at the two unsignalized crossings near the Braddock Road Metro Station and explains why the lane reduction within Option 3 materially reduces exposure and multiple-threat risk. We support that trade.

Curbside access: acknowledging real needs and managing impacts responsibly

We want to acknowledge—respectfully and directly—that reallocating curb space is a real change for neighbors, congregants, caregivers, and visitors who rely on convenient on-street parking. Even when there is capacity nearby, the loss of "right in front" parking can feel like a sacrifice -- especially for those with mobility, time, or caregiving constraints, and it is reasonable to ask whether that sacrifice is being made thoughtfully and fairly. The City's own parking counts in the TPB docket indicate that peak observed use on Braddock between Russell and Mount Vernon was 28 vehicles on a weekday evening and 47 vehicles on a Sunday morning, with 300+ available spaces within 1–2 blocks during those peaks. We view that data not as a dismissal of concern, but as a basis for a responsible compromise: proceed to invest in the safety improvements, and pair them with practical curbside management and monitoring so impacts are mitigated, not dismissed.

Relatedly, we recognize practical needs—deliveries, ADA access, bus operations, and emergency access. Those issues are real, but solvable through design, management, and enforcement decisions squarely within the City's control. We encourage a curbside management plan (loading and ADA placement with safe accessible paths, clear signage, and enforcement that prevents blocking bike lanes and crosswalks) so the safety improvements function as intended day-to-day.

Build, measure, and enhance

To ensure accountability and continuous improvement, publish a simple dashboard and evaluate at 3, 6, and 12 months—operating speeds, yielding rates, crashes and injuries, walking

and biking volumes, bus reliability, and curbside compliance—and commit to upgrading quick-build elements to durable protection as resources allow.

We also encourage the City to incorporate modest streetscape and greening elements where feasible—such as upgrades to existing median islands, additional street trees where space and sight lines allow, and low-maintenance planting/pollinator beds in appropriate buffer or amenity areas. These elements can make the corridor more inviting and help the street feel like a neighborhood place, while maintaining clear visibility, ADA access, and operational reliability.

If the project advances, Velocity would welcome partnering with the City on practical measures that help residents take advantage of safer walking and biking—such as safety education, route guidance, and, if resources allow, bike-access assistance targeted to nearby households

Conclusion - Choose safety and complete the Braddock Road network

Alexandria is already a strong place to live and ride, but by national benchmarks we are not yet where the best biking cities are. PeopleForBikes' City Ratings currently score Alexandria at 38/100 (73rd percentile). Closing network gaps like this corridor is the kind of investment that moves a city toward top-tier safety and participation.

One local image captures why this matters: kids riding from Del Ray toward the river for rowing practice should be normal and safe, not stressful. With the Potomac River under a recreational advisory, safe and healthy ways to move around our community—on foot and by bike—feel more urgent, not less.

We respectfully ask the Board to recommend the staff-preferred alternative (1B/2A/3 and 4B/5A/6C) and to require a clear plan to measure results and refine the design based on evidence.

Without action, Alexandria will continue to accept preventable injury risk on a corridor that should be safe for everyday trips.

Respectfully,

Velocity Bicycle Cooperative – Board of Directors

From: John Yuda
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]On the proposed Braddock Road safety improvements
Date: Monday, February 23, 2026 1:22:07 PM

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To the Traffic and Parking Board:

I write in strong support of the proposed Braddock Road safety improvements and protected bike lane project. I am a current resident and homeowner in the Seminary Hill portion of the city, and have been a resident for nearly 25 years.

The case rests on straightforward facts about who uses this corridor and under what conditions. The easternmost segment is the sole connecting route between the middle school, Old Town, and the Braddock Road Metro station. Students travel this stretch twice each school day, on foot and by bike, beneath a railroad overpass that substantially reduces sight lines — conditions under which a driver exceeding the posted 25 mph limit cannot reliably see a pedestrian waiting at the crossing. This is not a theoretical risk; it is a predictable consequence of the geometry. The city's own data confirms that the 85th percentile speed on this corridor is 29–32 mph, and observers documented drivers failing to yield to pedestrians in the crosswalk. A pedestrian was killed at Braddock and Commonwealth in 2015.

The full corridor also provides primary school access from the west, and Braddock Road is one of a small number of east-west through-routes in Alexandria. We know from experience both locally and elsewhere that protected infrastructure will induce demand, but in this case we are not merely projecting: there is current demand, and this project will make meeting it safer.

Removing on-street parking to create protected lanes improves safety in two ways: it gives cyclists and pedestrians a buffered space, and it improves visibility for drivers exiting the many driveways along the route. On the question of parking hardship: the city's own parking study found that peak weekday usage was 28 vehicles on Braddock Road, while 311 spaces were simultaneously available on adjacent streets within two blocks. On the highest observed weekend day, 47 vehicles used Braddock Road parking while 304 spaces were open nearby. The question before the board is whether that marginal convenience outweighs documented safety benefits on a corridor used daily by children.

Some have argued that the absence of recent serious injuries means the road is already safe. Safety is not binary — it is a function of exposure, speed, visibility, and infrastructure. The conditions on this corridor, particularly under the overpass, represent elevated risk whether or not that risk has recently materialized as a recorded injury. We should not wait for a student to be struck before acting on conditions we can observe and measure.

The Del Ray Civic Association has endorsed this project; the Rosemont Civic Association has opposed it. Both votes represent members present at a single meeting, not every resident in their footprint.

I urge the board to approve all three segments tonight.

Yours,
John Yuda

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JOL A. SILVERSMITH

323 East Oak Street, Alexandria, VA 22301
Telephone: [703] 888-0727
Email: jol@thirdamendment.com

February 16, 2026

Alexandria Traffic & Parking Board
Ann Tucker, Chair
c/o Alexandria City Hall
301 King Street
Alexandria, VA 22314
trafficandparkingboard@alexandriava.gov

RE: Braddock Road Corridor Improvements Project

Dear Chair Tucker and Members of the Board:

I submit this letter in my personal capacity regarding the "Travel Lane and Parking Modifications for the Braddock Road Corridor Improvements Project," which I understand will be agenda item no. 9 at the Board's February 23 meeting.

I strongly oppose the Board's consideration of and any vote on this project, for the reason that it has not been subject to sufficient public scrutiny. Numerous elements of the project were not made public prior to the staff report prepared for the February 23 meeting, and some still are elusive. For example:

- Staff propose to remove parking on Commonwealth Avenue between Braddock Road and Spring Street. This proposal was never disclosed previously, including in communications with and a presentation at a meeting of the Rosemont Citizens Association (RCA).

- At the aforementioned RCA meeting, City staff represented that all homes along Braddock Road have off-street parking. The staff report now concedes that representation was false. Further, I note that the Planning Commission recently approved the subdivision of the property at 106 East Braddock Road, with the explicit condition that a new driveway cannot be added.

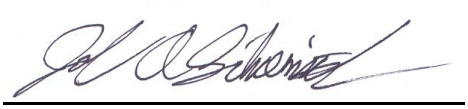
- Significant underlying data was not posted on the project website until after requests were made at the RCA meeting – and other data still does not appear to have been made available. For example, staff represented that current bicycle traffic on Braddock Road is 100/peak period – but no supporting data appears to have been posted, including the exact measurement timeframe, location, etc.

I also note that this is not the first time that T&ES have attempted to push a similar project forward without adequate public scrutiny. In 2020, I became aware that the City, without any input from the public, was developing a plan to remove traffic lanes and install bicycle lanes on the section of Braddock Road between West Street and Mount Vernon Avenue, and intended to submit that project to the Board in a timeframe that would have left little

or no time for scrutiny by community groups or the general public. Only after I obtained records which revealed what the City was doing, and called out staff for their secretive behavior, was that project abandoned – until now.

Given these issues and backstory, the Board should ask tough, specific questions of staff, including not just about the above issues but those identified by other members of the community, and decline to move forward until those issues are comprehensively addressed in writing, and a new, extended opportunity for review and feedback has been provided.

Sincerely,



Jol Silversmith

CC:
Michael Moon, Interim Director, TES, michael.moon@alexandriava.gov
Hillary Orr, Deputy Director, TES, hillary.orr@alexandriava.gov,
Christopher Ziemann, Transportation Planning Chief, christopher.ziemann@alexandriava.gov
Ryan Knight, Transportation Engineering Chief, ryan.knight@alexandriava.gov
Alexandria Carroll, Complete Streets Planning Manager, alexandria.carroll@alexandriava.gov
Alyia Gaskins, Mayor, alyia.gaskins@alexandriava.gov
Sarah Bagley, Vice Mayor, sarah.bagley@alexandriava.gov
Canek Aguirre, Council Member, canek.aguirre@alexandriava.gov
John Chapman, Council Member, john.chapman@alexandriava.gov
Abdel Elnoubi, Council Member, abdel.elnoubi@alexandriava.gov
Jacinta Greene, Council Member, jacinta.greene@alexandriava.gov
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Casey Kane, Vice Chair, T&PB, caseykane50@gmail.com
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Ashley Mihalik, Member, T&PB, amihalik@fdic.gov
Kursten Phelps, Member, T&PB, kphelps@tahirih.org

From: jonathan@everyactioncustom.com on behalf of Jonathan Krall
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Trail Access and Corridor Improvements
Date: Thursday, February 12, 2026 9:53:25 PM

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

Dear Board Members,

I write to express my support for the staff recommended design concept for the Braddock Road Trail Access and Corridor Improvements Project. The recommendations will provide the best biking and walking improvements for the corridor making Braddock Road safer for all users - people walking, biking, taking transit, and driving. Making this corridor safer and better connected improves access to the Braddock Road Metro, area trails, schools and other places in the community.

As people return to office jobs, I see more and more people cycling to the Braddock Rd metro station. Without the barriers that are local roads without bike lanes, we could have many more people on metro and many fewer cars on the road. We could also open up the streets to families cycling together.

The removal of on-street parking lanes is justified given they are very underutilized and doing so makes room for the needed safety enhancements and rightly prioritizes the safety for everyone traveling the corridor.

These improvements support Alexandria's Mobility Plan and Vision Zero Action Plan.

This project is a chance to fix the dangerous conditions existing today and provide a more connected and safe corridor for everyone. I ask that you vote in favor of staff's recommended design and advance the safest set of options for Braddock Road.

Sincerely,
Jonathan Krall
6 A E Mason Ave Alexandria, VA 22301-1908
jonathan@jonathankrall.net

_____
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From: Jordan Eccles
To: TES-Traffic and Parking Board
Cc: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Feedback on the Braddock Road Corridor Improvements Project
Date: Tuesday, February 10, 2026 4:19:52 PM

You don't often get email from jordan.eccles@gmail.com. Learn why this is important

To the Members of the Traffic and Parking Board,

I am a resident of Alexandria and excited to offer my thoughts about the Braddock Road Corridor Improvements Project. I have lived in Rosemont with my family for ten years, starting in 2016 when my family was just myself and my wife. I now have two daughters, ages 6 and 4. I am writing in my personal capacity, but I am also a Vice President of the Rosemont Citizens Association Board and a member of the Environmental Policy Commission. I am writing to strongly support the recommended option for the design concept for Braddock Road.

The members of my family are often pedestrians and avid bikers. Our daughters bike to school in the mornings (they attend Naomi Brooks Elementary and Abracadabra just nearby) and my wife recently started the Brooks Bike Bus, a weekly group of students and parents who bike from all over the neighborhood to school. I bike to work and until she started working from home so did my wife. We love our neighborhood – in fact, we love it so much that in our recent house search, we drew a boundary around Rosemont and said “Only here.”

As a biker and pedestrian, I love the proposed improvements and think they are critical to improving safety. Safety is not just an abstract concept for me. Paraphrasing a slightly depressing aphorism, drivers are worried bikes will make their journey take a minute or so longer, and bikers are worried cars will kill them.

When Sophia, my eldest daughter, was four, I was biking along Cameron in the unprotected bike lane crossing St Asaph through a green light with Sophia in a child’s seat behind me. A car turning in front of me didn’t see us, and we collided with them. I remember taking Sophia off the bike as fast as I could, looking for blood, trying to understand if she was screaming because she was scared or because she was hurt. A bystander came up and asked me if Sophia liked dogs, and I said yes, and the lady brought her dog up to Sophia to distract her and calm her down as others called 911 and moved my bike. The paramedics came and checked us out. Luckily Sophia was only bruised (and the dog did calm her down). In what now seems like a crazy thing to do, I put her back on the bike and continued home. The next day I realized I couldn’t use my arm because my rotator cuff was injured. It took about six weeks to heal before I could pick up my kids again. Overall, I feel lucky – no one was dead. You might think this is a once-in-a-decade close call, but I have two other stories about narrow brushes with severe injury I could tell you.

I think the survey results were very illuminating about this project – a lot of people don’t feel safe but want to use these corridors for movement in modes that aren’t just cars. I am one of those people! I cross the intersection from Yates Corner to the Potomac Yard trail every day, usually with dozens of kids heading to middle school, and I think that could be safer. Many people agree with me! As you might guess, I also support the protected bike lanes. The convenience of a small amount of on-street parking in my

mind pales in comparison to protecting people's lives. Car-centric design has given us the strange status quo of storing our vehicles on land that belongs to everyone – can you imagine if people thought it was okay to store things on sidewalks or in parks? I am certainly a fan of abundant parking, but when we have to consider competing interests for public resources, I think we should emphasize safety for transit for all our residents and visitors regardless of mode over privileging convenience for car storage.

The overall proposal is fantastic and makes me excited about the vision for this corridor. I would love to speak at the meeting but I hope to leave room for others to express their opinions and I'll stick with writing. Thanks to the city staff who got us to this point and thank you for considering community input. Good luck making the decision.

Jordan Eccles

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From: Judy Miller
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road
Date: Monday, February 23, 2026 5:11:49 PM

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Sirs:

As a Rosemont resident I am prejudiced as I do not want to see cut-through traffic detoured through other streets in the area as Braddock Road becomes narrowed from Russell to West Street. Trying to bolster bike riders and confining traffic corridors to one lane becomes a life/death issue if emergency/traffic responders cannot safely enter into or exit from this area when there is no alternative lane for them during rush hours.

People backing out or heading onto Braddock from existing driveways sometime cannot be seen or see oncoming pedestrian/bike traffic. This creates a hazard for all creatures and vehicles. Road rage can result when traffic becomes stopped due to the existing long backups at rush hour.

We live in a small city which once existed as communal neighborhoods. Much traffic does not emanate from this area. As we eliminate parking from homes and churches, we appreciate the needs of bikers and pedestrians. It is preferred that they use side streets already in existence so as not to interface with vehicles that simply want the quickest way to get east or west.

Once the bike lanes are in place, homeowners, contractors, and church visitors will be parking on neighboring streets, making these narrower and less welcome than before. With prolonged traffic backups cars will seek these same side streets looking for alternatives - just to get away. The resulting chaos can be confusing to those who want a quick way out. The community suffers, so do the commuters.

Kudos to the voluminous numbers of bike riders who will safely navigate this roadway with no fear. The number of accidents occurring to them in the past shows justification that they will continue to remain safe as has been reported within the past 10 (?) years.

Why not concentrate at the West Street entry/exit roadway which had been the intended target. What is the purpose to damage/hinder the good of the common weal when the alternatives allow unimpacted roadway traffic to be of safe conduit for bikers.

As for pedestrians: as a child I was taught to stop, look, and listen before crossing any street. At that time there were no dedicated crosswalks. Now there are. Cannot pedestrians be taught to stop, look, and listen before crossing any roadway. When approaching a crosswalk, can they not be taught to press a button to stop traffic which will safely allow pedestrians to cross a roadway.

Thank you for your consideration.

Judy Miller,
An elderly, second-rate senior citizen
Former president of the Rosemont Citizens Association
July 4th Coordinator for 35 years
Former President of the Alexandria League of Women Votes

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Good Evening,

I am Karl Kalbacher and I reside at 25 West Oak Street which is directly across from Naomi Brooks school.

I prepare federal transportation grants and Benefit-Cost Analysis reports for local governments and private sector clients and have won 15 grants for clients totaling over $198 million.

This Braddock Road Bike Lane Project would not be a good candidate for federal grant award funding because the costs are unknown and the benefits cited by TES are not supported by their data.

The city asserts that the bike lane will be widely used; that it will make riding on Braddock safer; and that vehicular traffic flow will improve. None of these statements are supported by the data.

The city's January 30 – February 1, 2025 bicycle count in the project area doesn't support the need for a bike lane.

The January 30, 2025 bike count at Braddock and Commonwealth was 8; at Braddock and Russell it was 4.

The February 1, 2025 bike count at the 7-11 was 78. This correlates with access to the Potomac Trail but does not provide information on routes taken after leaving the trail. I bike a lot and immediately peel off to the ultra-safe Oak Street from the Potomac trail.

The city has not provided data on current or future bike users in the project area.

I requested details on the city's Synchro vehicle traffic modeling. The response was generic and unacceptable when one considers the detrimental impact this project will have on property values and quality of life of residents in the immediate project area. The city states that, "As with any traffic modeling exercise, results are based on standard engineering assumptions, accepted methodologies, and defined study boundaries appropriate to the project corridor. The modeling evaluated the signalized intersections within the project limits and key adjacent intersections that influence operations."

The city needs to fully describe the model boundaries. We all know that traffic backs up for a mile or more at certain intersections (King and Russell; West and Braddock; Commonwealth and King; Braddock and Russell) that are inside and outside of the project area but that also affect traffic in the project area. The city asserts that traffic flow will improve when 8 turn lanes are eliminated. That doesn't make sense. The city must be fully

transparent in providing all the traffic modeling data and assumptions before making this assertion.

Presuming that traffic actually gets worse with a reduced vehicle transportation network, the city should include an analysis of the following project dis-benefits:

1. More fuel consumption from more vehicles idling in traffic
2. More Greenhouse Gas Emissions from more fuel being consumed
3. More Vehicle Repair Costs from more use
4. More travel time to people in cars

The city indicates that bike riding on Braddock is not safe. Qualitatively I agree with that statement – I won't do it and it seems to me to be parental misconduct to allowing children to ride bikes on Braddock. But here's the problem – the city has once again only provided a limited data set on accidents that are focused on the Mary Washington Middle School area and not the project area.

This project is not ready for review. There are significant data gaps. You should vote this project down and send a clear and unambiguous message to TES that half-baked ideas are never acceptable.

From: Alexandria Carroll
To: TES-Traffic and Parking Board
Subject: FW: [EXTERNAL]Braddock Road Corridor Project
Date: Thursday, February 19, 2026 11:20:17 AM

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

From: kfkalbacher@gmail.com <kfkalbacher@gmail.com>
Sent: Wednesday, February 18, 2026 4:48 PM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; 'Rob Hargis' <robhargis2@gmail.com>
Cc: 'Dana Lawhorne' <danalawhorne@verizon.net>
Subject: RE: [EXTERNAL]Braddock Road Corridor Project

Alex,

It seems to me that the traffic data collected doesn't support the need for a bike lane – Why I ask rhetorically? Because the additional traffic (bike/ped) data was collected on January 30 – February1, 2025 – pretty darn cold that time of year – not too many brave souls are travelling by bike! We still do not have good data to fully understand the totality of bike users in the project area.

January 30, 2025
All Day Braddock and Commonwealth (Bikes = 8)
All Day Braddock and Russell (Bikes = 4)
February 1, 2025 (Saturday)
All Day Braddock and 7/11 (Bikes = 78) - this one clearly shows folks wanting to access the Potomac Trail

The modeling response to several detailed queries seems to me to be generic and frankly unacceptable when one considers the detrimental impact this project will have on the property values of and degraded quality of life for residents in the immediate project area "*As with any traffic modeling exercise, results are based on standard engineering assumptions, accepted methodologies, and defined study boundaries appropriate to the project corridor. The modeling evaluated the signalized intersections within the project limits and key adjacent intersections that influence operations*." **We want the modeling details – we want to know how the city's consultant set up the model boundaries. We know first-hand that traffic**

backs up for a mile or more at certain intersections that are inside and outside of the project area but that affect traffic in the project area!! We are struggling how it could be that traffic flow is going to improve when 8 turn lanes are eliminated.

Please respond.

Thanks,

Karl

Karl Kalbacher, PG
Kalbacher Associates, LLC
25 West Oak Street
Alexandria, VA 22301
(703) 303-4665
KFKalbacher@kalbacherassociates.com

KALBACHER ASSOCIATES LLC

www.KalbacherAssociates.com

www.linkedin.com/in/karl-kalbacher-1b3014201

From: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Sent: Wednesday, February 18, 2026 2:32 PM
To: kfkalbacher@gmail.com; 'Rob Hargis' <robhargis2@gmail.com>
Cc: 'Dana Lawhorne' <danalawhorne@verizon.net>
Subject: RE: [EXTERNAL]Braddock Road Corridor Project

All,

Thank you again for the questions and comments and for your patience. To keep information clear and organized, I've provided responses by topic below:

Traffic Data
The City collected intersection counts at Braddock Road/West Street, Braddock

Road/Potomac Yard Trail, and Braddock Road/Mount Vernon Avenue prior to the project. These counts included vehicles, pedestrians, and bicyclists. That data has previously been shared and is attached again for reference.

Additional traffic counts were later collected by the City's consultant at intersections including Braddock Road/Commonwealth Avenue and Braddock Road/Russell Road. These counts were primarily intended to capture motor vehicle volumes for traffic modeling purposes. Pedestrian counts are included. Bicycle counts were recorded only for bicyclists using crosswalks and therefore are not considered comprehensive corridor-wide bicycle volume data.

As previously discussed, bicycle activity is higher in Segment 1 (between Mount Vernon Avenue and West Street) due to proximity to the Braddock Road Metro station, adjacent schools, and existing trail connections. Bicycle volumes are lower in Segments 2 and 3. The available data has been provided.

Traffic Analysis

A traffic analysis was conducted for all signalized intersections within the study area. The analysis evaluated existing and projected future traffic conditions based on current volumes, projected growth, lane configurations, and signal timing.

The Level of Service (LOS) summary that is posted on the project webpage is the standard tool for reporting vehicle operating conditions. The PM peak hour was used for the alternatives analysis because it represents the highest traffic volumes and most constrained conditions.

As with any traffic modeling exercise, results are based on standard engineering assumptions, accepted methodologies, and defined study boundaries appropriate to the project corridor. The modeling evaluated the signalized intersections within the project limits and key adjacent intersections that influence operations.

VDOT Priorities

The Virginia Department of Transportation (VDOT) designated Segment 1 (between Mount Vernon Avenue and West Street) as a statewide priority for pedestrian and bicycle improvements. This is stated in the "Background" section on the project webpage: *"Additionally, the Virginia Department of Transportation designated the segment between Mount Vernon Avenue and North West Street as a top statewide priority for pedestrian and bicycle safety upgrades."*

Statewide planning documents that identify priority corridors include:

- VTrans, the Virginia Statewide Transportation Plan. This identifies statewide priorities related to congestion mitigation, reliability improvements, pedestrian and bicycle access, etc. Here is a map viewer with those identified areas.
- Pedestrian and Bicycle Safety Action Plan. This is a component of the State Strategic

Highway Safety Plan and shows statewide priorities for pedestrian and bicycle safety improvements. Here is a map viewer for those priorities as well.

At this time, the project team has finalized its recommendation, and the Traffic & Parking Board will consider the item at its February 23 public hearing. Because the Board is the body responsible for reviewing the recommendation and taking action, the hearing is the most appropriate venue for sharing additional comments, concerns, or perspectives at this stage of the process. Information on how to participate is available on the Traffic & Parking Board webpage.

Thank you.

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

From: Alexandria Carroll
Sent: Thursday, February 12, 2026 3:23 PM
To: kfkalbacher@gmail.com; 'Rob Hargis' <robhargis2@gmail.com>
Cc: 'Dana Lawhorne' <danalawhorne@verizon.net>
Subject: RE: [EXTERNAL]Braddock Road Corridor Project

Good afternoon all,

I am confirming receipt of your emails and am working with our engineering staff on your questions about the traffic analysis. However, please note I am out of the office tomorrow, and City offices are closed on Monday due to the holiday. I expect I'll have a response to you early-mid next week.

Thank you in advance for your patience, and have a nice weekend.

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

From: kfkalbacher@gmail.com <kfkalbacher@gmail.com>
Sent: Thursday, February 12, 2026 2:11 PM
To: 'Rob Hargis' <robhargis2@gmail.com>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Cc: 'Dana Lawhorne' <danalawhorne@verizon.net>
Subject: RE: [EXTERNAL]Braddock Road Corridor Project

You don't often get email from kfkalbacher@gmail.com. Learn why this is important

Alex,

I agree with the comments below. The Synchro Model was completed for AM and PM rush hours but only the PM summary is presented on the web site.

It is important to fully understand the data inputs and boundary conditions in any modeling exercise. For this project, it seems to me that the boundary conditions should be at least from Duke and Callahan to King and Commonwealth to the south; North West Street and Pendleton and North West Street and Madison should be the eastern boundary; a mile west of the intersection of Russell and Braddock should be the western boundary; and High Street and Russell should be the northern boundary.

Traffic in this part of Alexandria is constrained by certain intersections: (King and Russell), (Braddock and Russell); (North West Street and Braddock) – these are the bottlenecks. During PM particularly rush hours there is tremendous vehicle queuing on Russell, King Street to Chinquapin (2 miles – I have been in it at 5 pm), and Braddock for a mile to Russell from the west. I observe traffic snarls daily from my residence at 25 West Oak Street. Traffic backs up in the south direction past Braddock and Russell and is fully jammed to King and Russell. It is not a 30 second delay as the Synchro model suggests. We need to add an order of magnitude to this analysis. I see the frustrations and the hear the horns blowing!

The Synchro model indicates that eliminating some eight turn lanes and adding bike lanes for a 100 or so new riders will somehow improve traffic flow? This seems outlandish and requires the city to clearly demonstrate how the model inputs were established. If transportation arteries are reduced, you get additional blockage - not more free flowing traffic.

Presuming that traffic actually gets worse with reduced vehicle transportation network, you should also account in your analysis the following dis-benefits:

1. More fuel consumption from more vehicles idling in traffic
2. More Greenhouse Gas Emissions from more fuel being consumed
3. More Vehicle Repair Costs from more use
4. More travel time to people in cars

I support bike lanes – just not the ones on Braddock. Let's have the bike lane on Oak Street

and other SAFER roads – we would love to have them join me for a ride!

Thanks,

Karl

Karl Kalbacher, PG
Kalbacher Associates, LLC
25 West Oak Street
Alexandria, VA 22301
(703) 303-4665
KFKalbacher@kalbacherassociates.com

www.KalbacherAssociates.com

www.linkedin.com/in/karl-kalbacher-1b3014201

From: Rob Hargis <robhargis2@gmail.com>
Sent: Thursday, February 12, 2026 11:00 AM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Cc: Dana Lawhorne <danalawhorne@verizon.net>
Subject: Re: [EXTERNAL]Braddock Road Corridor Project

Alex,

I'd like to help you understand why in last night's meeting, you were asked multiple times for the **study and data** for the current Braddock corridor traffic and the future post-project (as recommended) traffic. You said multiple time last night, "It's on the project webpage." No, Alex. It is not on the project webpage. The project webpage has a summary of a study and a narrative ostensibly derived from a study and from some collected data set. You know this is incomplete and is not the same as a study with relevant data or you wouldn't be in the position you are with the City. Your response is disingenuous. You have NOT provided the data or rationale for assumptions underlying the conclusions and definitely have not provided the actual study. What you posted is a

slide show summary FROM a study - likely including some analysis and assessment and opinion. This goes to why so many are suspect of your intentions and justifications. No fewer than 7 times by voice and in chat on last night's DRCA call, you were asked to provide the study. "It's on the webpage" is insulting to people who rely on the City to be transparent when instead, you gaslight them.

Dana and I have requested the same information from you several times including in the emails below. Can you at least let us and the public know why you can't or won't?

Also, mentioned several times last night was the statement, "VDOT has identified this corridor as a dangerous transit corridor and we must add safety measures," and similar statements. You did not correct any of those statements and you have said the same in previous meetings. So we assume you support that statement as true. **Please provide that assessment from VDOT - AND note what the defined corridor is.** Is it West-to-Mt. Vernon and the immediate surrounding intersections to the Metro AND **does the VDOT assessment expressly include the additional 0.6 miles of Braddock Road westward to Russell Road?**

No one appears to be able find ANY reference to a VDOT assessment of Braddock from Mt. Vernon to Russell Road. THIS TOO would go a long way to having people believe your and the City's deep concern for safety and parking removal along Segments 2 and 3 isn't simply a vanity project hiding in an adjacent (and much needed) safety improvement between Mt. Vernon and West.

Please provide the (dated) VDOT assessment that notes Braddock Road from Mt. Vernon to Russell Road identifies as a highly dangerous section. You still have not provided any bike and pedestrian data for this stretch - but it must exist in some form for VDOT to have come to their purported conclusion. You have not posted this information to the project webpage and it would go a long way to reducing criticism and suspicion many residents have of the City at this point. It is conspicuously absent. Help us understand the critical need to improve safety for a stretch of road that based on the ONLY data you provided for Segments 2-3 (City project posted crash data) show 6 vehicle-vehicle incidents in 9 years. Transparency should be a component of your community outreach. So far, it feels a bit sparse - to be as generous to you and the City as possible.

- **Let us know when you intend to post the VDOT assessment of Segments 2-3.**
- **Let us know when you will provide the actual study (with data and study assumptions) conducted to conclude that traffic flow will remain a C over the**

next 16 years to 2042 by removing 8 turning lanes and re-timing the lights. (Previous outstanding requests.)

Thanks,
Rob

On Feb 11, 2026, at 5:46 PM, Rob Hargis <robhargis2@gmail.com> wrote:

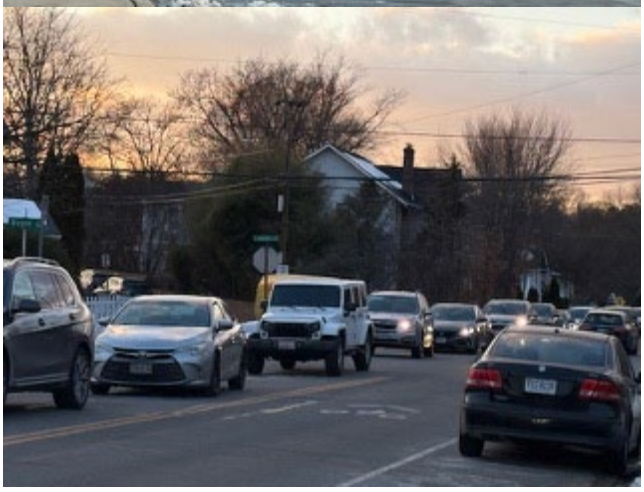
Alex,

Please excuse the occasional typos as I knock out notes/emails on my phone.

Here's some context of the current grade-C traffic on Braddock between Mt Vernon and E Myrtle. The good news is that only the cars are at risk of being hit by a pedestrian or a bike.

If this is the Grade-C that is our current status - and the same Grade-C we should expect after removing 8 turning lanes, I find it VERY hard to believe any bike or pedestrian is at risk of being injured by a vehicle any more that they are other stationary objects such as utility poles, signage, and fences.

This is 5:20 PM - "rush" (although no one appears able to rush anywhere). If safety is your goal and a C is your target, we are there.



Thanks again for getting the TIA or any other internal and external analysis assessing current state and post-project state as a Grade-C.

Greatly appreciated,
Rob

> On Feb 11, 2026, at 5:19 PM, Rob Hargis <robhargis2@gmail.com> wrote:
>
> Thanks you, Alex.
>
> And based on data and a traffic impact analysis (TIA) report, you or an outside third party determined that after the removal of the

8 turn lanes over 0.6 miles of Braddock between Mt. Vernon and Russell, the anticipated delays from stopped delivery and services vehicles, and owners backing or heading onto the drivable Braddock roadway from perpendicular driveways that simply based on timing changes along Braddock, that the intersection delays will REMAIN a grade-C as you've told residents?

That is amazing news. If true, I would offer that simply with timing changes, you could get to an A now, reducing congestion and carbon emissions from C-level congestion, reduce driver frustration *(as you've noted leads to impatient and therefore dangerous driving), and would make the corridor safer overall. IF you've had these numbers for some time, why hasn't the City already changed the timing to improve the flow? Delaying those easy timing changes would immediately improve the flow and safety, by your description, and lead to a more objective assessment than the artificial condition we now have.

Perhaps you/the City should improve the timing first - and then assess the throughput and safety.

If your project's goal is to remain a grade-C, you could even improve the timing AND reduce the posted speed - improving safety through yet ANOTHER mechanism and being less disruptive to the community.

(1) Could you please provide the analysis you/the City did to assess these low-cost, available now, alternatives and similar lower-impact/immediately-beneficial options?

(2) Please include the TIA that leads you and "us" to understand the grade is currently a C and that post-project as recommended by you, the flow remains a grade-C.

Should we FOIA this as well or can you get the information to us directly as you did the bike traffic for (only) Mt. Vernon to West?

Thanks again for your time and efforts on this,
Rob

> On Feb 11, 2026, at 4:52 PM, Alexandria Carroll <Alexandria.Carroll@alexandriava.gov> wrote:
>
> Hi Dana,
>
> Apologies for the slow reply. I believe you're talking about the intersection level of service, which is a measure of vehicle delay. The intersection of Braddock/Russell/West Alexandria performs at a C during the PM peak hours, on a scale of A-F, with A being best and F being worst. Here is a scale of what each grade means in terms of corresponding vehicle delay in seconds:
>
> <image001.png>
>
> Hope this helps. Please let me know if you have any more questions.
>
> Alex Carroll, AICP (she/her)
> Complete Streets Program Manager
> City of Alexandria, Virginia
> Department of Transportation & Environmental Services
> Office: 703.746.4408
> Cell: 703.213.8190
> alexandriava.gov
>
> -----Original Message-----
> From: Dana Lawhorne <danalawhorne@verizon.net>
> Sent: Thursday, February 5, 2026 9:18 PM
> To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
> Cc: Rob Hargis <robhargis2@gmail.com>
> Subject: [EXTERNAL]Braddock Road Corridor Project
>
> [You don't often get email from danalawhorne@verizon.net. Learn why this is

important
at https://aka.ms/LearnAboutSenderIdentification]

Hi Alex,
When you met with us back in the Fall on the corner of Russell and Braddock, you mentioned that the corridor was assigned a grade, as it relates to overall safety. Can you tell me again the grade it was given and what it means in the traffic engineering world.
Dana

_____

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From: Kate P
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Bike Lane Project
Date: Thursday, February 19, 2026 10:37:45 AM

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

Good Morning,
I am a resident in Rosemont, just a block off of Braddock, and I would like to write in support of proposed changes to the Braddock Road bike lanes and elimination of parking. I walk, bike, or drive this area nearly daily. As the city has recognized, the strip between Little and the Metro in particular is a disaster for all three forms of transportation. This should be a bike-friendly and safe area for kids heading to GW, families walking up to the Avenue, or commuters walking to the metro; instead, it is so dangerous to bike that we must divert out of our way (crossing in the middle of Braddock) to weave through smaller side streets. And as a pedestrian, I often encounter cars blowing through the crosswalk by the 7-11.

In an ideal world and budget situation, I would highly encourage the city to try to prioritize a more extensive reworking of the metro entrance as laid out in the online slide show proposal.

I understand that some of my neighbors are vocally balking at the elimination of parking spaces on Braddock. I would strongly encourage the city to move forward with this proposal despite these objections. The parking spaces on Braddock are sparsely used, and many are used by houses with vacant driveways that could house the car. The neighborhoods — including my own —can absorb the small number of eliminated parking spaces.

Thank you,

_____
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From: Katy Matthews
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Keep parking on Braddock Road
Date: Thursday, February 12, 2026 11:44:25 AM

You don't often get email from matthews.katy@gmail.com. Learn why this is important

Dear Traffic and Parking Board Members,

I write to voice my opinion to keep parking on Braddock Road. In residential areas, there are homes, churches and businesses that must have parking and if you eliminate parking, you eliminate the quality of life in our city.

Please do not eliminate parking on Braddock Road.

Sincerely,
Katy Matthews
707 N Paxton St, Alexandria, VA 22304

--
Katy G. Matthews
matthews.katy@gmail.com

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From: Katy Sokolove
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Concerns about Community Impact - Braddock Road
Date: Sunday, February 22, 2026 1:55:54 PM

You don't often get email from klsokolove1@gmail.com. Learn why this is important

Writing to say that I think it is against community interest to take away parking on Braddock Road, and turn lanes to extend bike lanes when bike lanes already exist on King. Many, many people cannot access public transportation to get to work for a multitude of reasons. While riding bikes is certainly a public interest, it should be balanced with the pragmatics of living in an area where many people must drive into work. Further, making it impossible for people to park in front of their homes is terrible. Alexandria is a wonderful city, but it seems like the bike lobby who is extremely active is the only voice listen to at the table. There needs to be space for both normal people trying to live their life and those that enjoy and are physically able to commute by bicycle.

Sincerely, Katy Sokolove, 4708 Surry place, alexandria, va 22304

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From: Kay Blemker
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Big NO on the plan to kill parking on Braddock Road
Date: Monday, February 23, 2026 1:07:27 PM

You don't often get email from kay.blemker@gmail.com. Learn why this is important

I have lived in Rosemont since 1998, and it has always been a neighborhood where people can come to visit and park on the street without having to double park and block driveways, etc. The city has been increasing the density and reducing the number of parking spaces by allowing more curb, cuts, and other restrictions to parking. This is a neighborhood. We need parking. The city has allowed more homes to be built without parking spaces. On E Masonic View, an infill lot was built next to a home on a single lot. Many homes on the street have no curb cut and must park on the street. Yet the City INCREASED the need for parking without providing a parking space. They continue to mess up neighborhoods to increase density with zero regard for the people who are already living in these neighborhoods. I have at least 3 parking spaces in my driveway. I do not need parking. But I feel sorry for people who can't park in their own neighborhood or on their own block because the City is hellbent on eliminating parking spaces without regard for people who live in the neighborhood and their lack of parking.

Thank you for your consideration.

Kay Blemker
10 W Masonic View Avenue

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From: Kelly Schuler
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Rosemont Parking
Date: Monday, February 16, 2026 11:16:05 AM

You don't often get email from schuler05@yahoo.com. Learn why this is important

Please consider community events when adopting new traffic and parking rules. It is vital to be able to have parking for events in our neighborhood. It is what strengthens and helps our community.
We are not just a pass through neighborhood and want to be able to function as a true neighborhood.
Thank you,
Kelly Schuler
504 Russell Road
Alexandria VA 22301

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From: Ken Notis
To: TES-Traffic and Parking Board
Cc: Mary-Jane Roth
Subject: [EXTERNAL]Braddock Road Trail Access and Corridor improvements
Date: Sunday, February 8, 2026 11:23:17 AM

You don't often get email from civ2kn@gmail.com. Learn why this is important

Dear Traffic & Parking Board,

I am writing on behalf of the Alexandria Bicycle and Pedestrian Advisory Committee (BPAC). We support the staff recommendations for the Braddock Road Trail Access and Corridor Improvement Project, in particular options 1B, 2A, and 3, because these make this road the safest for **all** users: drivers, walkers and cyclists.

These will improve safety for pedestrians on highly used sidewalks close to the Braddock Road metro station. They will improve the connectivity of the safe all ages and abilities bike network in a key location, connecting a metro station, two important trails, and the heavily used Commonwealth Avenue bike lanes, thus contributing to a connected bike network and advancing multiple City goals.

By calming traffic they will make drivers safer as well.

Ken Notis
Chair, Alexandria Bicycle and Pedestrian Advisory Committee

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From: Kevin J. Tankersley
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Project Comments
Date: Monday, February 23, 2026 10:23:30 AM

You don't often get email from pullman-porter@starpower.net. Learn why this is important

Dear Traffic and Parking Board:

I am writing to express my opposition to the Preferred Concept for the Braddock Road modifications. It appears to me that this proposed plan creates a bike raceway by making significant downgrades to vehicular travel and removal of badly needed on street parking along the length of Braddock Road, while doing little to nothing to improve pedestrian safety. The plan will leave wide swaths of open, unused pavement, which will result in increased speeds in those areas, and probably result in a forest of those ugly white stanchions popping up there too, an affront to the beauty of our City. For pedestrians, this option puts the bike lane against the already too narrow sidewalk along the north side of Braddock Road between Mount Vernon Avenue and the Metro station, and crosswalks at the major intersections still have to cross extremely wide street pavements, with no protection. And the plan does not appear to address proper signage and signaling needs for all modes in the corridor (in particular bicycle signals at signalized intersections), and the necessity for education on what the traffic laws require for pedestrians, bicyclists and motorists.

I do not support the adoption of this plan. It does not provide a balanced complete street solution.

Kevin J. Tankersley
103 E. Mason Avenue
Alexandria VA 22301-1709
703-836-0165 H
pullman-porter@starpower.net

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From: Kiana Fussner
To: TES-Traffic and Parking Board; Alyia Gaskins; Abdel Elnoubi; Jacinta Greene; Kirk McPike; Sarah Bagley; John Chapman; Canek Aguirre
Subject: [EXTERNAL]Plead for Pause on Proposed Traffic Changes
Date: Monday, February 23, 2026 1:38:08 PM

You don't often get email from kianafussner@gmail.com. Learn why this is important

Council Members,

I am writing as a resident who lives three houses from the Braddock/Russell intersection and as someone who uses this corridor daily; as a pedestrian, a cyclist, and a driver. I am urging the City to pause implementation of the proposed Braddock Road lane reconfiguration until a complete, transparent, and data-driven analysis can be conducted and a more robust and accepted proposal can be put in its place.

After reviewing the City's materials, crash data, and supporting documents over the last several months, I have identified numerous factual inconsistencies, omissions, and methodological flaws that call into question the validity of the proposal as currently presented, one of which I even voiced at a recent DRCA meeting to Ms. Alex Carroll, who admitted the data was disingenuously misrepresented. These issues are not minor; they materially affect the conclusions City staff have drawn and undermine confidence in the process.

As someone who bikes this corridor regularly, I can say confidently: a poorly designed bike lane is more dangerous than no bike lane at all. As someone who uses this street for parking daily, and has to turn left onto Russell from Braddock every morning, I can say these changes will severely debilitate my daily commute and activities of daily living such as loading/unloading kids, groceries, etc into my own home in a safe and effective manner.

These issues raise legitimate concerns about whether the proposal is grounded in accurate, representative, and complete information.

Request:

Given the substantial data inconsistencies, the lack of demonstrated safety need, the operational and equity impacts, and the overwhelming community opposition, I respectfully request that the City Council:

1. Pause implementation of the Braddock Road reconfiguration.

2. Conduct an independent, transparent, and complete analysis of safety, traffic operations, parking, and emergency response impacts, and make it READILY available to the community.

3. Evaluate alternative solutions that improve safety without eliminating essential parking or degrading corridor function.

As someone who lives on this corridor and uses it daily in all modes, I want improvements that genuinely enhance safety for everyone, not changes based on incomplete data and flawed assumptions that don't take into account the people who live right in the midst of the changes.

A pause is not opposition to safety. A pause is a commitment to getting this right.

Thank you for your consideration.

--
Kiana Fussner
111 W Braddock Rd.

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From: kvlasseman@everyactioncustom.com on behalf of Kim Vlasseman
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Trail Access and Corridor Improvements
Date: Saturday, February 14, 2026 5:33:07 PM

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

Dear Board Members,

I write to express my support for the staff recommended design concept for the Braddock Road Trail Access and Corridor Improvements Project. The recommendations will provide the best biking and walking improvements for the corridor making Braddock Road safer for all users - people walking, biking, taking transit, and driving. Making this corridor safer and better connected improves access to the Braddock Road Metro, area trails, schools and other places in the community.

The removal of on-street parking lanes is justified given they are very underutilized and doing so makes room for the needed safety enhancements and rightly prioritizes the safety for everyone traveling the corridor.

These improvements support Alexandria's Mobility Plan and Vision Zero Action Plan.

This project is a chance to fix the dangerous conditions existing today and provide a more connected and safe corridor for everyone. I ask that you vote in favor of staff's recommended design and advance the safest set of options for Braddock Road.

Sincerely,
Mrs. Kim Vlasseman
1200 N Quaker Ln Alexandria, VA 22302-3004
kvlasseman@episcopalhighschool.org

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

From: R. Kirk McPike
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Item 9 - Support for Staff Recommendation on Braddock Road
Date: Monday, February 23, 2026 11:15:10 AM

You don't often get email from kirk.mcpike@gmail.com. Learn why this is important

Dear Members of the Traffic & Parking Board,

As someone who often bikes across our City and has experienced the difficulty of biking along this corridor, I encourage you to adopt the staff proposal. The lack of bike lanes on this stretch of Braddock puts cyclists directly in front of vehicle traffic, endangering them and slowing the cars behind them. Separating bikes and cars will allow both sets of travelers to move at their own pace. The other improvements in this plan will also improve the experience of drivers, cyclists, and pedestrians.

I also want to speak to the tenor of the discussion around this project. I think it is important to note that City staff do not create these proposals out of whole cloth. Projects like this stem from policies and guidance provided by the City Council. In this case, multiple Councils have issued clear directives to staff, instructing them to implement Complete Streets projects and build out a bike lane network. Staff often incorporate public feedback into projects like this, and significant changes have been made to this proposal during its development. I have seen firsthand how hard staff work to address public input. However, feedback that amounts to "don't do this" often can't be incorporated, because doing so would go against the Council-set policies that staff must follow. That doesn't mean that it hasn't been heard, just that it hasn't been, or sometimes can't be, agreed to.

I understand that this can be frustrating to opponents of a project, but the proper way to address this is to petition Council for changes in policy, not to denigrate the work or character of members of the City staff. Alexandria is fortunate to have so many dedicated and talented people like Alex Carroll working on behalf of our residents. They deserve to be treated respectfully, just as they are expected to be respectful in their interactions with the public. I hope your board members continue to encourage all residents, regardless of whether they agree or disagree with a particular proposal, to engage with each other, the board, and City staff in a civil manner that fosters discourse and understanding.

Thank you for your own work on behalf of Alexandria. As a resident of our City, I am always so thankful for the time and talent volunteers like you provide.

Sincerely,

R. Kirk McPike

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From: kylerwalton@everyactioncustom.com on behalf of Kyle Walton
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Trail Access and Corridor Improvements
Date: Tuesday, February 17, 2026 2:26:43 PM

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

Dear Board Members,

I write to express my support for the staff recommended design concept for the Braddock Road Trail Access and Corridor Improvements Project. The recommendations will provide the best biking and walking improvements for the corridor making Braddock Road safer for all users - people walking, biking, taking transit, and driving. Making this corridor safer and better connected improves access to the Braddock Road Metro, area trails, schools and other places in the community.

I frequently walk my dog through this area, and it feels dangerous because of the limited space and crowding. While removing on-street parking is understandably controversial, in this case it is justified. I fully support making that stretch of Braddock Road safe for all users, especially walkers, even at the expense of some parking spaces.

These improvements support Alexandria's Mobility Plan and Vision Zero Action Plan.

This project is a chance to fix the dangerous conditions existing today and provide a more connected and safe corridor for everyone. I ask that you vote in favor of staff's recommended design and advance the safest set of options for Braddock Road.

Sincerely,
Kyle Walton
719 N Fayette St Alexandria, VA 22314-1857
kylerwalton@gmail.com

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From: Joy Assent
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Traffic and Parking Board Meeting Written Testimony-Please Save our Parking!
Date: Monday, February 23, 2026 4:57:02 PM

You don't often get email from jassent12@gmail.com. Learn why this is important

Hello, I am a faithful member of the Community Praise Church in Alexandria at 1400 Russell Road. I have been attending weekly since 1998 and I directly and heavily rely on the ability to park on Russell and Braddock roads since we have limited lot parking for our growing, thriving church. We have been a great neighbor in the community for more than 100 years, and it would be a travesty for us to lose that parking availability. Please do not take it away.

Thank you,
LaJoya Assent
16643 Leocrie Place
Woodbridge VA 22191
703.304.9255

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From: Laura B
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Trail Access and Corridor Improvement Project
Date: Saturday, February 14, 2026 10:14:30 AM

You don't often get email from lauramberol@gmail.com. Learn why this is important

Dear Traffic & Parking Board,

I'm writing to ask you to adopt the staff recommendation for the safest biking and walking options for the Braddock Road Trail Access and Corridor Improvement Project: Options 1B, 2A, 3, 4B, 5A and 6C. I believe these alterations will make Braddock Road the safest for drivers, walkers, and cyclists alike.

As a resident of Falls Church, I frequently travel on Braddock Road to reach parts of Del Ray and Old Town Alexandria. When I've walked along this section of Braddock Road, I've had cars turn in front of me with dangerous proximity and speed while I'm crossing in the crosswalk, especially during evening hours. When I've driven along this section of Braddock Road in the dark, I've felt concern that I won't see pedestrians and cyclists sharing the road.

Please act on the recommended alterations so as to reduce the number of conflict points where pedestrians and cyclists can be injured and give drivers more confidence as they drive that they are not risking an accident.

Sincerely,
Laura Berol
209 Tyson Drive
Falls Church, VA 22046

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From: Laura Doyle
To: TES-Traffic and Parking Board
Subject: Re: Traffic and Parking Board Meeting – Monday, February 23
Date: Monday, February 23, 2026 4:06:34 PM
Attachments: image.png

You don't often get email from doyle3kids@gmail.com. Learn why this is important

Thank you for taking into consideration our comments. I'm attaching a picture of the traffic turning onto Russell from Braddock on a particularly bad day a few year ago. I waited 20 minutes to turn onto W Glendale and the bus apparently couldn't wait. Please give the community additional data on how eliminating turning lanes and adding bike lanes improves the safety when our roads are already overcrowded with people cutting through to avoid congestion.

Best,
Laura Doyle

Sent from my iPhone

On Feb 21, 2026, at 12:49 PM, TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov> wrote:

Thank you for your comments, they have been sent to the Traffic and Parking Board members ahead of the meeting on February 23.

The in-person and virtual Traffic and Parking Board meeting will be held in the new City Council Chambers, Room 1305 at the Del Pepper Community Resource Center, 4850 Mark Center Drive, Alexandria, VA. To attend the meeting via Zoom, register here.

Additional information, including the docket, can be found on the Traffic and Parking Board webpage.

If you are interested in speaking at the meeting and wish to sign up in advance, you can do so via the speaker form. You can submit a speaker form in person or indicate you are interested in speaking online via Zoom as directed by the Board Chair.

Thank you,

Sheila McGraw
Curbside and Parking Program Manager
City of Alexandria, Virginia
Transportation and Environmental Services
703.407.3992 (Mobile)
703.746.4401 (Office)
Sheila.mcgraw@alexandriava.gov

-----Original Message-----
From: Laura Doyle <doyle3kids@gmail.com>
Sent: Thursday, February 19, 2026 7:04 PM
To: TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>
Subject: re: Traffic and Parking Board Meeting – Monday, February 23

[You don't often get email from doyle3kids@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Good evening. I am writing to strongly oppose efforts to add bike lanes along Braddock Road. As a resident of W. Glendale Avenue, I am particularly concerned about plans to eliminate the dedicated turning lane onto Commonwealth Avenue. As you are well aware a pedestrian was hit and killed by a dump truck several years ago. This intersection can be dangerous for those of us who walk it on a regular basis and will be made more so by eliminating the lane. The traffic flow through our area has increased significantly as have instances of aggressive and reckless driving. A no turn on red sign and a separate lane for those that are turning has allowed traffic to move while ensuring that pedestrians can cross. The elimination of parking on Russell Road also will directly impact us on West Glendale. We already see increased cars during church services for the church on the corner of Russell and Braddock and will see residents now having to park on our street. We already have increased traffic and people looking for a quick cut through. Please reconsider this proposal. It's not about not wanting cyclist but rather improving safety for those of us that live in the area. Thank you for your consideration.
Best,
Laura Doyle
28 W. Glendale Ave.
Alexandria, VA 22301
Sent from my iPhone

From: Laura Doyle
To: TES-Traffic and Parking Board
Subject: re: Traffic and Parking Board Meeting – Monday, February 23
Date: Thursday, February 19, 2026 7:04:31 PM

[You don't often get email from doyle3kids@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Good evening. I am writing to strongly oppose efforts to add bike lanes along Braddock Road. As a resident of W. Glendale Avenue, I am particularly concerned about plans to eliminate the dedicated turning lane onto Commonwealth Avenue. As you are well aware a pedestrian was hit and killed by a dump truck several years ago. This intersection can be dangerous for those of us who walk it on a regular basis and will be made more so by eliminating the lane. The traffic flow through our area has increased significantly as have instances of aggressive and reckless driving. A no turn on red sign and a separate lane for those that are turning has allowed traffic to move while ensuring that pedestrians can cross. The elimination of parking on Russell Road also will directly impact us on West Glendale. We already see increased cars during church services for the church on the corner of Russell and Braddock and will see residents now having to park on our street. We already have increased traffic and people looking for a quick cut through. Please reconsider this proposal. It's not about not wanting cyclist but rather improving safety for those of us that live in the area. Thank you for your consideration.
Best,
Laura Doyle
28 W. Glendale Ave.
Alexandria, VA 22301
Sent from my iPhone

From: Laura Hope Evans
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Bike Lanes Are Not Necessary
Date: Sunday, February 22, 2026 8:20:39 PM

You don't often get email from laura.hope.evans@gmail.com. Learn why this is important

Hello,

I am an Alexandria City resident, cyclist, active volunteer with a local animal rescue, and daily commuter (I CANNOT telework to do my job) writing to express my **STRONG** opposition to the proposed removal of street parking to "improve" Braddock Road.

This proposal creates significant harm for the local residents/city citizens while offering little demonstrated benefit to a corridor with few known cycling incidents. Street parking on Braddock and surrounding roads is already limited, and removing it will disproportionately impact homeowners without off-street parking, seniors, people with disabilities, families with young children, and residents who rely on in-home care, deliveries, and service providers.

The plan will also worsen traffic congestion by reducing turn lanes at already busy intersections, creating backups and unsafe conditions for drivers, pedestrians, cyclists, and emergency vehicles. It will increase parking pressure on adjacent residential streets, many of which function only when parking spaces are available for vehicles to safely pass one another.

If this past winter has taught me anything, it's that protected bike lanes are a bigger nuisance than benefit to our town. They cost the city money that could be spent on improving roads (potholes, repainting lane lanes, snow removal) and crossings for pedestrians and drivers alike (better marked crosswalks/lights for pedestrians actively crossing). **This is simply not a solution.** As a cyclist, I know the risks. I wear a helmet and flashing lights on my body and bike. And biggest of all: I pay attention. I don't need a protected lane and would rather see people get used to cyclists before we, as a city, declare war on vehicles just as the District of Columbia has (it was IMPOSSIBLE to park there for the past month - and I need to drive AND park to deliver heavy supplies and animals as a volunteer affiliated with a local animal rescue). And if you were there in the "snowcrete," then you know of what I speak.

Don't mess with the roads.

Spend the money to: Repaint lanes constantly. Install flashing lights for pedestrians crossing streets. Keep street lights shining.

Expect cyclists to have flashing lights on their bikes. Expect pedestrians to look up from their cell phones. It's simple.

Thank you,
Laura Evans
1220 Dartmouth Road, ALX 22314

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From: Laura Taylor
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Corridor Improvements Project
Date: Wednesday, February 11, 2026 1:38:23 PM

You don't often get email from laurathenerd@gmail.com. Learn why this is important

Hi,

I am a resident of Alexandria and I frequently use the Metro Linear Trail and Potomac Yard Trails as a runner and pedestrian. The crossing of Braddock in front of the 7-11 is super dangerous, and I am not sure that the proposal makes it any better. Better visibility would be great, but cars currently fly through the crosswalk and some even go around stopped cars. Bringing the number of lanes down to one in each direction will be very helpful in preventing this dangerous situation. I would also like to note that if there are speed bumps/humps that slow cars down, they tend to be more prepared to stop when approaching these crossings, so I would like to request that a speed bump or other slowing mechanic be included before each crosswalk in areas where there is a lot of foot traffic.

I also support the other pieces of this that make the area more pedestrian friendly. The whole point of living in this area is to avoid having to drive all the time, and our road choices should support less driving and more pedestrian/bike/other non-car options. We cannot trust that drivers will make the right decisions, and so road design needs to protect those of us who are not protected by a steel cage.

Thank you,

Laura Taylor
15 W Masonic VIew Ave

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From: Laurie MacNamara
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road proposal
Date: Monday, February 23, 2026 1:34:41 PM

You don't often get email from lmacnam1532@gmail.com. Learn why this is important

As an immediate neighbor of the proposed area for bike lanes, I am writing with my support of the City's proposal. The City has clearly demonstrated the safety impacts of its proposal and responded to citizen concerns. This is an important addition to Alexandria's Complete Streets plan, and as a resident who will be somewhat inconvenienced by the elimination of the left turn option on to my street from Braddock, I remain in full support of this important step forward in bike and pedestrian safety.

Laurie MacNamara
304 E. Spring Street
(703) 835-2470 (mobile)
lmacnam1532@gmail.com

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From: Leef Smith Barnes
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Improvement Plan
Date: Saturday, February 21, 2026 2:11:19 PM

You don't often get email from leefsmithbarnes@icloud.com. Learn why this is important

To whom it may concern,

As a long-time Alexandria resident, who lives on Commonwealth Avenue, I am not directly impacted by the plan to reduce parking on Braddock Road. However, I am concerned about the impacts to pedestrian safety that would be driven by the addition of bike lanes, and encourage you to vote no on this proposal.

Sincerely,

Leef Smith Barnes

Leef Smith Barnes
+1-703-870-4895

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February 20, 2026

Dear members of the Traffic and Parking Board:

I write in support of the staff options for bike lanes and other safety improvements on Braddock Road. I am not able to attend the public hearing, but wish to express my appreciation to the staff for their dedicated and thoughtful approach to the project, the options they presented, their community outreach, and their final recommendations.

I live at 1250 South Washington Street in Old Town. Prior to moving here last summer, my wife and I lived at 17 Cedar Street in Rosemont for almost 44 years.

For the past 25 years I have regularly biked three or four times a week for recreation, commuting, and errands, in all four seasons. In the 1990's and through 2010, I commuted to jobs in Washington, first to Capitol Hill and then to 17th Street NW. Since 2010 I have taught at the East Baltimore campus of Johns Hopkins University and, until the COVID-19 pandemic, I commuted there two or three days a week. I biked to Union Station, took the MARC train to Baltimore, and biked to the campus from Penn Station. Since the end of the pandemic, I have commuted there less frequently, but when I do, I usually bike and train.

Over recent decades, I have witnessed the expansion of bike lanes, especially in D.C., which now has an extensive network of protected bike lanes, and Arlington. Though we have made some progress, we in Alexandria are considerably behind, still without bikes lanes on major routes, including Russell Road and Mt. Vernon Ave.

This brings me to the Braddock Road proposal. Braddock is one of the key east-west roads in the city and while bike lanes exist west of Russell Road that keep peddling safe, the portion further east it is so inhospitable to bikes, and subject to traffic that often exceeds the speed limit, that I avoid it whenever I can. Even navigating the bike lanes near the Metro station can be treacherous.

The staff proposal address most of these problems. I would much prefer to see protected lanes, as in our neighboring jurisdictions, but I believe the proposal is a sound response to the need for roads safe for all and the increasing importance of biking (and scooters, too) to get around the city, while also accommodating the reasonable needs of homeowners. The proposed protected lanes on the West Street-Mt. Vernon Ave. segment are especially welcome.

I also think it is important to take account of the results of the establishment of bike lanes on major roads in the city in recent years. Though opponents predicted dangerous conditions, lack of parking, and unmanageable traffic if bike lanes were established on King Street and Seminary Road, the horrors have not come to pass, and instead they have become a great asset to the community.

I also wish to share that for the decades I lived on Cedar Street; parking was permitted on only one side of the street. Our property had a curb cut, but we never felt the need to build a driveway, as we were always able to park, sometimes not in front of the house, but always nearby. We never felt inconvenienced. I believe our Braddock Road neighbors will have a similar experience.

I therefore urge the Board to support the staff proposal.

Leonard Rubenstein
len.rubenstein@gmail.com

From:	Les ...
To:	Barbara Haley; TES-Traffic and Parking Board; Alyia Gaskins; Abdel Elnoubi; Jacinta Greene; John Chapman; Canek Aguirre; Sarah Bagley
Subject:	Re: Save the parking places on Braddock Rd.
Date:	Monday, February 23, 2026 2:32:42 PM

Some people who received this message don't often get email from lbf99@hotmail.com. Learn why this is important <https://aka.ms/LearnAboutSenderIdentification>

Folks,

Please maintain the parking places on Braddock Road. This will enhance quality of life for the households that live there as well as maintaining space for emergency vehicles and safety for pedestrians. Drivers on Russell Rd have figured out how to share the road with bikers, so it seems reasonable that they can also share on Braddock Rd. too.

Thanks,

Les Friedman
206 Summers Dr.
Alexandria VA 22301

Whether you think you can or whether you think you can't, YOU'RE RIGHT.

Appreciate what and whom you have

Life is chaos, chaos is life, control is an illusion
** Science, logic, pragmatism **

_____

From: Libby Clemens
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Please Support the Braddock Rd Traffic and Road Improvement Plan
Date: Monday, February 23, 2026 9:27:55 AM

You don't often get email from clemlib@gmail.com. Learn why this is important

As a ten-year Rosemont resident living on West Myrtle St, I am encouraging you to support the Braddock Rd traffic and road improvements.

My husband and I moved to Rosemont from a car-dependent suburb precisely to be able to walk, bike, and take public transit to most of the places we go. We also own cars and drive when necessary. Many trips take us through the Braddock Rd study area - by foot, bike, and car, to restaurants or the metro. Our assessment is that the improvements are much needed and will improve safety for pedestrians and bikers, while reducing drivers' risk of hitting these pedestrians and bikers. For cars, the traffic patterns are now confusing and I expect the proposed traffic plan to improve traffic flow.

As an added note, West Myrtle St, where we live, is narrow and has parking only on one side of the street. Parking is often constrained, not everyone has a driveway, and residents or church-goers from Comm Ave often park on our street. But we manage by being neighborly. Work trucks and visitors always find places to park.

Thank you for your attention and help. Passing the traffic plan will be a large step towards making our neighborhoods more liveable.

Libby Clemens

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From: Lindsey Bachman
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]support for proposed changes to Braddock Rd
Date: Monday, February 23, 2026 10:27:02 AM

You don't often get email from lindsey.bachman@gmail.com. Learn why this is important

Dear Traffic & Parking Board,

I support the staff recommendation for the safest biking and walking options for the Braddock Road Trail Access and Corridor Improvement Project, Options 1B, 2A, 3, 4B, 5A and 6C because these make this road the safest for all users: drivers, walkers and cyclists.

Thank you.
Lindsey Bachman
Resident of 22305

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From: Lisa Dougherty
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Improvements Feedback
Date: Tuesday, February 17, 2026 4:19:35 PM

You don't often get email from lisa.dougherty30@gmail.com. Learn why this is important

To Whom It May Concern Involved in this Project:

We are residents of Rosemont who use the left hand turn signal at the Yates intersection ***multiple times a day to get to our home***. Without this left hand turn (or any others for that matter), we would be forced to begin making left hand turns into the residential streets off of Braddock which poses a much greater safety risk - no light, no crosswalk, etc. We are already severely impacted getting to our home with all of the cars making left hand turns on to Russell Ave in the afternoon, PLEASE do not do something that will elevate the already serious traffic problem in Rosemont.

Lisa Dougherty
202 West Walnut Street

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From: Elizabeth Bolton
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]support for Braddock Traffic Calming
Date: Monday, February 23, 2026 8:55:51 AM

You don't often get email from lizard151@hotmail.com. Learn why this is important <https://aka.ms/LearnAboutSenderIdentification>

Good morning,

I just wanted to share my support for the planned improvements to the Braddock Road corridor. I used to commute into DC via metro, and I used to say that it was a matter of if, not when, a car would run me down as I tried to cross Braddock during morning rush hour.

(It is also supremely difficult to see people in that crosswalk closest to West heading east in a car, and I don't want to run anyone over myself!)

There are many times I would have biked to Chinquapin from my home in Parker Gray if I felt safe doing so. I've run the length of Braddock between King and West. We aren't imaginary people.

These days I worry about my son's biking because crossing Braddock feels unsafe, and yet there are amazing cycling facilities on either side of that road where a 9-year-old could and should ride safely if we as a community care about public health and access.

In short, thank you for taking these long-overdue safety improvements. My friend completed a study on the area by the metro for Toole Design Group many years ago, when I used to have to cross Braddock daily, and I've been eagerly awaiting its implementation ever since.

Liz Bolton
1202 Oronoco Street
202.329.1587

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From: Elizabeth Marshall
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]No Bike Lanes on Braddock
Date: Sunday, February 22, 2026 9:45:29 PM

[You don't often get email from liz.marshall212@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

I am reaching out as a resident of Rosemont to object to the plan to add bike lanes to Braddock. I have lived here since 2020 and have two young children. I would describe myself as pro-development and a YIMBY. This new plan defies logic. If Alexandria wants to increase housing density (which I think is a good goal), it makes no sense to remove turn lanes on one of our busiest thoroughfares. Traffic will get even worse and people will use our Rosemont streets as cut-throughs even more than they already do. This makes the streets less safe for kids and pedestrians. The people who want to bike will continue to find a way to bike. Please do not approve this poorly thought through plan so the needs of a handful of vocal bikers can take priority over everyone else who lives here.

Thanks,
Liz
Resident of E Walnut St.

_____
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From: Lori Arrasmith Quill
To: TES-Traffic and Parking Board
Cc: Alyia Gaskins; Sarah Bagley; John Chapman; Canek Aguirre; Abdel Elnoubi; Jacinta Greene; Kirk McPike
Subject: [EXTERNAL]Vote NO on the Bike Lane design along Braddock Road
Date: Monday, February 23, 2026 8:51:45 AM

You don't often get email from arrasmithquill@gmail.com. Learn why this is important

Dear Board Members and City Council,

As a resident of Rosemont, I have been following the discussions of the dedicated bike lanes along Braddock Road.
While I support bike safety and the improvement of these major intersections, I have concluded there must be better options.
I oppose the current proposal and ask for the City to return to the community with a better design, especially at the major intersections.

To paraphrase a letter posted to the RCA list serve by Missy and Matt Estabrook,

1. Keep the street parking available for residents and churches.
2. Do not eliminate turning lanes for traffic at the major intersections.
3. Safeguard travel lanes for emergency vehicles and buses. This is especially important since Braddock Road is one of the few streets to cross the rail lines. Commonwealth Avenue at King Street typically has a 4 block backup starting at 4 pm, so Braddock Road becomes the best option across the City.
4. The design should follow the Americans with Disabilities Act with the best of intentions, the Federal Law for design standards.
5. Better visibility of cyclists. As a resident of W. Walnut Street, every day cyclists blow through the stop signs at Commonwealth and Russell, going at a very fast speed, especially those traveling down the hill from King Street. It is difficult to see these approaching cyclists while backing out of our driveway. The design of these dedicated bike lanes along Braddock Road will make it even more difficult to navigate getting in and out of a driveway without bringing traffic to a halt on Braddock Road. Will the cyclists stop in these bike lanes to accommodate residents trying to leave a driveway on a busy thoroughfare?

This design lacks common sense and impacts the quality of life for many residents of our City.
I am asking for the Traffic and Parking Board and City Council to vote NO on this plan.

Best regards,
Lori Arrasmith Quill
Architect

9 W Walnut Street
Alexandria, VA 22301

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source.

From: Marc Malouf
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Opposition to Braddock Rd bike lanes
Date: Wednesday, February 18, 2026 9:22:01 PM

You don't often get email from mamalouf@gmail.com. Learn why this is important

Dear Traffic & Parking Board,

We have lived on Braddock Road since 2018 and would like to express our serious concerns regarding the proposed plan to add dedicated bike lanes along our street.

I want to emphasize that I strongly support improving public transit and expanding alternative transportation options. Having traveled extensively throughout Europe, I have seen firsthand how effective and beneficial well-planned transit and cycling infrastructure can be. However, the current proposal for Braddock Road appears deeply flawed and would create significant unintended consequences for the residents who live here.

First, traffic on Braddock Road is already extremely congested during peak hours. Removing turn lanes and the existing shoulder space that drivers currently use to pass turning vehicles will almost certainly worsen backups, increase driver frustration, and potentially create additional safety risks.

Second, many residents on Braddock Road who have driveways—including our household—currently back into our driveways. This allows us to exit safely by pulling forward into traffic, especially during busy morning hours. Eliminating the parking lane and buffer space would make this practice impossible and instead force residents to back directly into heavy oncoming traffic, which raises clear safety concerns.

Third, the City previously installed shared-road bicycle markings along Braddock Road to encourage cycling and improve awareness. There does not appear to be any clear evidence that these markings significantly increased bicycle usage. Given this, it is difficult to justify removing essential residential parking and roadway capacity based on uncertain assumptions that dedicated lanes will dramatically change transportation patterns.

Fourth, the proposed bike lane segment—from Russell Road to the Braddock Metro station—covers less than one mile. Most residents within this corridor already walk to the Metro due to the short distance. Without a broader, connected network extending much farther beyond this area, the practical usefulness of these lanes appears limited.

Beyond these concerns, the proposal would eliminate vital on-street parking that residents rely on daily—for guests, service providers, deliveries, and households without sufficient driveway space. Moreover, because the bike lane would be short and disconnected from a larger network, it is unlikely to meaningfully improve bicycle safety. In contrast, the design changes would clearly reduce driving safety for residents by removing buffer space, increasing congestion, and forcing more dangerous driveway entry and exit conditions. While city studies show that similar road designs can reduce crashes overall, we are concerned about the practical effects on daily driveway access, congestion during peak hours, and the limited utility of such a short bike lane segment.

For these reasons, we respectfully request that the City conduct a comprehensive traffic and

safety impact study—specifically evaluating effects on congestion, emergency access, driveway safety, and parking availability for residents—before moving forward with any permanent changes. We also encourage the City to engage more deeply with affected residents and consider less disruptive alternatives.

Finally, we ask that the City provide full transparency regarding the projected cost of this project, including funding sources and any anticipated construction expenses, before any permanent roadway changes are made.

We urge the City to ensure that efforts to improve transportation do not unintentionally reduce safety and quality of life for the residents who live along this corridor every day.

Thank you for your time and consideration.

Sincerely,
Marc Malouf
102 E Braddock Road

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Margaret & Laurent Janowsky
106 W. Braddock Road
Alexandria, VA 22301

February 20, 2026

Traffic & Parking Board trafficandparkingboard@alexandriava.gov
Mayor and Alexandria City Council councilcomment@alexandriava.gov
City Manager jim.parajon@alexandriava.gov
City Attorney Cheran.ivery@alexandriava.gov

Re: Braddock Road Corridor Improvements Project, TPB Docket #9

Dear Board Members, City Council and City Manager,

We support recommended items related to the VDOT identified area of concern on E. Braddock Road between Mt. Vernon Avenue & N. West Street.

We oppose the following recommended items in the above referenced project:

1. the removal of parking on Braddock Road from Russell Road to Mt. Vernon Avenue,
2. the installation of dedicated, protected bike lanes,
3. the removal of traffic lanes and turn lanes at the intersections of Braddock Rd & Russell Rd, Braddock Rd & Commonwealth Ave, and Braddock Rd & Mt. Vernon Ave, and
4. the removal of a pedestrian crosswalk at E Braddock Rd & E Spring St.

Two of our email communications with city staff were included in the official published docket package. Unfortunately, staff decided not to include further email interactions on February 10th with Ms. Orr. While you were copied on those emails, they are attached here to make sure they appear in the official record.

We have lived in our home on W. Braddock Rd. near the intersection with Russell Rd. for nearly 29 years. We raised two children here who we walked to Maury (now Brooks) Elementary for 8 years, and who then walked on their own to GW Middle School along West and East Braddock Road to E Spring St where they safely crossed in the crosswalk to proceed to GW along E Spring St. We also walked our rescue dog all around our neighborhoods for 16 years. We taught our children to ride bikes at the GWMS track and vacant parking lot. To be disparagingly cast as “Against Safety” by some avid supporters of this project is outrageous, hyperbolic and disrespectful.

Let's Talk Safety

Unfortunately, the city staff and those avid supporters have decided that *our safety* isn't a priority for them because, no matter how often the city says these changes won't increase traffic and congestion in our neighborhood, the proposed elimination of parking and the elimination of turn lanes will do exactly that creating a big safety risk for us and our neighbors.

During a typical rush hour, both am and pm, we would block traffic westbound on W. Braddock Rd at Russell Rd if we were to try to turn left into our driveway while waiting for the eastbound traffic to subside. Currently, to be considerate and to keep traffic moving, we pull into a parking spot on the north side of the street and wait for a gap in traffic to cross into our driveway. Or if, as is often the case, the traffic is so continuous that there is no break in sight, we can leave our car there.

Likewise, when we are able to get out of our driveway heading west (not guaranteed) and want to turn south on Russell Rd, we use the left turn lane in which we often wait more than one light cycle. If this turn lane is removed, along with the left and right turn lanes heading eastbound, westbound traffic would come to a complete standstill. The road rage will be real and dangerous for us residents and for all the drivers and pedestrians on this major east/west artery between the West End and North Old Town.

Perhaps the supporters of this proposal will say we should change our drive patterns so we only turn right into and out of our driveway? We should drive farther, increasing vehicle emissions, to traverse the smaller side streets? In effect, reducing the accessibility to our driveway that the city staff is so quick to point out that we have use of for our vehicles?

It is disappointing to note that while the city proposes that we all park on side streets, they didn't add a crosswalk to cross from W. Luray to the south side of W. Braddock Rd to reach our homes. Our block is actually two blocks long. Incredibly, they also propose to eliminate a crosswalk at E Spring St. with a bus stop on the south side and a safe route to GWMS on the north side. Equally incredible is the total disregard of the city's obligation under "the Alexandria Mobility Plan (2021), which establishes that all bus stops must be fully accessible per the Americans with Disabilities Act (ADA)" (Docket #7, p.19).

Let's Talk More Traffic & Congestion

The staff documents include a "Traffic Analysis Chart" (Attachment 4, Docket p.61) that has no source information or Key to understand the "data". Was there a professional study done? When, where, by whom?

We wonder in amazement at this chart's assumption of a "No Build" scenario. Without doing any traffic studies, the city claims there won't be any significant changes to the

congestion on Braddock Rd. They stated it's an *assumption* based on a "no-build" scenario – *simply outrageous!*

In the 29 years we've lived in our home, north Old Town has had an explosion of large developments and has several more very large projects on the books, including the power plant. And how about the Landmark redevelopment on the west end? I dare anyone in City Hall try to tell us we aren't impacted by all these developments!

Braddock Rd is one of the major east/west corridors in the city, as well as an emergency route, and the traffic is only getting worse. We find it incredible that it has been called a "minor arterial roadway" by the city (p.36). As the deputy fire marshal stated in his letter Docket #9 p. 205

> "Please understand that our concerns are magnified on this project because the area of Braddock Road in question is the primary route of travel for emergency vehicles entering and exiting the north end of Old Town. It is heavily travelled by our units and needs to always be as passable as possible."

All these factors add up to significantly less accessibility to our driveways, the basis for the city's argument to remove the street parking on Braddock Road.

<u>Let's Talk Accessibility to Our Homes</u>

We have been warned about making this *personal* but it's impossible not to. Like most middle-class families, our home is our single largest asset. My family and my neighbors are going to be significantly harmed by this proposal.

In addition to the Safety and Traffic concerns already discussed, by proposing to install protected bike lanes in front of our homes, the city is effectively removing access to our homes for all the normal activities afforded the vast majority of homeowners throughout the city. We will not be able to have contractors, service providers, deliveries, remodeling or repair companies, roofers, movers, landscapers, healthcare providers, car ride services, or anything else you can think of that one encounters in the normal course of daily living activities. Even in the densest parts of our city with extremely limited street parking, including Del Ray, and more notably, Old Town, if you need to have direct access to your home, say for a remodeling contractor or moving vans, you can go to City Hall and request No Parking postings so you can have available parking on the dates needed.

When we asked city staff about all these concerns, the flippant response we got was "they can park on the side streets." I'm not an attorney, but in effect, this could be construed as an eminent domain taking. The city is proposing to severely limit access to and use of our homes in every normal sense for daily use.

Conclusion

As stated at the beginning of our letter, we support improvements to the area of E. Braddock Road between Mt. Vernon Ave. and N. West St. as a well-documented area in need of safety improvements.

On the other hand, with no documented pedestrian or bike incidents from 2017-2025 (Vision Zero webpage) on the stretch of Braddock Rd from Russell Rd to Mt. Vernon Ave., and only 6 minor vehicular incidents in the same period, we believe the city has not proven the need for the proposed dramatic changes to parking and turn lanes in this section of Braddock Road. The harm to residents and churches significantly outweighs any hypothetical "safety" improvements.

We request that the TPB:

1) accept the recommendations except the removal of parking and the removal of turn lanes on Braddock Rd & side streets between Russell Rd & Mt. Vernon Ave.,
2) require Shared Bike Lane markings be applied on the street and Shared Bike Lane signage be added on Braddock Road where there is none currently,
3) reinstate the crosswalk at E Braddock Rd & E Spring St., and
4) consider reducing the speed limit on Braddock Rd from Russell Rd to N. West Street to 20 MPH.

We welcome any visitors to our home during the peak rush hours and during church events to witness first-hand the environment we currently live in and to thoughtfully consider the impacts of the proposed changes on Braddock Road.

Sincerely,

Margaret & Laurent Janowsky
106 W. Braddock Rd

Gmail Margaret Janowsky <margarettjanowsky@gmail.com>

Braddock Road Update

Hillary Orr <Hillary.Orr@alexandriava.gov> Tue, Feb 10, 2026 at 3:49 PM
To: "margarettjanowsky@gmail.com" <margarettjanowsky@gmail.com>
Cc: Emily Baker <Emily.Baker@alexandriava.gov>, Jim Parajon <jim.parajon@alexandriava.gov>, "CouncilComment@alexandriava.gov" <CouncilComment@alexandriava.gov>, Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>

Dear Ms. and Mr. Janowsky,

Thank you for sharing your concerns regarding the proposal for W. Braddock Road. We recognize that changes to street design can feel personal for residents who live along the corridor, and we understand that not everyone will agree with the recommendation being advanced.

I do need to address your characterization of our staff member directly. She is an experienced and highly respected professional who approaches her work with diligence, integrity, and genuine care for the Alexandria community. Over the course of this project, she has invested significant time reviewing data, evaluating multiple alternatives, meeting with residents, and ensuring that all perspectives were heard and documented. She is thoughtful in her analysis, measured in her communication, and deeply committed to advancing solutions that balance safety, mobility, and neighborhood needs, and it is important to recognize the professionalism and good faith with which City staff carry out their responsibilities. While disagreement with a recommendation is entirely appropriate and expected in a public process, personal attacks directed at public servants who are doing their jobs are not appropriate, do not reflect the standards of respectful civic engagement that our community strives to uphold, and undermine constructive civic dialogue.

Throughout this project, staff conducted outreach, reviewed public input, analyzed safety and operational data, and evaluated multiple alternatives. Not all suggestions result in changes to a proposal; however, input is considered alongside safety requirements, emergency access needs, operational constraints, and adopted City policies. The recommendation before the Traffic & Parking Board reflects that comprehensive review.

The appropriate venue for further comment is the public hearing before the Traffic & Parking Board, and we encourage you to participate if you wish to share your views, but your written correspondence will also be included in the published docket and become part of the public record for the Board's consideration.

City staff will continue to carry out their responsibilities professionally and in accordance with adopted policy and safety standards.

- Hillary

Hillary Orr *(she/her)*

Deputy Director, Transportation

City of Alexandria

Department of Transportation & Environmental Services

(O) 703.746.4017 | (C) 703.229.2593

AlexandriaVA.gov

From: Margaret Janowsky <margarettjanowsky@gmail.com>
Sent: Tuesday, February 10, 2026 9:46 AM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Cc: TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>; james.parajon@alexandriava.com; councilcomment@alexandriava.com
Subject: Re: Braddock Road Update

You don't often get email from margarettjanowsky@gmail.com. Learn why this is important

Braddock Road Update

Margaret Janowsky <margarettjanowsky@gmail.com> Tue, Feb 10, 2026 at 8:02 PM
To: Hillary Orr <Hillary.Orr@alexandriava.gov>
Cc: Emily Baker <Emily.Baker@alexandriava.gov>, Jim Parajon <jim.parajon@alexandriava.gov>, "CouncilComment@alexandriava.gov" <CouncilComment@alexandriava.gov>, Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Bcc: Dana Lawhorne <danalawhorne@verizon.net>, Rob Hargis <robhargis2@gmail.com>

Ms. Orr,
I expect nothing less from you but to support your employee. However, as you were not present at any of the in-person meetings with Alex, you can't honestly know how she treated residents. We're not sure you could find one individual who believes she has shown the least bit of respect to us as we present our positions. As stated in our letter, her appearance at our home was clearly perfunctory - I'd be curious to know what notes she took away from our meeting as there were a lot of good suggestions. Your defense of the proposed recommendation is obvious - she is your employee and therefore, you greenlighted this recommendation. Your statement "She is thoughtful in her analysis, *measured in her communication*, and deeply committed to *advancing solutions that balance safety, mobility, and **neighborhood needs"*** is quite honestly outrageous.

1. The "analysis" is based on little to no data suggesting that there are any safety concerns in the stretch of Braddock Rd from Russell Rd to Mt. Vernon Ave. In fact, based on accident data on the city's website, the current Shared Road configuration works so well that there has not been a single bicycle accident between those two points since at least 2017. Additionally, there were only 9 car accidents in the 0.6 miles between Mt. Vernon Avenue and Russell Road in the 9 years 2017 to 2025, and it is the least dangerous stretch of the 3.75 miles of Braddock Road between West Street and Beauregard. This compares to the 12 car accidents in the 900ft. from Mt. Vernon Ave. to Braddock Metro/West St. identified as a “safety priority” by the Virginia Department of Transportation (VDOT).
2. Alex not only spoke disrespectfully to me at my home, she summarily dismissed anyone else who had an alternative idea to this "worst-case" scenario for the W. Braddock Rd residents. She clearly had no interest in either "listening" or "hearing" anything we had to say. And several participants in the call last Thursday that Alex held with the DRCA Traffic Calming Committee stated that she "yelled" at them. I am happy to get you in touch with those individuals so you may get first-hand accounts.
3. But the last part of your statement takes the cake:
   "safety" - see #1, there is no safety issue that needs solving - this is a solution looking for a problem;
   "mobility" - we have found no impact studies to suggest that this proposal improves mobility. I work from home and see the traffic stack at the light at W Braddock and Russell Rds daily, so much so that if I am trying to turn into my driveway during these times, I generally choose to park across Braddock so as not to slow down traffic while waiting to get into my driveway. The proposal to eliminate left turn lanes on Braddock Rd in both directions will cause even longer stacks and traffic in our neighborhood. Not only that, I witness on nearly a daily basis cars travelling east (down the hill) on Braddock running the light. The longer wait times will only encourage more of this behavior;
   "neighborhood needs" have not been delineated by the city but the neighborhood has spoken very clearly with the Rosemont Citizen Association votes in December and January overwhelmingly voting to oppose the recommendation to eliminate parking in favor of protected bike lanes on Braddock Rd between Russell Rd and Mt. Vernon Ave. This should come as no surprise as the city's own resident surveys could have pre-informed you that this would be the case. According to the *2023 Transportation Survey*, **80% of residents** effectively never use a bike, while **75% of residents** rely on a private vehicle on a **weekly or daily** basis AND **50% of residents** explicitly stated, *"I do not want to use a bicycle as a means of transportation"*. Additionally, in the *2024 Resident Survey*, residents ranked **"Ease of travel by car"** and **"Safety while driving"** as top transportation priorities.

I am more than happy for you to include my email communications in the package to the Traffic & Parking Board as am happy to continue to share my thoughts with everyone in city hall that might listen.

Margaret Janowsky

[Quoted text hidden]

From: Margaret Janowsky
To: Alexandria Carroll
Cc: TES-Traffic and Parking Board; james.parajon@alexandriava.com; councilcomment@alexandriava.com
Subject: Re: Braddock Road Update
Date: Tuesday, February 10, 2026 9:46:40 AM

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Alex,
We see you didn't actually consider ANY input from the residents of Braddock Rd. We see you don't care about anything the residents have to say.

You have changed nothing in the proposal since the beginning of our so-called "community engagement" in mid-September except for some obtuse proposals for traffic pattern changes at our lights on W. Braddock at Russell Rd and Commonwealth Ave. You are self-righteous and rude to the citizens of the City. Your attendance at our home for a so-called "listening session" was a perfunctory and performative appearance to just check us off your list of requirements. You made it abundantly clear that you had no interest in anything our community had to say. And, to make it even more apparent, you have skewed what little "data" you have to "support" your desired outcome. Is that what you've been doing for the past 5 months??

As ***punishment*** for us speaking out, you have chosen to propose to the Parking & Traffic Board the most disruptive option of those considered, the removal of parking on both sides of W. Braddock Rd AND the installation of stanchions. This is, in fact, the most dangerous of any scenario as delivery trucks, work vehicles, moving vans, etc. will stop in the middle of the busy traffic lanes, causing traffic back-ups and perhaps impeding emergency vehicles along our Emergency Route. And, it is quite clear you don't care at all about the four churches, their congregations or the community at-large who use the spaces for community gatherings. IN SUMMARY, you just don't care - period.

You are an embarrassment to the City of Alexandria the way you talk, or more accurately, shout, at residents and I will be sure to share our opinion with the City Manager and City Council. Apparently, the Parking & Traffic Board are your cheerleaders so they are a useless contact for frustrated Alexandria residents.

Disgustedly,
Margaret & Laurent Janowsky, 106 W. Braddock Rd.

On Fri, Feb 6, 2026 at 1:29 PM Alexandria Carroll <Alexandria.Carroll@alexandriava.gov> wrote:

> Braddock Road Project Stakeholders,
>
> Here is an update on the City of Alexandria's Braddock Road Corridor Improvements Project: https://www.alexandriava.gov/news-tes/2026-02-06/city-recommends-preferred-concept-design-for-braddock-road-corridor
>
> The City's Traffic & Parking Board will consider the recommended concept design for the project

at its **February 23** public hearing. This recommendation was developed based on extensive community input, data analysis, and industry best practices.

I deeply appreciate all of your engagement in the project thus far. If you would like to participate in the public hearing, here's how:

- Email your comments trafficandparkingboard@alexandriava.gov no later than *noon on February 23*
- Attend the public hearing via Zoom and speak during the public comment period for this item
- Attend the public hearing in person and sign up to speak during the public comment period for this item
    - Location: City Council Chambers, Room 1305 at the Del Pepper Community Resource Center, 4850 Mark Center Drive, Alexandria, VA

Additional information is available on the project webpage.

Thank you again.

Alex Carroll, AICP (she/her)

Complete Streets Program Manager

City of Alexandria, Virginia

Department of Transportation & Environmental Services

alexandriava.gov

From: mmacva@aol.com
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Opposition to Protected Bike Lanes and Parking Removal on E. Braddock Road and Commonwealth Avenue
Date: Monday, February 23, 2026 11:08:41 AM

You don't often get email from mmacva@aol.com. Learn why this is important

Dear Members of the Alexandria Traffic and Zoning Board,

I am writing to formally **oppose the installation of protected and/or dedicated bicycle lanes** on **East Braddock Road between Commonwealth Avenue and Mount Vernon Avenue**, as well as on **Commonwealth Avenue between Braddock Road and Spring Street**. I also **oppose the removal of existing curb parking** on either side of East Braddock Road within this corridor.

I **support the existing Shared Road bicycle facility** on East Braddock Road, which aligns with the City's **Transportation Master Plan (TMP)** objectives by accommodating multimodal use while preserving corridor functionality, access, and safety.

My position is based on the following TMP-aligned considerations:

1. Corridor Classification and Function
East Braddock Road functions as a **primary east–west arterial** serving emergency response, transit, local access, and neighborhood connectivity. TMP guidance emphasizes that facility selection should reflect corridor context and operational role. Introducing protected bike lanes on this segment would compromise arterial performance by reducing curb access and operational flexibility without demonstrated necessity.

2. Safety Performance and Data-Driven Need
TMP policy prioritizes investments where data demonstrates safety deficiencies. City data shows **zero reported bicycle crashes on East Braddock Road between 2017 and 2025** under the existing shared-lane configuration. Absent a documented crash pattern or safety issue, the proposed facility does not meet a data-driven threshold for intervention.

3. Multimodal Balance and Level of Service
The TMP supports multimodal accommodation but does not prioritize one mode at the expense of others where impacts are disproportionate. Removal of curb parking would negatively affect **residential access, passenger loading, deliveries, and institutional uses**, degrading overall corridor level of service for non-cyclist users while yielding limited modal shift benefit.

4. ADA and Universal Accessibility
TMP and Complete Streets principles require preservation of **accessible routes and ADA-compliant access**. Along this corridor, particularly at **Good Shepherd**

Lutheran Church, the only ADA-accessible entrance and associated accessible parking are located on Braddock Road. Removal of curb parking would materially reduce accessibility and conflict with universal design objectives.

5. Emergency Operations and Network Reliability
East Braddock Road is a **designated emergency response and snow emergency route**. TMP policy recognizes the importance of maintaining network reliability and emergency operations. Protected bike lane infrastructure, including flex posts or physical barriers, would constrain curb clearance, reduce maneuverability, and complicate emergency response and snow removal operations.

6. Equity and Residential Impacts
Several properties along this corridor lack off-street parking. TMP equity principles require consideration of disproportionate impacts. Eliminating curb parking would impose undue burden on residents—particularly seniors and families—by increasing walking distances and reducing personal safety and accessibility.

7. Alternative Network Opportunities
TMP implementation encourages context-sensitive routing. Lower-volume parallel streets such as **Glendale Avenue and Oak Street** already serve bicycle travel and may better support enhanced bicycle facilities without undermining arterial corridor function.

The proposed protected bike lanes and parking removal are **inconsistent with TMP principles of context sensitivity, data-driven decision-making, emergency access, ADA compliance, and balanced multimodal performance**.

The existing Shared Road configuration appropriately serves all users and should be retained.

Further, a bit of experience from the real-world use of this corridor. On Wednesday, February 18, I left my residence at 1403 Russell Road at 5:22 pm to travel to the US Post Office on Wythe Street, a drive that should take 10 minutes at the speed noted. As you can see from the attached, the moment I turned from Commonwealth onto Braddock, I was in fully stopped traffic. I arrived at my destination at 5:56 pm, 34 minutes later. Imagine this now repeated every day with the proposed changes. It does not seem efficient or safe for our residents.

I respectfully request that the Board **reject protected or dedicated bike lanes on the identified segments**, preserve curb parking on East Braddock Road, and maintain the current shared-lane approach consistent with the TMP.

Thank you for your consideration.

Respectfully,
Marianne McInerney

1403 Russell Rd
Alexandria VA 22301

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From: Marlane Wurzbach
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Save Braddock Road!!
Date: Thursday, February 12, 2026 11:47:48 AM

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

PLEASE vote no on the ill-conceived Braddock Road bike lane project. The roads aren't wide enough for bike lanes AND the neighborhood parking so many of us depend on.

Thank you!

_____
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From: marsha wallace
To: Hillary Orr
Cc: CouncilComment@alexandriava.gov; TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Rd Proposed
Date: Thursday, February 19, 2026 10:40:21 PM

You don't often get email from ecresqr@gmail.com. Learn why this is important

I have been a resident of Rosemont since 1984 and have seen all kinds of changes, both good and bad, I love living here and have no plans to leave. However, the proposal to have bike lanes on both sides of Braddock Road will cause more inconvenience and anger, and increase the likelihood of accidents.

Trying to get anywhere after 3:00 p.m. in this neighborhood is always dodgy. Streets get backed up for blocks. Intersections get blocked by cars that are stopped before they are able to move forward.

Besides heavy residential taxes, we also have to pay for parking stickers and pay property tax on our cars, and now people won't be able to park in front of/close to their homes? Convenience like this is one of the reasons this neighborhood is so desirable.

I'm a senior citizen and have had numerous injuries and health problems and required home health aides. That would be a big problem if they couldn't park in front of my house. I worry what's going to happen to my neighbors if they're forced to park far away from their homes.

I am all for clean air and fewer cars on the road, but these bike lanes will not accomplish that. People who need their cars need their cars. I am way past my bicycling years, and there are many errands you cannot do on a bike or in inclement weather. I seldom see more than one bike at a time on Braddock Road between Mount Vernon and Russell. Bike Lanes will help very few people and inconvenience tons more.

Moreover, the loss of turning lanes makes no sense to me. Why back up traffic any more than it is? Have you seen what it looks like on Russell Road during rush hour? I don't believe the city has shown the benefit of such changes.

I hope the voice of the people will be heard. In fact I truly wonder if the preferences gleaned from the survey are being served by the proposals, or does the city truly not care what people think?

Marsha Wallace MD
607 Wayne St,
Alexandria, VA 22301

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From: Mary & Phillip Battey
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road corridor
Date: Monday, February 23, 2026 9:38:01 AM

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

To Whom It May Concern:

We oppose the proposed bike lane project on Braddock Road.

Sincerely,
Mary & J. Phillip Battey
101 West Alexandria Avenue
Alexandria, VA 22301

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From: Mary Daly
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock bike lines
Date: Tuesday, February 10, 2026 7:34:00 PM

You don't often get email from dalymandc@yahoo.com. Learn why this is important

Bad news: The City's proposal for bike lanes on Braddock does not take into account the many and varied needs of its citizens. No doubt the planners meant well - but wow.

Good news: There are better ways to protect cyclists. Residents of Rosemont and Del Ray widely share the goal of helping cyclists -- but not with the plan the city favors.

-- Don't make getting out of Rosemont and Del Ray even harder. Braddock, Commonwealth and Russel are already crazy slow for hours in the afternoon and there is no alternative route or bus for anyone needing to see a doctor, volunteer, grocery shop or dine.
-- Don't take away parking from Braddock residents and churches -- it's unconscionable. The City employee actually said that parking on Braddock was a "preference" moments after she said that you couldn't ask a cyclist to detour to a quieter street. Ponder that. A senior citizen or family's need to park near their house is less important than a cyclist not being asked to take a detour of a few seconds?

Proposal: A neighbor with a family of cyclists is proposing an alternative. Please look at it. She feels Braddock will never be safe for children, even with the proposed protected lanes. A better solution is to put the cycling traffic on quieter streets. Try it out. See how it works. Give it a chance.

We want to help cyclists. In fact, most of us cycle as well as drive. Please give us a sensible plan, sensitive to all citizens. The City's proposal does not comport to the reality and needs of your citizens but rather seems like something one grabbed from a utopian text about a car free world. We walk, we cycle, we drive -- by necessity.

Thank you for your consideration.

Mary Daly

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From: John Embrey
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Improvement Project
Date: Monday, February 16, 2026 6:46:03 AM

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

Hello,

I am writing to voice my concern and lack of support forthe planned “improvements” that will add to the congestion of our city, and in particular, this stretch of road in Del Ray. The statistics of traffic safety don’t support this change and will certainly cause problems for residents. Additionally, and equally as concerning, are future blood drives that may not be able to take place because of the lack of street parking for the blood mobile.

I have little hope or belief the city and the powers that be will take into account and listen to the voice of its citizens who DO NOT WANT THIS CHANGE TO OUR STREETS, but nevertheless am voicing my concern.

Sincerely,
Mary Embrey

Sent from my iPhone

_____
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From: MARYKAY WALLK
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Rosemont Resident
Date: Thursday, February 19, 2026 7:28:32 AM

You don't often get email from bbmkw@comcast.net. Learn why this is important

Hi,

I've lived and owned my home in Rosemont for 28 years. I want you to know that I am a supporter of the Braddock Road bike lanes and the Rosemont Citizen's Association does not speak for me. Riding a bike can be dangerous and I know of many bike commuters in my neighborhood who would agree.

Thank you,
Marykay Wallk
24. W. Chapman Street

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From: Matt Arnold
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support Item 9 - Staff Recommendation on Braddock Road
Date: Monday, February 23, 2026 9:07:48 AM

[You don't often get email from matt@mattarnold.org. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

I strongly encourage the board to support item 9, the staff recommendation for Braddock Road. As a Potomac Yard resident, I frequently use the adjacent trail to access Braddock Road Metro station on my bike, and the two way bike lane staff proposes would make that much easier and safer (currently I either have to use the sidewalk that is typically congested with pedestrian traffic or cross Braddock Road twice).
Additionally, the benefits of wholistic and protected bicycling infrastructure far outweighs any down side of reduced street parking on Braddock Road. The best way to reduce traffic is to get people out of cars and into more efficient modes of transit like walking or biking. And those who choose better transportation deserve safe and effective streets as much as any other road user.

Thank you,
Matt Arnold

_____
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From: matthewthomasblake@everyactioncustom.com on behalf of Matt Blake
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Trail Access and Corridor Improvements
Date: Monday, February 23, 2026 11:53:31 AM

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

Dear Board Members,

I write to express my support for the staff recommended design concept for the Braddock Road Trail Access and Corridor Improvements Project. The recommendations will provide the best biking and walking improvements for the corridor making Braddock Road safer for all users - people walking, biking, taking transit, and driving. Making this corridor safer and better connected improves access to the Braddock Road Metro, area trails, schools and other places in the community.

I write to you with a plea to employ common sense in decision making that affects us all. I routinely park on Braddock road as part of my daily work activities. Removal of parking will hinder my work as well as hinder the work of any vendor servicing any of the homes on this stretch. I have lived in Alexandria since 1979 and know the traffic patterns extremely well.

I also live one house off Mt Vernon at Luray and see the daily backups created by cut through traffic trying to take that left to get to the Beltway. Elimination of dedicated turn lanes will exacerbate the problem and introduce hazards not there now.

Please do not do this. Literally no one uses the bike lanes and we all know it.

This project is a chance to fix the dangerous conditions existing today and provide a more connected and safe corridor for everyone. I ask that you vote in favor of staff's recommended design and advance the safest set of options for Braddock Road.

Sincerely,
Matt Blake
407 E Luray Ave Alexandria, VA 22301-1603
matthewthomasblake@gmail.com

_____
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From: Matthew Estabrook
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Opposition to Braddock Road plan
Date: Monday, February 23, 2026 11:59:03 AM

You don't often get email from estabrook@mac.com. Learn why this is important

I am writing to oppose the Braddock Road plan

If this plan is approved, we will lose over 100 street parking spaces on Braddock, Commonwealth and Spring, including for the three churches along this route and families with NO OFF-STREET PARKING. This is simply too much to ask of our elderly neighbors and those with small children.

2) Keep the intersections of Braddock/Commonwealth and Braddock/Russell as-is. If this plan is approved, they will be reduced to single lanes creating more congestion, more backups on the crossroads and an increase in volume beyond what these roads - and the side streets that will inevitably face traffic run-off - can handle safely.

3) Allow emergency vehicles to use this emergency route as it was intended. If this plan is approved, there will only be SINGLE LANES in every direction at the intersections of Braddock/Commonwealth and Braddock/Russell and nowhere for cars to pull over, thus greatly delaying emergency services for those who need them most. This shrinking of the intersections will also delay Dash busses and the ACPS school busses that are already so often late getting kids to school even with two lanes.

4) Comply with the American with Disabilities Act (ADA). This project purports to advance the goals of the Alexandria Mobility Plan (2021), which establishes that all bus stops must be fully accessible per the ADA. Unfortunately, if this plan is approved, access to the three churches on Braddock Road that have no (or very little) off-street parking will be gravely compromised. This includes the elimination of the handicapped spaces in front of the Lutheran Church with the only direct access to the ADA compliant ramp on the Braddock Road side. Further, the Alexandria Mobility Plan establishes that all bus stops must be fully accessible per the ADA, yet there are no reconfigurations in the proposal related to the many bus stops along Braddock Road that would bring them into compliance.

5) Keep Cyclist Safety in Mind. Far from being a "mobility plan," this proposal will make driving in our community nearly impossible. Accidents will increase ten-fold when cars not only have to back out of their driveways into oncoming traffic but also wade through the "flex posts" that will surround any protected bike lanes that are installed. Visibility is already a challenge for those of us who live on Braddock Road. If this plan is approved, it will further diminish, putting everyone at risk.

Sincerely,
Matthew Estabrook

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From: Matthew Underwood
To: TES-Traffic and Parking Board
Cc: Alyia Gaskins; Sarah Bagley; John Chapman; Canek Aguirre; Abdel Elnoubi; jacina.greene@alexandriava.gov
Subject: [EXTERNAL]Comment on Braddock Road Corridor Improvements Project
Date: Monday, February 23, 2026 2:17:16 PM

You don't often get email from matthewcarlunderwood@gmail.com. Learn why this is important

Dear Members of the Traffic and Parking Board,

I'm writing as an Alexandria resident, Rosemont homeowner, car owner, parent of GW Middle School students, and daily bike commuter to urge you to continue to support common-sense improvements to the Braddock Rd corridor that prioritize pedestrian and bicyclist safety, especially that of school-age children.

In addition to improving vehicular traffic flow, this project promises to greatly improve pedestrian and bicyclist safety without imposing an undue burden on drivers and car owners. Reducing the percentage of a public good like street space currently allocated for the storage of private property (i.e. cars) is a small price to pay when the benefits can be measured in injuries reduced and lives saved.

While opponents of this project claim they fear a reduction in property values, I'd argue the opposite is more likely to be true. I chose to purchase a home in Rosemont precisely because of its proximity to public transit and the region's integrated bicycle path infrastructure. As a daily bike commuter to Arlington, however, I ride each day with a feeling of civic jealousy when I see how much more developed Arlington's bike infrastructure is than Alexandria's. Making our neighborhood safer and more bike friendly will only help make the city more attractive to potential homebuyers, raising our property values, not lowering them.

Like many of my neighbors, I have public street parking in front of my home. I also have a driveway and a garage where I can store my car when required. I would gladly give up the portion of the street out front allocated to car storage to a project that improved the safety of the children who pass my house twice daily on their way to and from school. Please put the bike lanes in on West Chapman St next!

With thanks for your service to our city,

Sincerely,

Matthew Underwood
22A W Chapman St

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From: Megan Van Etten
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Opposed to removal of parking in Section 1 of the Braddock Road Improvement Project
Date: Monday, February 23, 2026 8:59:23 AM

You don't often get email from meganvanetten@gmail.com. Learn why this is important

Good morning,
I attend Good Shepherd Lutheran Church, located on the corner of Braddock Road and W. Lurray Ave. I am opposed the removal of parking in Section 1 of the Braddock Road Improvement Project. Parking on Braddock Road (between Russell Road and Commonwealth Ave) is important for me and my 2 young daughters to be able to attend worship services and community events at the church. I also oppose relocating of the current handicap space on Braddock (25 ft from the entrance) to Luray and Hancock Ave (150 ft to the entrance), so that all in our church and community can access the building easily.

Many thanks for your attention to this matter.

Megan Van Etten

--
Megan Van Etten
202-699-1809

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From: Melanie Davis
To: TES-Traffic and Parking Board; Alyia Gaskins; Abdel Elnoubi; Jacinta Greene; Sarah Bagley; John Chapman; Canek Aguirre; CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Opposition to he removal of 97 parking spaces on Braddock Road and Commonwealth Avenue,
Date: Monday, February 23, 2026 9:06:19 AM

You don't often get email from mdavis22305@gmail.com. Learn why this is important

I am writing to express my opposition to the removal of 97 parking spaces on Braddock Road and Commonwealth Avenue, the removal of 8 right or left turn lanes on Braddock Road, and the lack of safety data showing that protected bike lanes are advisable on this stretch of Braddock Road, and the negative impact the proposal will have on the people who live in the neighborhood and the churches that rely on those parking spaces is significant. Traffic will be worse. Emergency vehicles will have trouble crossing the city. Our community and livability will be impacted.

In addition, I feel like you are ignoring the elderly, along with people with disabilities when you are moving their parking spaces further away from the building. Lastly, I feel that the personal interest of a city managing employee, who is a cyclist enthusiast, gives personal influence over the city's determination of bike lanes while sacrificing the common good for every citizen in Alexandria.

The city's far reaching impact of messing with roads necessarily needs to STOP. The Traffic Circle in Warwick village is a prime example of overreaching unnecessary traffic calming measures.

I hope you take our opinions and listen to them. As this is everyone['s city, not just the biker's city.

Sincerely.

Melanie Davis

2719 Sycamore Street

Alexandria, VA 22305\

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February 13, 2026

Dear Chair Tucker and Members of the Traffic and Parking Board,

I'm writing to you today **in support of Staff's final recommended plan** for major safety improvements to the section of East Braddock Road between Russell Road in the west to where it ends at West Street in the east. This section of road is a gap in the bike lane network that can connect families like mine safely to several other parts of town without having to ride with cars. It is also adjacent to a Metro Station, a middle school, an elementary school, a convenience store, and several restaurants, and as such handles hundreds if not thousands of pedestrians walking to and from these destinations each day.

I live on Madison near West, and I **ride** my son to school at Naomi Brooks Elementary, crossing under the railroad tracks, he on the back of my cargo bike. There are few bike facilities between where we live and where he goes to school, nothing protected or even buffered, and nothing continuous that he could rely on as a small young rider. When he bikes to school on his own bike with the new Brooks Bike Bus on Fridays, we have to ride where people walk: along the front of the Metro station slowly between and around folks walking to the trains, crossing four lanes of traffic at Braddock at the rapid flashing beacon, meeting up with other families at Colecroft Apartments, and then taking the narrow sidewalk on the south side underneath the tracks to avoid as many pedestrians as possible. We weave through the Yates parking lot (because it's less hazardous than turning left from Braddock onto Mt. Vernon) and from there onto Oak, finally a small and slow neighborhood street.

My family also **walks** these stretches, alongside many others on foot every day. We walk to Spill the Tea, Dos Amigos, Lena's, Grape+Bean, and as far as Del Ray along Mt. Vernon Ave. The pedestrian crossings are a confusing mess. We use the Potomac Yard trail to practice bike skills and get to the splash pad, but when we have connect to it, we ride or walk our bikes on the north sidewalk under the tracks, competing for a narrow, cramped space.

We also **drive** this stretch of Braddock Road. We travel to day camps and summer camps near King, Quaker, and Braddock, and farther up King still to access day camps for out of school time. Changes here that force cars to move more slowly will affect us, too, and we are ok with that tradeoff.

And that is the crux of the matter, isn't it? Families in the community who use this road travel by **car, foot, bus, bike, scooter, skateboard, and more**. It's the city's responsibility to look objectively at how the street can best contribute **to safety and our commitment to Vision Zero**. Many people travel on foot along this corridor every day, middle school kids

unload from DASH in large groups to get to George Washington Middle School in the mornings, stopping at 7-11 for snacks along the way. And yet **Braddock near Metro continues to have one of the most dangerous street designs** – two lanes for cars in each direction and multiple uncontrolled pedestrian crossings. This design creates the danger than one car stops but the second car doesn't see why they are stopping and continues through the crosswalk without slowing down. My family and I have had several such close calls, and I squeeze my son's hand and my dog's leash each time we cross.

The Washington Post recently published an investigative piece that hit home. The author wrote, "*Vision Zero's failures in more than two dozen cities fit a predictable pattern, according to the Post analysis and interviews with experts in traffic safety. Motorists are hostile to measures that slow traffic and favor pedestrians. Local leaders give token or tepid support. Spending on pedestrian-friendly improvements is not prioritized. The US government, meanwhile, never backed up its pledge with federal action or significant funds.*" ("America's plan to protect pedestrians failed. A young women's death reveals why." December 4, 2025.)

Please do not let Alexandria fall into that trap. We are making progress! We must continue to research, design, approve, and build changes that make our roads safer for all users. If a trade-off is slower car travel, that is great for safety, too! If a trade-off is people will walk farther to get to their cars parked on side streets, it's **totally worth it** to connect our community better and keep people safe. We can always build more time into our daily routines for these minor inconveniences. We can't take back what's lost when a crash kills or seriously injures someone we love.

Please support staff's recommendation for a continuous bike facility on Braddock Road that completes this critical network connection, support the reduction in car lanes under the railroad tracks to make safer space for my family and others who are biking and walking, and support safer crossings for us all walking from one side of Braddock to the other.

Sincerely,

Melissa McMahon
1237 Madison Street
Alexandria, VA

From: meredith.k.815@everyactioncustom.com on behalf of Meredith Karbowsky
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Trail Access and Corridor Improvements
Date: Monday, February 16, 2026 12:40:32 PM

[You don't often get email from meredith.k.815@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear Board Members,

I write to express my support for the staff recommended design concept for the Braddock Road Trail Access and Corridor Improvements Project. The recommendations will provide the best biking and walking improvements for the corridor making Braddock Road safer for all users - people walking, biking, taking transit, and driving. Making this corridor safer and better connected improves access to the Braddock Road Metro, area trails, schools and other places in the community.

The removal of on-street parking lanes is justified given they are very underutilized and doing so makes room for the needed safety enhancements and rightly prioritizes the safety for everyone traveling the corridor.

These improvements support Alexandria's Mobility Plan and Vision Zero Action Plan.

This project is a chance to fix the dangerous conditions existing today and provide a more connected and safe corridor for everyone. I ask that you vote in favor of staff's recommended design and advance the safest set of options for Braddock Road.

Sincerely,
Meredith Karbowsky
751 Thornton Way Apt 140 Alexandria, VA 22314-4420
meredith.k.815@gmail.com

_____
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From: Meta Viers
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Opposition to Braddock Road Improvement Plan
Date: Sunday, February 22, 2026 10:37:46 AM

You don't often get email from meta.viers@gmail.com. Learn why this is important

Hello,

I'm writing regarding the Braddock Road Improvement Plan. I understand that the plan is expected to be approved or disapproved Monday. As a longtime resident of Alexandria and frequent visitor to the Braddock/Commonwealth and Braddock/Russell areas, I strongly opposed the plan in its current state.

While overall I'm a supporter of providing more biking accessibility in our area, I do not believe it should come at the cost of daily accessibility for families who live in the area. Currently, parking on Braddock is already difficult. Many families with homes have maybe one space to part in and part on the street for their second vehicle. Taking away those spaces on Braddock forces them to go many blocks over to park. This creates a problem for both young families and older ones in getting back and forth to their homes.

Several residents on Braddock who have the privilege of having off-street parking have also voiced to me over the years how difficult it is to already leave their residences' especially at certain times of the day. I believe this plan would only exacerbate that current issue. We should be making it easier for people to live, work, play and connect across different areas of our city not make it more difficult. This would certainly force these neighbors to add more time onto each trip and have them have to be extremely more cautious backing out of their driveways - if they have them - to avoid striking cyclists.

Traveling through the area I have also seen how ambulances, fire trucks and other emergency vehicles navigate the traffic there. I cannot fathom how with this plan anything would improve for them in making it to their destination. Given what I've seen happen on Seminary Road and other areas, the traffic volume will increase, causing a slowdown of emergency vehicles in getting through. Often I think I would not want it to be my loved one on the ambulance slowed down an extra 3 minutes because the vehicle can't get around one to two lanes of traffic. Any emergency personnel can tell you that 3 minutes can make a big difference between life and death in many cases.

I would encourage the city to pass on the current plan and instead continue to study the area over the next year and work with the citizens in the most accident-prone section to identify better traffic solutions. We still have time to make smarter, greener, safer choices in the area. There's no need to rush.

Thank you for your time and consideration.

Sincerely,
Meta Viers

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From: Michael Griffith
To: TES-Traffic and Parking Board; Alexandria Carroll
Subject: [EXTERNAL]The Braddock Road Trail Access and Corridor Improvements project
Date: Wednesday, February 18, 2026 6:30:16 PM

You don't often get email from michaelsgriff@yahoo.com. Learn why this is important

Dear Traffic and Parking Board - I support the goals of the Braddock Road Trail Access and Corridor Improvements project to enhance safety and accessibility for all roadway users along Braddock Road between Russell Road and North West Street. How to achieve these goals can be challenging with all of the factors that need be considered.

I have worked my entire career in highway safety and fully support projects with safety as the priority goal especially for vulnerable road users (pedestrians and bicylists).

I have some questions.

Design option 4B (Braddock and Russell) - It's indicated 10 seconds of delay per cycle is expected. Is this the expected delay during pm peak period? I'm concerned if there's too much delay that drivers will become aggressive.

Design 5A (Braddock and Commonwealth)- Again, it's indicated 10 seconds of delay per cycle is expected. Is this the expected delay during pm peak period? Again, I'm concerned if there's too much delay that drivers will become aggressive.

Parking Spaces - I see how many feet of parking is being proposed to stay. How many on-street spaces does this represent? How many residents on a typical day will need to find parking off of Braddock Rd. or on Braddock Road but more than 200 to 300 feet away from their home? I recognize this is hard information to collect. I'm concerned about individuals with limited mobility having to walk too far.

Answers to these questions will help me better understand what the parking and traffic impacts would be and how they will affect certain "quality of life" aspects along the corridor.

Some comments:

Exclusive pedestrian phase - I wholeheartedly support this safety countermeasure.

Bike lanes - I'm certainly supportive of the bike lanes as an avid cyclist (with the hope of attracting more cyclists especially children to and from school and other places) but I would like to get answers to the questions I raised about traffic and parking. I'm wondering if shared travel lane/sharrows may be needed in certain sections to maintain more of the parking spaces. Without more information, it's hard to know.

It appears most of the bike lanes are buffered with the exception of the protected bike

lane between Mount Vernon Ave. and West St. Were vertical elements like plastic posts consider in any sections for the buffered bike lanes?

These are challenging projects to pull off when considering all of the competing needs. In the end, I believe safety should be the driving factor when considering these needs.

Thank you for your hard work!

Kind regards,

Michael Griffith
11 W. Spring St.

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From: Alexandria Carroll
To: TES-Traffic and Parking Board
Subject: FW: [EXTERNAL]The Braddock Road Trail Access and Corridor Improvements project
Date: Thursday, February 19, 2026 11:21:04 AM

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

From: Michael Griffith <michaelsgriff@yahoo.com>
Sent: Wednesday, February 18, 2026 6:30 PM
To: TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: [EXTERNAL]The Braddock Road Trail Access and Corridor Improvements project

You don't often get email from michaelsgriff@yahoo.com. Learn why this is important

Dear Traffic and Parking Board - I support the goals of the Braddock Road Trail Access and Corridor Improvements project to enhance safety and accessibility for all roadway users along Braddock Road between Russell Road and North West Street. How to achieve these goals can be challenging with all of the factors that need be considered.

I have worked my entire career in highway safety and fully support projects with safety as the priority goal especially for vulnerable road users (pedestrians and bicylists).

I have some questions.

Design option 4B (Braddock and Russell) - It's indicated 10 seconds of delay per cycle is expected. Is this the expected delay during pm peak period? I'm concerned if there's too much delay that drivers will become aggressive.

Design 5A (Braddock and Commonwealth)- Again, it's indicated 10 seconds of delay per cycle is expected. Is this the expected delay during pm peak period? Again, I'm concerned if there's too much delay that drivers will become aggressive.

Parking Spaces - I see how many feet of parking is being proposed to stay. How many on-street spaces does this represent? How many residents on a typical day will need to find parking off of Braddock Rd. or on Braddock Road but more than 200 to 300 feet away from their home? I recognize this is hard information to collect. I'm concerned about individuals with limited mobility having to walk too far.

Answers to these questions will help me better understand what the parking and traffic impacts would be and how they will affect certain "quality of life" aspects along the corridor.

Some comments:

Exclusive pedestrian phase - I wholeheartedly support this safety countermeasure.

Bike lanes - I'm certainly supportive of the bike lanes as an avid cyclist (with the hope of attracting more cyclists especially children to and from school and other places) but I would like to get answers to the questions I raised about traffic and parking. I'm wondering if shared travel lane/sharrows may be needed in certain sections to maintain more of the parking spaces. Without more information, it's hard to know.

It appears most of the bike lanes are buffered with the exception of the protected bike lane between Mount Vernon Ave. and West St. Were vertical elements like plastic posts consider in any sections for the buffered bike lanes?

These are challenging projects to pull off when considering all of the competing needs. In the end, I believe safety should be the driving factor when considering these needs.

Thank you for your hard work!

Kind regards,

Michael Griffith
11 W. Spring St.

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From: Michael Uehlein
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support Item 9 - Staff Recommendation on Braddock Road
Date: Monday, February 23, 2026 2:58:53 PM

You don't often get email from uehleinmike@gmail.com. Learn why this is important

I am writing in support of Item 9. We must continue to make Alexandria roads safer. Bike and pedestrian infrastructure slows cars and keeps people safer. Please support the staff's recommendation.

--

Michael Uehlein
Cell: (317)506-3428
E-mail: uehleinmike@gmail.com

DISCLAIMER: This message was sent from outside the City of Alexandria email system. DO NOT CLICK any links or download attachments unless the contents are from a trusted source.

From: Michele
To: TES-Traffic and Parking Board
Cc: Alexandria Carroll; james.parajon@alexandriava.com; councilcomment@alexandriava.com; Michael Moon; Hillary Orr; Christopher Ziemann; Ryan Knight
Subject: [EXTERNAL]Urgent Request to oppose staff recommendation in docket item 9 re. Parking and Road Configuration of Braddock Road
Date: Sunday, February 15, 2026 2:08:29 PM

You don't often get email from mschoeppe@yahoo.com. Learn why this is important

Members of the Traffic and Parking Board, Please submit to the docket:
Thank you for your careful consideration of the staff's recommendation to eliminate curbside parking and install bike lanes along Braddock Road from Russell Road to the Braddock Road Metro station.
As a longtime City and 100 block of W. Braddock Road resident of 26 years, I am deeply concerned that this proposal neither reflects the realities of our block, relies on data, nor considers the needs of the people who live here—especially families with children, seniors, church members, individuals aging in place, and residents with mobility limitations who rely on parking within feet of their homes, not blocks away. **This recommendation for segments 2 and 3 is not based on data that supports changes to these segments. Please oppose the recommendation.** There are a number of reasons to oppose:
There are no documented bike-safety issues on this stretch of Braddock Road that justify removing all curbside parking. What the City proposes would create far more problems than it solves. It also appears to directly conflict the other docket item to restrict parking times in Northridge. T**his change will make it harder for not just us but others to travel to Old Town businesses. It also fails to address the areas of Braddock where there are accidents near Quaker Lane to advance safety.**
Congestion and Neighborhood Impact
Removing parking would push every multi-car household—and all their visitors, caregivers, and service providers—onto already crowded side streets. These streets cannot absorb the displaced vehicles without creating new congestion and safety issues. This change would particularly burden families with small children and older or disabled members who cannot walk long distances, which includes neighbors with no parking.
Impact on the Good Shepherd Lutheran Church and Community Groups
Good Shepherd Lutheran Church members regularly park along Braddock Road during Sunday services and throughout the week. Many attendees, particularly seniors, cannot reasonably walk from distant blocks or even around the block if their handicap spot is moved. Community groups, including a large choral group that meets on Tuesday evenings, also depend on these parking spaces. Removing this parking disregards the needs of those in our community.
Delivery and Emergency Vehicle Concerns
Eliminating curb parking removes the only safe place for daily delivery vehicles to pull over. UPS, FedEx, and Amazon trucks currently use the curb lane to stay out of traffic. Without it, trucks will stop directly in the travel lanes—creating backups and increasing risk.
Emergency vehicles already rely heavily on this section of Braddock Road. Any added traffic obstruction will delay response times when seconds truly matter.
Evidence of Existing Parking Use

The photos below and shared with Bryan clearly show that both neighborhood residents and Good Shepherd congregants rely extensively on curb parking. This is not theoretical—it is our daily reality. I did not see my prior email in the docket with photos below.

ADA/Title II Compliance: Eliminating all curbside parking on this block would significantly diminish access for seniors, residents aging in place, people with mobility disabilities, caregivers, and church attendees who need to park or be dropped off **within feet** of their destination. Title II requires the City to operate on-street parking and pedestrian right-of-way programs so that, when viewed in their entirety, they are accessible and provide **meaningful access** to people with disabilities. The City must also make **reasonable modifications** to curb policies if necessary to avoid discrimination unless it can show a fundamental alteration. If the City proceeds with an alteration to the right-of-way, it must preserve or provide **equivalent accessible parking or loading** and maintain usable pedestrian access routes. The **U.S. Access Board's PROWAG**—now adopted by USDOT for transit stops and widely used by jurisdictions for streets—sets out scoping and technical guidance for **accessible on-street parking** and pedestrian access routes that the City should follow, rather than removing all curb access without alternatives.

What Would Actually Improve Safety and what we need to know

Targeted speed and traffic enforcement would make this corridor safer far more effectively than new bike lanes. When the solar-powered speed sign was installed years ago, drivers slowed down. This information would help this Board take a first step before radical non-data-based steps are taken as suggested in the recommendation from staff. The City has not provided daily bike-use counts, accident data, traffic studies, or any quantitative analyses supporting the removal of parking. We request the full set of data and decision criteria used for this proposal, including background traffic projections, safety surveys, and bike-volume analyses during peak and off-peak periods for segments 3 and 2.

A Better Approach for Cyclists

The City has not explored routing cyclists onto adjacent, calmer streets—an approach Arlington successfully implemented along Columbia Pike. Extending the existing bike route from Glendale and Main Line, continuing out Glendale and then onto Luray or another parallel street, would provide cyclists with a low-traffic, no-traffic-light path from Russell Road to the Braddock Road Metro.

This must be put on hold and these options studied first.

Neglect of Existing Bike Infrastructure

My biggest concern for cyclists is not the lack of bike lanes—it is the lack of maintenance of the lanes we already have. Commonwealth Avenue's bike lanes are deteriorated, cracked, and in places dangerous to ride on.

For all of these reasons, I urge the Board to reject the proposal to eliminate curbside parking on Braddock Road in segments 3 and 2. The data does not support that this should be done nor that it is a priority. It does not reflect the conditions on our street, threatens the well-being of young families, seniors and residents aging in place, and creates more safety issues than it solves.

Please protect the character, accessibility, and safety of a neighborhood many of us have called home for decades.

Thanks, Michele Schoeppe, 24 W. Braddock Rd.

----- Forwarded Message -----
From: Michele <mschoeppe@yahoo.com>
To: Bryan Hayes <bryan.hayes@alexandriava.gov>
Sent: Monday, September 22, 2025 at 07:18:50 PM EDT
Subject: Re: [EXTERNAL]Urgent Request to Preserve Parking and Road Configuration of Braddock Road

Thanks and please let me know if I can provide more information.
Michele

On Monday, September 22, 2025 at 05:00:10 PM EDT, Bryan Hayes <bryan.hayes@alexandriava.gov> wrote:

Michele,

Thank you for your feedback on the Braddock Road Trail Access & Corridor Improvements project. Your comments will be logged and reviewed with public input.

If you haven't already, please complete the online feedback form at alexandriava.gov/go/6545 by October 3. The form includes specific questions about each design option and helps ensure your input is documented and considered alongside other community feedback.

Visit alexandriava.gov/go/6545 for project updates. We will share next steps for the project in early October after reviewing community input.

Thank you for your interest in improving Braddock Road.

Bryan Hayes
Project Manager
Department of Transportation & Environmental Services
City of Alexandria

From: Michele Schoeppe <mschoeppe@yahoo.com>
Date: Saturday, September 20, 2025 at 5:07 PM
To: Bryan Hayes <bryan.hayes@alexandriava.gov>
Subject: [EXTERNAL]Urgent Request to Preserve Parking and Road Configuration of Braddock Road

You don't often get email from mschoeppe@yahoo.com. Learn why this is important

MOSS
BUILDING & DESIGN
703-961-7707
MossBuildingandDesign.com

Michele Schoeppe

24 W. Braddock Road
Alexandria, VA 22301

September 20, 2025

City of Alexandria
Department of Transportation & Environmental Services
301 King Street
Alexandria, VA 22314

Subject: Urgent Request to Preserve Parking and Road Configuration of Braddock Road

Dear Mr. Hayes:

I am writing as a long-time resident of 24 W. Braddock Road, located between Russell and Commonwealth Avenues, to express my deep concern regarding proposed changes to the road's configuration and parking availability. Also, I oppose flipping direction of W Alexandria

I have lived in this neighborhood for over 13 years and have found the current road layout and traffic patterns to be effective and safe. The existing configuration supports a balanced flow of vehicles, pedestrians, bikers, and transit users. I respectfully urge the City to preserve all current lanes and maintain on-street parking along Braddock Road from Russell to Mount Vernon Rd.

Parking on this stretch is not a luxury—it is a necessity. Like many of my neighbors, I rely

on curbside parking to unload groceries, welcome guests, and access my home. Our homes lack alleyways, leaving the front curb as the only viable access point. Parking utilization near my home regularly exceeds 85% during peak hours, and traffic—including cars, trucks, and buses—is steady throughout the day. Please see attached photos from this week.

While I support efforts to improve safety and accessibility, I very rarely see cyclists using this portion of Braddock Road. I am concerned that removing parking will not only fail to improve safety but may actually encourage speeding and increase hazards for all road users.

This corridor is also a critical route for emergency vehicles with sirens on every day and night, and any changes that introduce more pedestrians and cyclists could make it more dangerous for them - not less.

Residents, churchgoers, contractors, movers, and delivery drivers all depend on this parking. Eliminating parking would increase traffic congestion from vehicles circling for spots, parking in the street for deliveries, reduce accessibility for seniors and families, and shift cars into adjacent residential blocks that are already crowded as many of those residents do not have driveways, worsening safety and livability.

I respectfully ask the City to consider targeted safety improvements such as enhanced speed enforcement, rather than removing essential infrastructure that residents depend on daily.

Thank you for your time and consideration.

Thank you. Michele Schoeppe

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DISCLAIMER: This message was sent from outside the City of Alexandria email system. DO NOT CLICK any links or download attachments unless the contents are from a trusted source.

From: ML
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Plan
Date: Monday, February 23, 2026 1:55:40 PM

You don't often get email from feelthewind01@gmail.com. Learn why this is important

Good afternoon,

Please vote no on the Braddock Road Plan to remove parking. It is increase traffic on the side roads which is already bad. It backs up on Maple during rush hour and it can take forever to go the one block to my driveway. I understand the bike safety concern but there are so few bikes. We have lived here for three years and I honestly seen four to five cyclists in that time.

Thank you.

v/r,
Michelle
Russell and Maple

Michelle
"The constitution only guarantees you the right to pursue happiness. You have to catch it yourself."
Benjamin Franklin

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From:	Missy Santoro Estabrook
To:	Alexandria Carroll; TES-Traffic and Parking Board
Cc:	Matthew R. Estabrook; Nancy Widmer; jpak@aol.com; ljanowsky1960@gmail.com; crissy.stubbs@gmail.com
Subject:	Concerns Re: Braddock Road Update
Date:	Monday, February 9, 2026 9:40:02 PM

You don't often get email from missysantoro@yahoo.com. Learn why this is important

Hi Alex,

Thanks very much for the update on the Braddock Road Corridor Improvements Project. I'm attaching my concerns below and copying the Traffic and Parking Board email.

1. Among other things, the proposed plan purports to include safer pedestrian and bicycle crossings. As we have lived in our home at 10 West Braddock Road for over 20 years, I can tell you that very few bicycles ever go up or down Braddock Road between the intersections of Braddock/Commonwealth and Braddock/Russell. This is not because of the two lanes or the parked cars, it's because of the GIANT Braddock Road hill awaiting them on a downward or upward path heading toward King Street. The very few bicyclists I've seen have given up and hopped off their bikes to push them up and, one imagines, never try it again it's so dangerous and challenging. This new plan will not change the topography of the hill.

2. At the same time, churchgoers from the Lutheran Church on Braddock Road and the Seventh Day Adventist Church on Russell must park somewhere on Saturdays and Sundays and they always seem to park on our block of Braddock. If these senior citizens can't park on Braddock right outside the church, where will they be able to without any (Lutheran) or just a small (Seventh Day) parking lot at their disposal?

3. Braddock Road is an emergency route for the City. I can attest to this having watched hundreds of fire trucks and ambulances go by over the years. How will they navigate these new limited traffic patterns and fewer lanes to get by single lane traffic both ways and bike lane posts to get their patients where they're going or put out fires? Single lanes along this already very busy stretch will endanger everyone living on them who suffers an emergency and has to wait that much longer for help. Cars are expected to pull over to let emergency vehicles go by; with this new plan, that won't be possible.

4. Making both the Braddock/Russell and Braddock/Commonwealth intersections single lane without ANY ability to turn will result in literally 1-2 cars getting through per green light. As it is now, left turns onto Russell from Braddock are in the left lane and straight/right hand traffic can pass in the right lane. It's ALREADY incredibly congested in the morning with cars going down the hill to the metro/city and cars going up the hill to get to Alexandria City High School. Many of these drivers are teenagers who will have even less experience navigating crowded intersection and will undoubtedly run the red lights that result. More people racing through after the 1-2 cars that have time to legally pass is not safe in any way, shape or form.

5. As much as folks in City Hall would like this to be a bikes-only city, it is not. The vast majority of people get to and fro in their cars or via the metro. You simply cannot hold the majority hostage while making things easier for the small percentage of bikers out there. Far from being a mobility plan, this is a plan that will clog the roads and make those of us who live and work here less mobile.

6. Safer pedestrian crossings won't mean much when angry drivers build up a nice case of road rage just trying to drive a couple blocks in the city. Further, everyone up and down our road backs out from their driveways onto Braddock. It's difficult enough to do that now. I can't imagine what will happen when bike lanes AND cars are blocking us in further, in particular during rush hour.

7. New pedestrian and bicycle crossings between the trails at the Braddock Metro station where there is actual bike traffic CAN be created with a two-way protected bike lane there, but it does not necessitate making the rest of Braddock Road impassible for those of us who live here.

8. Without viable parking on Braddock, homeowners and guests will be forced to park their cars further afield on already crowded streets like Glendale or Luray. None of our neighbors on those streets will appreciate losing what little street parking they have to Braddock Road residents or those who park here to walk to the metro. Further, those side streets are so narrow already that forcing more cars onto them is just asking for more accidents and damage to resident cars.

9. Finally, I would urge you to actually witness the traffic we already suffer in the mornings and evenings during rush hour on Braddock and imagine how you would feel if it was YOU who could not back out of your own driveway? Then, picture doing it with fewer lanes, more traffic and angry drivers. THEN ask yourself: who are these changes actually helping?

We're grateful for your consideration of these serious concerns and hope you will take them to heart. PLEASE VOTE NO on this plan, keep the intersections as-is at Braddock/Commonwealth and Braddock/Russell, keep accessible parking to our elderly families and those with children and help the residents of Rosemont and Braddock Heights stay safe and moving.

Sincerely,

Missy & Matt Estabrook
10 West Braddock Road
Alexandria, VA 22301

> On Feb 6, 2026, at 1:29 PM, Alexandria Carroll <alexandria.carroll@alexandriava.gov> wrote:
>
> Braddock Road Project Stakeholders,
>
> Here is an update on the City of Alexandria's Braddock Road Corridor Improvements Project: https://www.alexandriava.gov/news-tes/2026-02-06/city-recommends-preferred-concept-design-for-braddock-road-corridor
>
> The City's Traffic & Parking Board will consider the recommended concept designfor the project at its **February 23** public hearing. This recommendation was developed based on extensive community input, data analysis, and industry best practices.

I deeply appreciate all of your engagement in the project thus far. If you would like to participate in the public hearing, here's how:

- Email your comments trafficandparkingboard@alexandriava.gov no later than *noon on February 23*
- Attend the public hearing via Zoom and speak during the public comment period for this item
- Attend the public hearing in person and sign up to speak during the public comment period for this item
    - Location: City Council Chambers, Room 1305 at the Del Pepper Community Resource Center, 4850 Mark Center Drive, Alexandria, VA

Additional information is available on the project webpage.

Thank you again.

Alex Carroll, AICP (she/her)
Complete Streets Program Manager
City of Alexandria, Virginia
Department of Transportation & Environmental Services
alexandriava.gov

From: Alexandria Carroll
To: TES-Traffic and Parking Board
Subject: FW: [EXTERNAL]97 spaces
Date: Thursday, February 19, 2026 11:19:59 AM

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

-----Original Message-----
From: Missy Santoro Estabrook <missysantoro@yahoo.com>
Sent: Wednesday, February 18, 2026 12:47 AM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Cc: Matthew R. Estabrook <estabrook@mac.com>; Nancy Widmer <nmwidmer@verizon.net>
Subject: [EXTERNAL]97 spaces

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

Hi Alex,

Following up on some information my neighbor received only to confirm that the traffic board really intends to remove 97 spaces from Braddock Road. If so, where do you suggest those 97 people park? I'm particularly concerned about those who don't have a driveway or any off street parking, including neighbors at 115 West Braddock, 26 East Braddock and the hundreds of parishioners who attend the Lutheran Church across the street from us. The already overcrowded side roads in Rosemont will not accommodate the additional cars and surely you agree people shouldn't have to park blocks away from their own homes to placate a few cyclists who may or may not use the new route?

Thanks for any additional information you can provide on this misguided plan.

Missy Estabrook
10 West Braddock Road

Sent from my iPhone

_____
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From: mollyrwilliams@everyactioncustom.com on behalf of Molly Pugh
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Trail Access and Corridor Improvements
Date: Saturday, February 14, 2026 7:15:31 PM

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

Dear Board Members,

I write to express my support for the staff recommended design concept for the Braddock Road Trail Access and Corridor Improvements Project. The recommendations will provide the best biking and walking improvements for the corridor making Braddock Road safer for all users - people walking, biking, taking transit, and driving. Making this corridor safer and better connected improves access to the Braddock Road Metro, area trails, schools and other places in the community.

I travel frequently through this area. I have a child at GWMS, and I often ride my bike down Braddock to get to the Potomac Yard Trail or Braddock Road Metrorail Station. Removing the on-street parking lanes is the right choice. They aren't used enough, and their removal will make room for needed safety enhancements.

These improvements support Alexandria's Mobility Plan and Vision Zero Action Plan.

This project is a chance to fix the dangerous conditions existing today and provide a more connected and safe corridor for everyone. I ask that you vote in favor of staff's recommended design and advance the safest set of options for Braddock Road.

Sincerely,
Molly Pugh
1200 N Quaker Ln Alexandria, VA 22302-3004
mollyrwilliams@gmail.com

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From: dyes.misuse4c@everyactioncustom.com on behalf of Mona Mirmortazavi
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Trail Access and Corridor Improvements
Date: Saturday, February 14, 2026 11:35:31 PM

[You don't often get email from dyes.misuse4c@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear Board Members,

I write to express my support for the staff recommended design concept for the Braddock Road Trail Access and Corridor Improvements Project. The recommendations will provide the best biking and walking improvements for the corridor making Braddock Road safer for all users - people walking, biking, taking transit, and driving. Making this corridor safer and better connected improves access to the Braddock Road Metro, area trails, schools and other places in the community.

The removal of on-street parking lanes is justified given they are very underutilized and doing so makes room for the needed safety enhancements and rightly prioritizes the safety for everyone traveling the corridor.

These improvements support Alexandria's Mobility Plan and Vision Zero Action Plan.

This project is a chance to fix the dangerous conditions existing today and provide a more connected and safe corridor for everyone. I ask that you vote in favor of staff's recommended design and advance the safest set of options for Braddock Road.

Sincerely,
Mona Mirmortazavi
714 Snowden Hallowell Way Alexandria, VA 22314-1972
dyes.misuse4c@icloud.com

_____
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From: Monica
To: TES-Traffic and Parking Board
Cc: Monica
Subject: [EXTERNAL]Opposition to Braddock Rd Improvement Project
Date: Friday, February 20, 2026 5:40:16 PM

You don't often get email from monica.marie.deangelo@gmail.com. Learn why this is important <https://aka.ms/LearnAboutSenderIdentification>

Good evening,

I am writing to state my strong opposition to the Braddock Road Improvement Project. I am the homeowner at 104 East Braddock Road and have lived at this address for more than 11 years. The proposed changes will significantly affect my day-to-day safety and access to my property, yet I have received no direct outreach from the City regarding this project. A project with this level of impact warrants proactive communication with affected residents, not reliance on a survey that reached only a narrow segment of the community. Approximately 290 responses to a survey in proportion to a City population of almost 160,000 is remarkably low. Furthermore, if the City made direct outreach to the 53 homes directly affected by the proposed project, the survey results that the City has relied upon would have been materially changed. In fact, the City has not published survey results showing how many respondents support bike lane design whatsoever, but instead make a huge leap to the conclusion that bike lanes would increase safety without evaluating any unsafe situations that w ould be directly created by the incorporation of the bike lanes themselves. I was not aware of the survey and therefore none of my concerns are reflected in the survey results.

There has been no evidence provided that demonstrates the proposed bike lanes will be used at meaningful levels. The corridor in question is already within a short walking distance of the Metro, which raises questions about whether this is the most logical or effective location for bike-lane investment.

In addition, there is no data indicating that the current roadway presents safety issues that justify this redesign. In contrast, the proposed configuration introduces clear safety risks for homeowners who must back into and pull out of their driveways. Driveway conflicts are the number one concern (of four) for bike lanes in residential neighborhoods: 1. Driveway conflicts, 2. visibility issues, 3. turning conflicts and 4. emergency access concerns.

It is already very difficult to navigate finding a place to pull off, wait for traffic behind you to clear, wait for a break in oncoming traffic to pull forward, then back into the driveway – pulling in forward is not an option because of the risk to pedestrians and oncoming vehicles. The proposed project would create two more lanes of traffic to navigate while simply trying to back in and pull out of a driveway. Bikers move at a much greater speed than cars so its going to be even harder to see bikers going in both directions at different speeds while also trying to navigate across two lanes of cars and avoid both scooters and pedestrians on the sidewalks…and this will be done multiple times per day per household.

Navigating multiple lanes of traffic, moving cyclists in both directions at varying speeds, moving scooters and pedestrians and limited sight lines will create exponentially hazardous conditions that do not exist today. These risks are foreseeable, substantial and preventable. The City will be unable to avoid liability arising from its implementation of bike lanes that create unsafe conditions from vehicles pulling into and out of driveways. Similarly, delivery drivers, contractors, ride share drivers, etc will be forced to stop in the middle of the road and it will be unavoidable to prevent everyone from stopping momentarily in the bike lines themselves – this will force bikers onto a much narrower roadway causing a host of unintended consequences.

The City's broader effort to increase housing density while reducing parking availability also raises practical concerns. It is unclear how these conflicting policies are intended to function together or what the long-term objective is for mobility and access in this corridor.

Finally, changes that reduce access to on-street parking and introduce new safety hazards will directly impact property value and the usability of my home. I request clarification on how the City intends to address these

consequences, specifically a reduction in personal property taxes for vehicles that must be parked blocks aways and a reduction of property value and tax rates reflecting an even greater discrepancy between a home on Braddock Rd vs a similar home not on a main corridor.

In summary, the project introduces unavoidable safety risks, lacks supporting usage data, and was not communicated adequately to the residents most affected. I urge the City to reevaluate this proposal with safety, access, and equitable outreach as the primary considerations. If this proposal proceeds, I urge the City to make direct outreach to each of the residents with compensation equal to the impact on each property value and reduced quality of life.

Respectfully,

Monica DeAngelo

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20 February 2026

From: Tom Van Wagner, 202 East Braddock Road
Margaret Ticer Janowsky, 106 W Braddock Road

To: Traffic & Parking Board

SUBJ: Citizen Input to the Braddock Road Corridor Proposal from those most directly impacted by the recently announced Staff Recommendations to Traffic and Parking Board

In response to the City's Braddock Road Corridor Improvement Proposal proposed parking removal and lane removal on Braddock Road between Russell Road and Mt. Vernon Avenue as well as Commonwealth Avenue between Braddock Road and Spring Street recently announced by City staff, several concerned citizens have gone door-to-door to solicit individual feedback from residents and households who will be most directly impacted by the recommended proposal to remove all street parking between Mt. Vernon Avenue and Russell Road.

The attached petitions contain over 275 signatures of citizens who are opposed to the removal of curb parking and the installation of protected and/or dedicated bikes lanes that we have recently been informed is the option being recommended to the Traffic and Parking Board at the February 2026 meeting.

By their signatures on the petitions below, the undersigned citizens have affirmed their opposition to the current staff recommendations. As shown on each petition, "we the undersigned:

OPPOSE the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave. and West Braddock Road between Russell Road and Commonwealth Ave.
SUPPORT the "Shared Road Concept" bike lanes going both east and west on the Braddock Road Corridor from Russell Road to Mt. Vernon Avenue.

Respectfully submitted,

Tom Van Wagner
202 East Braddock Road

Margaret Ticer Janowsky
106 West Braddock Road

#1 13+

HOMEOWNERS and CHURCH MEMBERS PETITION ~ BRADDOCK ROAD CORRIDOR PROJECT

Rosemont and Del Ray National Historic Trust Neighborhood Homeowners, Good Shepherd Lutheran Church members, 100 West Luray Avenue, and Community Praise Church members, 1400 Russell Road, OPPOSE the installation of PROTECTED and/or DEDICATED BIKE LANES on WEST BRADDOCK ROAD between RUSSELL ROAD and COMMONWEALTH AVENUE.

We OPPOSE the removal of ***any*** existing curb parking on either side of West Braddock Road between Russell Road and Commonwealth Avenue.

Homeowners and church members SUPPORT the "Shared Road Concept" bike lanes going both east and west on the West Braddock Road Corridor, Rated "C."

	Signature	Address
1	Margaret J. Janowsky Laurent Janowsky	106 W. Braddock Rd.
2	Caitlin Barile John Krattenmaker	104 West Braddock Rd
3	Linda Mary Mills	102 West Braddock Road ~Mills Family owned since 1949
4	ART WITEBSKY KATIE WITEBSKY 20 JENNIFER WITEBSKY ANDREW WITEBSKY 18	100 WEST BRADDOCK ROAD
5	Nancy Haney JOE HANEY	26 W Braddock Rd
6	BRITTNEY DEPIANO RILEY DEPIANO	115 W Braddock Rd
7	MARK BANGERT KIANA BANGERT	111 W. BRADDOCK RD.

8	Ann + Glenn Siegal	105 W. Luray Ave.
9	Amy + Dan Niss 22 Nos	22 W Braddock Rd.
10	Denise Gray	18 E Linden St. ↓GSLC member
11	Kim + Drew Robbert	110 W. Alexandria Ave
12	Karl + Adrienne Kalbacher	25 West OAK street
13	Judy Miller Judy Miller	507 N. View Terr
14	Sandra Levy SANDRA LEVY	106 W. Walnut St.
15	Jacqueline Bridges	103 W. Linden St.
16	Thomas Lacey	108 W. Alexandria Ave 22301
17	Nancy Lacey	108 W. Alexandria Ave
18	John Lacey	108 W. Alexandria Ave
19	Will Lacey	108 W. Alexandria Ave
20	TOM HYDE JEANNINE GINIVAN	16 WEST BRADDOCK ROAD

Tom Hyde Jeannine Ginivan

21	DANA & LINDA LAWHORNE	102 W. Ale & Ave 22301
22		
23	Mary Jane Baron Mary Jane Baron — Walk down 1523 Woodbine St 22302 Braddock everyday.	
24	Patricia Lovo Patricia Lovo	19 W. Glendale Ave Alex. VA 22301
25	James Lovo James Lovo	19 W. Glendale Ave - 22301
26		
27		
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#2

HOMEOWNERS and CHURCH MEMBERS PETITION ~ BRADDOCK ROAD CORRIDOR PROJECT

Rosemont and Del Ray National Historic Trust Neighborhood Homeowners, Good Shepherd Lutheran Church members, 100 West Luray Avenue, and Community Praise Church members, 1400 Russell Road, OPPOSE the installation of PROTECTED and/or DEDICATED BIKE LANES on WEST BRADDOCK ROAD between RUSSELL ROAD and COMMONWEALTH AVENUE.

We OPPOSE the removal of ***any*** existing curb parking on either side of West Braddock Road between Russell Road and Commonwealth Avenue.

Homeowners and church members SUPPORT the "Shared Road Concept" bike lanes going both east and west on the West Braddock Road Corridor, Rated "C."

	Signature	physical Address [redacted]
1	T.R. Jones Jr.	17 W Rosemont Ave Alexandria, VA 22301
2	Charles Feitel Ashleg Feitel	1217 Russell Road Alexandria VA 22301
3	Andrea Ponsor Scott Ponsor	1215 Russell Rd Alexandria VA 22301
4	Sara Shackelford	1210 Russell Rd 22301
5	Grant Shackelford	1210 Russell Road Alexandria VA 22301
6	Betsy Jones	1105 Russell Rd
7	Gina Dibona	1103 Russell Rd Alexandria VA 22301

8	Benjamin Yonce Benjamin Yonce	32 W Glendale Ave Alexandria, VA 22301
9	Elizabeth Anderson Elizabeth	33 W. Glendale ave. Alexandria VA 22301
10	DAVID ANDERSON III David Anderson III	33 WEST GLENDALE. AVE ALEXANDRIA, VA 22301
11	Jake DeSimone Jake DeSimone	1000 Russell Road Alexandria, VA 22301
12	Lili Romero-DeSimone Lili Romero-DeSimone	1000 Russell Road Alexandria, VA 22301
13	Micaela DeSimone Micaela DeSimone	1000 Russell Road Alexandria, VA 22301
14	Julie Kronauk Julie Kronauk	1202 Russell Road Alexandria VA 2230
15	James R Bilbra James R Bilbra	1206 Russell Rd Alexandria, VA 22301
16	Braden L. Goetz Braden L. Goetz	1206 Russell Rd Alexandria, VA 22301
17		
18		
19		
20		

#3

HOMEOWNERS and CHURCH MEMBERS PETITION ~ BRADDOCK ROAD CORRIDOR PROJECT

Rosemont and Del Ray National Historic Trust Neighborhood Homeowners, Good Shepherd Lutheran Church members, 100 West Luray Avenue, and Community Praise Church members, 1400 Russell Road, OPPOSE the installation of PROTECTED and/or DEDICATED BIKE LANES on WEST BRADDOCK ROAD between RUSSELL ROAD and COMMONWEALTH AVENUE.

We OPPOSE the removal of ***any*** existing curb parking on either side of West Braddock Road between Russell Road and Commonwealth Avenue.

Homeowners and church members SUPPORT the "Shared Road Concept" bike lanes going both east and west on the West Braddock Road Corridor, Rated "C."

	Signature	Address
1	Marisza Sordyl	1303 Hancock Ave Alexandria, VA
2	Steve Warren	10 W. Luray Ave Alex, Va.
3	Lindsay Roecker	6 W Luray Ave Alexandria, VA
4	Melissa White	4 W Luray Ave Alexandria, VA
5	Yuliya V. Appel	1 W Luray Ave Alexandria, VA
6	Thomas Appel	1 W Luray Ave Alexandria, VA
7	Mitchell Young	5 W Luray Ave Alexandria VA

8	Dr. Burke L. Sett	1305 Hancock Ave Alexandria, VA 22301
9	Kathleen Kuehnast	7W. Alexandria Avenue
10	Mary Battey	101 W. Alexandria Ave.
11	Jane Carlson	101 W. Rosemont Ave.
12	John J. Patrick	710 Braxton Place
13	Luke Fields	120 W Alexandria Ave Alexandria, VA 22301
14	Barbara Dorsey	10 W. alexandria Ave alexandria, VA 22301
15	[signature]	6 W. Alexandria Ave Alexandria, VA. 22301
16	James P. Battey	101 W. Alexandria Ave Alexandria 22301
17	Alex Murguia	111 W Alexandria Ave. Alexandria, Va 22301
18	Krushi Kumar	"
19	[signature] Caitlin Terrell	4A W. Alexandria Ave. Alexandria, ~~Ave~~ VA 22301
20	Laura Sellstrom	103 W Alexandria Ave. Alexandria VA 22301

21	Kimberly Rancour	109 W. Alexandria Ave Alexandria, VA 22301
22	Joe Rancour Joe Rancour	109 W. Alexandria Ave. Alexandria, VA 22301
23	Adriana Barturen	113 W. Alexandria Ave Alexandria, VA 22301
24	Philip Hopke	113 W Alexandria Ave 22301 Alexandria, VA
25	Kim Michael	100 West alexandria Ave Alexandria VA 22301
26	michael gonzalez	108 west alexandria Ave Alexandria VA 22301
27	Steven D. Etkin Steven D. Etkin	1301 Hancock Avenue Alexandria, VA 22301
28	Vincent Troy Knighton V. Troy Knighton	1301 Hancock Ave Alex, VA 22301
29	Rachel Chute	1310 Commonwealth Ave Alex, VA 22301
30	Carrie Brady	4 W Alexandria Ave Alex VA 22301
31	DENNIS A. SORTO ELINA TEPLINSKY ~~Dennis A. Sorto~~ E. Teplinsky	1302 Commonwealth Ave. Alex VA 22301
32		
33		

#4

HOMEOWNERS and CHURCH MEMBERS PETITION ~ BRADDOCK ROAD CORRIDOR PROJECT

Rosemont and Del Ray National Historic Trust Neighborhood Homeowners, Good Shepherd Lutheran Church members, 100 West Luray Avenue, and Community Praise Church members, 1400 Russell Road, OPPOSE the installation of PROTECTED and/or DEDICATED BIKE LANES on WEST BRADDOCK ROAD between RUSSELL ROAD and COMMONWEALTH AVENUE.

We OPPOSE the removal of ***any*** existing curb parking on either side of West Braddock Road between Russell Road and Commonwealth Avenue.

Homeowners and church members SUPPORT the "Shared Road Concept" bike lanes going both east and west on the West Braddock Road Corridor, Rated "C."

	Signature	Address
1	Madelina Spano	106 E Spring St
2	Suzette Steele	522 E Windsor Ave
3	Matt Call	522 E Windsor Ave
4	Karen & Paul Harris	3 W. Oak St
5	Dylan Jones	20 W. Braddock Road
6	Denise Gray	18 E Linden St.
7	Stephen Gregory Cottrell Michele Schoeppe	24 W. Braddock Rd

8	Cynthia Fuller Douglas Fuller	13 W. Oak St Alexandria VA 22301
9	Edward Ramotowski Edward Ramotowski	202 ELM ST ALEXANDRIA, VA 22301
10	Anna Anderson	4951 Brenman Park Dr Alexandria 22304 Member of Good Shepherd Church
11	Wendell L Anderson	11
12	Jared Stearns Jared Stearns	8 E Walnut St. Alexandria, VA 22301
13	Ben Hammack	205 Commonwealth ave Alex., 22301
14	Jennifer Hargis	116 West Alexandria Ave 22301
15	Robert Hargis Robert Hargis	11
16	Kathleen Walls Kathleen Walls	8 E Oak St. Alexandria, VA 22301
17	Anne Malinee	120 W Alexandria Ave Alexandria, VA 22301
18	Nancy T. Lacey	108 W. Alexandria Ave Alex VA 22301
19	Jeffrey J. Lopez	5 W. OAK STREET ALEXANDRIA, VA 22301
20	Dorothy B. Koopman Dorothy B. Koopman	116 W. Maple St. Alexandria, VA 22301

21	Nancy A Lopez Nancy A. Lopez	5 West Oak Street
22	John Stubbs	7 W Braddock
23	Richard Dorrier	Richard T Dorrier 6 W Glendale Ave
24	Janet A. Hammond Janet A Hammond	6 W. Glendale Ave
25	Ann M. Clark Ann M Clark	18 W Glendale Ave
26	MICHAEL CASSIDY Michael J Cassidy	18 W. GLENDALE AVE
27	MISSY SANTORO Missy Santoro	10 W. Braddock Road
28	MATTHEW ~~ESTABROOK~~ Matthew Estabrook	10 W. BRADDOCK RD.
29	WENDELL T. PEARSON W. T. Pearson	22 WEST GLENDALE AVE
30	RAYMOND BIEGUN Raymond Biegun	22 WEST GLENDALE AVE
31	Aimee Desrosiers Aimee Desrosiers	16 W. Glendale Ave.
32	Martelle Blaine Martelle Blaine	23 W. Glendale Ave.
33	Daniel Blaine Daniel Blaine	23 W. Glendale Ave.

34	James A. Garner	25 N Glencastle Ave Alex VA 22301
35	Christine R. Garner	2520 Glendale Ave Alex Va 22301
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#5

HOMEOWNERS and CHURCH MEMBERS PETITION ~ BRADDOCK ROAD CORRIDOR PROJECT

Rosemont and Del Ray National Historic Trust Neighborhood Homeowners, Good Shepherd Lutheran Church members, 100 West Luray Avenue, and Community Praise Church members, 1400 Russell Road, OPPOSE the installation of PROTECTED and/or DEDICATED BIKE LANES on WEST BRADDOCK ROAD between RUSSELL ROAD and COMMONWEALTH AVENUE.

We OPPOSE the removal of ***any*** existing curb parking on either side of West Braddock Road between Russell Road and Commonwealth Avenue.

Homeowners and church members SUPPORT the "Shared Road Concept" bike lanes going both east and west on the West Braddock Road Corridor, Rated "C."

	Signature	Address
1	Vineeta Anand	11 E Spring, Alexandria VA 22301
2	Rebecca Siegal	105 West Luray Ave Alexandria VA 22301
3	Barbara Haley	206 Summers Dr.
4	Les Friedman	"
5	Glenn R. Siegal	105 W Luray Ave Alex, VA 2230[illegible]
6	JC Feins	107 W Luray Ave Alexandria, VA 22301
7	Sarah Dores	107 W. Luray Ave Alexandria, VA 22301

Homeowners and Church Members Petition
Braddock Rd Corridor Project

Rosemont and Del Ray National Historic Trust Neighborhood Homeowners, Good Shepherd Lutheran Church members, 100 West Luray Avenue, and Community Praise Church members, 1400 Russell Road, OPPOSE the installation of PROTECTED and/or DEDICATED BIKE LANES on WEST BRADDOCK ROAD between RUSSELL ROAD and COMMONWEALTH AVENUE.

We OPPOSE the removal of ***any*** existing curb parking on either side of West Braddock Road between Russell Road and Commonwealth Avenue.

Homeowners and church members SUPPORT the "Shared Road Concept" bike lanes going both east and west on the West Braddock Road Corridor, Rated "C."

Name + Signature	Address
Leigh Borghesani Leigh Borghesani	112 W. Alexandria Ave Alexandria, VA 22301
Neal Ashby	112 W. Alexandria Ave Alexandria, VA 22301
Turner Ashby	112 W. Alexandria Ave Alexandria, VA 22301
Liam Ashby	112 W. Alexandria Ave Alexandria, VA 22301

Homeowners and Church Members Petition
Braddock Rd Corridor Project

Rosemont and Del Ray National Historic Trust Neighborhood Homeowners, Good Shepherd Lutheran Church members, 100 West Luray Avenue, and Community Praise Church members, 1400 Russell Road, OPPOSE the installation of PROTECTED and/or DEDICATED BIKE LANES on WEST BRADDOCK ROAD between RUSSELL ROAD and COMMONWEALTH AVENUE.

We OPPOSE the removal of ***any*** existing curb parking on either side of West Braddock Road between Russell Road and Commonwealth Avenue.

Homeowners and church members SUPPORT the "Shared Road Concept" bike lanes going both east and west on the West Braddock Road Corridor, Rated "C."

Name + Signature	Address
James Chessen & Patricia Brennan	114 W. Alexandria Ave Alexandria, VA 22301

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Email Address	Signature
Barbara Webne	209 E. Custis Ave Alex 22301	bwebne.gmail.com	B L Webne
Ronald L. Webne	209 E. Custis Ave. Alex VA		R C Webne
Delphia Lambson	27 E Myrtle St 22301		
Lisa Walker	207 E ~~Spring~~ St.		Lisa Walker
Omar	20 E Braddock st		
Ute Hedgins	813 Little St		
Jenn Topping	814 Little St		
~~Candace~~ Rush	200 EAST Braddock Rd.		
Brent Trigg	204 E. Braddock Rd.		Brent Trigg
Ryan McDonough	703-346-4066		
Jill Gilliland	229 E. Spring St. Alex. 22301		
MARK GILLILAND	229 E SPRING ST		
Robert McDonough	227 E. Spring St Alex VA 22301		

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Signature
Trent Bigler	206 E Braddock Rd.	
Kenneth W Carter	18 E. Braddock Rd.	Kenneth W Carter
Charon Phillips	1005 Newton St.	
Mark Fahlberg	111 Adams Ave	
GREGORY ECK	208 ½ ADAMS AVE	
Nicole Eck	208½ ADAMS AVE	NCE
Cynthia Suchman	208	
Michael Germain	225 Adams Ave	
Liz Boyd	31 E Myrtle	
James S Clauson	208 West Glendale Ave	

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Email Address	Signature
ALEX Hume	4 E Spring St	Achume02@gmail.com	
Sarah Hammer	4E spring st	sarahjhammer@gmail.com	
Katie Durst	23 E. Braddock	kaitlinbauer@gmail	
Garrett Durst	23 E. Braddock	garrett.durst1@gmail	
Alison Mullarkey	1W Spring	Alidrapp@gmail.com	
Daniel Mullarkey	1W Spring St.	mullarkey@gmail.com	

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Signature
Bashir Idlibi	10 E Myrtle St Alexandria, VA 22301	
GARY McGEE	15. E. MYRTLE ST Alexandria, VA 22301	
Jillian McMahon	23 E Myrtle St	Alexandria VA 22301
Roger Roberts	415 E Bellefonte	Alexandria VA 22301

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Signature
Kevin Vyas	19A E. Myrtle St.	
Allyson Noble	16½ E Myrtle St.	
Joseph Roelsen	20 E Myrtle St	

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Signature
	802 Ramsey	Lori Williams
Michel Hall	806 Ramsey	
Sean Rohr	901 Ramsey	
MARIE MANNING	901 RAMSEY	
Rachel McGovern	902 Ramsey	
Milagros Matus	6A West Chapman	
Kristen Martin	611 Ramsey	
Matt Goldstein	301 E. Braddock Rd	
	800 RAMSEY ST	Norma Hill
Monica DeAngelo	104 E Braddock	
Martha Barroso	SE Monroe Ave	

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Signature
Sarah Krakowiak	115 E Spring St, Alexandria VA 22301	Sarah Krakowiak
Jeffrey Davison	206 E. Spring St. Alexandria VA 22301	
Sarah Tuohy	206 E Spring St Alexandria VA 22301	
Matt Arnold	212 E. Spring St Alexandria VA 22301	
Lisa Guernsey	212 E. Spring St. Alexandria VA 22301	
Andrew Kahn	905 Lee St	Alexandria, VA 22301
Ashley Juarez-osorio	111 E Spring St	
Edwin Juarez	111 E Spring St	

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Email Address	Signature
VERNON LIX	901 Little St		
Kyle Bemis	813 Little St.		
John Ritzmann	220 E. Spring St.		
Joan Kuhlmeir	220 E Spring St.		
Elizabeth Trigg	204 E Braddock Rd		
Brett Thompson	902 Little St		
SUSAN THOMPSON	902 Little St		
MIKE GALLARDO	514 LITTLE STREET		
Jason Hughes	903 Little Street		

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Signature
Brenda Cox	201 E. Spring St Alex 22301	Brenda Cox
ROBERT RETTIG	203 E. SPRING St. ALEX 22301	
MAGGIE RETTIG	203 E. SPRING ST ALEX 22301	
Sarah Whelan	205 E Spring St Alex 22301	
Peter Whelan	205 E. Spring St. Alex 22301	
LINDSEY POPE	205A E. SPRING ST. ALEX 22301	
Kellie Hart	207 E Spring St. Alex 22301	
Jad Jaber	104 E Spring St. Alex 22301	
Abbey Smith	210 E. Spring Alex 22301	
Dora Greco	110 e. spring st Alex 22301	
Stephen Crid	115 E. Spring St. Alex 22301	

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Signature
Harvey Coleman	102 E. Spring St	
Peggy Coleman	" "	
Andrew Hamilton	112 E Spring St	
Justin Jolley	202 E Spring St	
Abby Jolley	202 E Spring St	
Lisa ~~B~~ Waller	204 E Spring St.	
Gary Dickerson	222 E. Spring St.	
Nancy McCormick	817 Little St.	
Monica Lix	901 Littlest	
Ellen Hamilton	112 E. Spring St.	
John B. McCormick	817 Little St	

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Email Address	Signature
Marsha Wallace	607 Wayne St	ECRESQR@gmail.com	

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Email Address	Signature
Heather Stevens	30 E BRADDOCK RD	HEATHERMARIE0124@GMAIL.COM	
James Balog	30 E Braddock Rd.	jjbalog@gmail.com	
Timothy Sullivan	106 Adams Ave.	sullivant472@gmail.com	
Jane F. Baird	100 Adams Ave.	bairdjf@verizon.net	
Laura M Paez	227 Adams Ave	LMPaez1966@gmail.com	
JAY MIDDOUR	229 ADAMS AVE	MIDDOURJ@GMAIL.COM	
Monica Davis	19 E. BRADDOCK Rd	mez0408@yahoo.com	
ORIS DAVIS	19 E. BRADDOCK Rd	orisdavis@yahoo.com	
ALAN PAEZ	227 Adams Ave.	AGP1776@yahoo.com	

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Email Address	Signature
Gordon I. Johnston	419 E Windsor Ave	VZe2mvrr@verizon.net	
Karen Helbrecht	419 E. Windsor Ave	mjkandg@verizon.net	
Tom Van Wagner	202 E. Braddock Rd	unclet[illegible]@yahoo.com	
Minerva Anand	11 E. Spring Street	VINGETAA@GMAIL.COM	
Sandra Gogol	26 E. Braddock	s[illegible]@icloud.com	
Sean Hoffman	202 E. Braddock Rd	seanhappthoffman@gmail.com	
Catharine McNally	702 Little St	catharine.mcnally@gmail.com	
Andrew Schmidt	708 Little St.	andrewgschmidt@gmail.com	
Sandra Frankenberg	205 E. Braddock Rd	Sanfran0916@gmail	
Tyler Jamer	310 E Braddock Rd	tmj0016@gmail.com	

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Email Address	Signature
April Blackwood	801 Ramsey Alex, VA 22301	aprilandersonbb@yahoo.com	
Tom Blackwood	801 Ramsey Alex, VA 22301		

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Email Address	Signature
Helen Cooper	205 E. Braddock Rd.	helencooper1420@gmail.com	Helen Cooper
Jalil Boulahssas	310 E. Braddock Rd	jalilboulahssas1@gmail.com	
Jeff Mans	702 Ramsey St.		
Philip J. Crowley	711 Little St	crowley44@gmail.com	
Carrie Pugsley	605 Little St		

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Email Address	Signature
Kalitamara Moody	21 E Braddock Rd.	kalimoody@gmail.com	
Mitchell Baker	21 E Braddock Rd	mitchell.a.baker@gmail.com	
NAFTALI RIMON	13 E Spring St Alexandria		
Kaoru Rimon	13 E Spring St Alexandria	rimonf@verizon.net	
William Reeder	2 W. Glendales	reederwt@yahoo.com	
Andrea Klores	11 W Masonic View	andreaklores@gmail.com	
Barbara Haley	206 Summers Dr.	barbara.a.haley@aol.com	
Les Friedman	206 Summers Dr.	LBF99@hotmail.com	
Cindy Semrad	15 E. Spring St	csrdms@gmail.com	
GEORGE SEMRAD	15 E SPRING ST	GSEMRAD@IMSMFG.COM IMSMFG.com	

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Signature
Solomon A. Mirach	4600 Duke St #1419	
Chidei G. Weldemichael	4600 Duke St #1419	
Elizabeth S. Aregai	4600 Duke St #1419	
Aster Solomon	4629 Seminary Rd Apt 204	
Hermon Mebrahtu	4629 Seminary Rd Apt 204	
Ruth Rabyak Rossa	750 Thorntonway Apt 315	
Rossa yohannes	750 Thorntonway Apt 315	
Robel Afwerki	750 Thorntonway Apt 315	
Aker Tesfu	4629 Seminary Rd #204	
Mark Meyer	4600 Duke St. 1228 alex VA	
Beferadu. T.	307. 908. Alexandria VA	

(church)

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Signature
Semir Suleman	5540 Ascot ct #121 Alexandria VA 22311	
Seminesh Tesfegrgish	5540 Ascot Ct #121 Alexandria VA 22311	

(church)

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Email Address	Signature
MARY E DALY	101 E. ALEXANDRIA AVE		

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Email Address	Signature
Allison Silberberg	1544 Mount Eagle Alexandria, VA 22302	allison@allisonsilberberg.com	Allison Silberberg

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name Signature	Address	Email Address
~~Dirk Cooper~~	~~205 East Braddock Road~~	~~grite@yahoo.com~~
~~Dirk Cooper~~	~~Alexandria, VA 22314~~	
see other sheet	205 E. BRADDOCK RD	STEVEMUFO ME.
~~STEVEN TEMBLE~~	ALEXANDRIA VA 22301	
Terence Langendoen	2402 Cameron Mills Rd,	terence@msn.com
Nancy & Kelly	2402 Cameron Mills Rd	Alexandria VA 22302
~~Fran Vogel~~	~~411 N. Fairfax St #230~~	nanza13@msn.com
		~~fran.vogel@verizon.net~~
Fran Vogel	411 N. Fairfax St	Alexandria, VA 22314 fran.vogel@verizon.net

PETITION of E. Braddock Road Area Homeowners, Residents, and Curb Parking Users Concerning the BRADDOCK ROAD CORRIDOR IMPROVEMENT PROJECT

We, the undersigned Alexandria homeowners and residents who live on E. Braddock Rd. and in nearby Rosemont and Del Ray or who rely on E. Braddock Rd. curb parking, **OPPOSE** the installation of protected and/or dedicated bike lanes on E. Braddock Rd. between Commonwealth Ave. and Mt. Vernon Ave. as well as on Commonwealth Ave. between Braddock Road and Spring St.

We **OPPOSE** the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave.

We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Email Address

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We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name Signature	Address	Email Address
① Grit Cooper	205 East Braddock Road Alexandria, VA 22301	gritc@yahoo.com
② SIMON TRUMBLE	205 E. BRADDOCK RD ALEXANDRIA, VA 22301	STRUMBLE@ME.COM

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We **SUPPORT** the "Shared Road Concept" bike lanes going both east and west on the East Braddock Road Corridor.

Name	Address	Email Address

From: Nancy Haney
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Parking on Braddock Rd
Date: Friday, February 20, 2026 10:58:25 AM

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

We respectfully oppose the removal of parking on Braddock Rd. Among other things, we are concerned about the congestion the removal of turn lanes will cause on Braddock and we are concerned for the churches that will lose parking.
Thank you.
Nancy and Joe Haney
26 W Braddock Rd

Sent from my iPhone

_____
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From: ntc4162@comcast.net
To: Alyia Gaskins; Abdel Elnoubi; Jacinta Greene; Kirk McPike; Sarah Bagley
Cc: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Corridor Improvements Project
Date: Thursday, February 19, 2026 12:28:45 PM

[You don't often get email from ntc4162@comcast.net. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear Mayor and City Council Members,

I do not support the Traffic and Parking Board's Braddock Road Corridor Improvements Project. The City should focus on basics: enforce safety laws and repair existing infrastructure.

Our bike lanes, streets, sidewalks, and recreation paths are in disrepair, making travel unsafe for pedestrians, cyclists, drivers, and DASH riders. Potholes, crumbling pavement, missing bus stops, and damaged storm drains create hazardous conditions and increase long-term costs. The City should fix what we have before adding more.

We need smooth pavement, clearly marked crosswalks, visible signs, safe bus stops, and level sidewalks. Existing infrastructure requires attention before expansion.

We also need consistent enforcement of speed limits, right-turn rules, and traffic signals.

Please address maintenance and enforcement first.

Thank you,
Nancy Crowley
Enderby Drive

_____
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From: Nancy Kelly
To: TES-Traffic and Parking Board
Cc: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Safety issue for proposed Braddock Road bike lanes
Date: Friday, February 20, 2026 7:45:03 PM

Some people who received this message don't often get email from nanza13@msn.com. Learn why this is important

To the Traffic and Parking Board:

I live on Cameron Mills Rd near Braddock Rd and frequently use it to travel east and west. I'm concerned about safe passage for emergency vehicles.

Where will drivers go if a firetruck or police car needs to pass through? If there are bollards or other solid objects placed between the automobile and bicycle lanes, cars won't be able to pull over. What is the plan to address this public safety issue?

Thank you,

Nancy Kelly
2402 Cameron Mills Rd
22302

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From:	Nancy Lopez
To:	TES-Traffic and Parking Board; Alyia Gaskins; Abdel Elnoubi; Jacinta Greene; Sarah Bagley; John Chapman; Canek Aguirre; CouncilComment@alexandriava.gov
Subject:	[EXTERNAL]Opposition to Removing Parking from West Braddock Road
Date:	Thursday, February 19, 2026 8:00:50 AM
Attachments:	image.png image.png

You don't often get email from lopezfamilyva@gmail.com. Learn why this is important

Dear Traffic and Parking Board Members, Mayor Gaskins, and City Council Members,

I am a homeowner at 5 West Oak Street and a member of Good Shepherd Lutheran Church, located at 100 West Luray Avenue. The church has a handicap accessible entrance and ADA-required disability parking space located on Braddock Road. I write in strong opposition to the staff proposals to remove parking from West Braddock Road as a part of the Braddock Road Corridor Improvements Project. This proposal is item #9 on the agenda for your February 23 meeting.

The Need for Parking on Braddock Road

City of Alexandria staff conducted a parking utilization study over five days during one week in October. According to the City's findings, only 72 parking spaces located off Braddock Road exist within one block of Good Shepherd Lutheran Church - those on Luray Avenue and Hancock Avenue. Of those spaces, 28 were occupied on Wednesday at 7:00 PM, and 50 were occupied on Sunday at 11:00 AM.

Good Shepherd routinely generates parking demand of approximately 85 to 100 vehicles on Sunday mornings, with attendance increasing parking demand to as many as 250 vehicles during special events. Removal of parking on Braddock Road will likely displace resident vehicles onto nearby streets, including Luray Avenue and Hancock Avenue, further reducing available capacity. As a result, insufficient parking will exist within reasonable proximity to accommodate church attendees. *See* pages 62–88 of the Traffic & Parking Board docket.

When City staff say that there normally are hundreds of available parking spaces near Braddock Road, they are including the area two blocks north and two blocks south of the ENTIRETY of Braddock Road - from Mt. Vernon Avenue to Russell Road. It is unreasonable to suggest that someone attending Good Shepherd Lutheran Church could find "available" parking two blocks south of Braddock Road near Mt. Vernon Avenue - several blocks away from the church.

Photos Are Worth A Thousand Words

A funeral was held at Good Shepherd Lutheran Church on January 2, 2026. Below are photos from the surrounding streets on that Friday afternoon. Every parking space was filled on both sides of Braddock Road, Luray Avenue, Hancock Avenue, and further-surrounding streets. Several mourners arrived at the church late because they were unable to find parking.

West Braddock Road - Friday, January 2, 2026, at 1:39 pm

West Luray Avenue - January 2, 2026, 1:39 pm

The need for parking is not limited to funerals or Sunday worship. Good Shepherd serves as a regular meeting place for numerous community organizations, including:

- The Alexandria Choral Society & Children’s Chorus
- Encore Creativity for Older Adults

- Rosemont Citizens Association
- ALIVE! Furniture Committee
- Friends of Guest House
- Symphony Orchestra of Northern Virginia (SONOVA)
- 12-step recovery groups
- community meditation group
- INOVA blood drives (which also require parking for Blood Mobiles and equipment delivery)

These groups meet on weekdays, evenings, and weekends. Several have indicated that they would no longer be able to use the church if parking on Braddock Road were removed. In a city that values community engagement, the continued viability of such meeting spaces should be a priority. Neighbors have started to collect photographs of filled parking spaces on additional days. It happens frequently.

City staff have suggested that Alfred Street Baptist Church functions without street parking. That comparison is inapt. Alfred Street Baptist Church has a dedicated parking garage adjacent to its facilities. No comparable parking infrastructure exists near Good Shepherd Lutheran Church.

Additionally, other congregations often rely on street parking near Braddock Road: Grace Brethren Church (1301 Commonwealth Avenue) and the Iglesia Pentecostal Unida Hispana that meets there, the Community Praise Church at 1400 Russell Road, and two congregations that meet at the First Church of the Nazarene, 20 East Braddock Road, one Spanish-speaking and one Eritrean. All of these groups would be affected by the removal of street parking in the proposal.

Although City staff correctly mention that they have met with leadership at Good Shepherd Lutheran Church, they have not extended the same courtesy to these other congregations. Further, staff meeting with Good Shepherd church leaders does NOT imply that the church supports the removal of parking on Braddock Road.

Removal of ADA-required Disability Parking & Substitution of Two Less Accessible Spaces

Removing parking on the north side of West Braddock Road will also remove the disability parking space located adjacent to the handicap-accessible entrance to Good Shepherd Lutheran Church.

The staff proposes that “Disability parking will be relocated to provide continued ADA access." Staff propose to create one handicap space on the corner of Hancock Avenue at Braddock Road, and one handicap space on the corner of West Luray and Braddock Road. Although this will provide two handicap spaces, each is nearly a block away from the church entrance. Not only will the relocation of the handicap parking space significantly increase the distance to the accessible entrance, from about 50 feet to 125 feet and 175 feet, respectively. That distance makes a difference to people with limited mobility. Such alterations may not even be permitted under ADA regulations.

Further, this change will require the construction of sidewalks with curb cuts. Currently, no sidewalk exists on Luray Avenue or Hancock Avenue. The proposal provides no information about the cost, timeline, or sequencing of this ADA-required work, nor does it specify whether the existing disability parking space would remain in place until the replacement spaces and sidewalks are completed. The plan is a poor substitute for the current handicap space that is located adjacent to the door to the church, as nearby as possible.

Failure of Planning, Analysis, and Data

I have been shocked at the lack of data, analysis, and accountability for this project. As one example, staff repeatedly insisted for weeks that all homes on Braddock Road have driveways, when this is not and never has been true. Further, City staff have not publicly shared the analysis supporting their recommended options or how competing interests were weighed. The VDOT recommendations that City staff refer to apply only to the area between North West Street and Mt. Vernon Avenue. There appear to be no documented safety concerns on the portion of Braddock Road between Mt. Vernon Avenue and Russell Road.

Further, staff somehow conclude that the removal of 8 turn lanes on and around Braddock Road will have no effect on traffic flow. This is baffling to anyone who drives on Braddock Road. The Parking & Traffic Board must ask questions about this specious conclusion. It is inconceivable that removing turn lanes, which means that all cars must wait behind anyone making a left-hand turn, will not make traffic worse on Braddock Road, where traffic already

backs up for blocks during rush hour.

It is deeply disturbing that such significant changes are being advanced without a transparent analysis of need, impact, cost, anticipated benefits, traffic and environmental impacts, or compliance.

For these reasons, I respectfully urge the Board to weigh the expressed views of the affected community and reject the staff recommendations to remove parking on Braddock Road and work with the community to find better solutions.

Respectfully submitted,

Nancy Lopez
5 West Oak Street
Member, Good Shepherd Lutheran Church
lopezfamilyva@gmail.com
202-297-6220

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From: nmwidmer@verizon.net
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]just don't
Date: Monday, February 9, 2026 8:03:47 PM

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Good evening,
Are you seriously thinking of getting rid of turn lanes onto Commonwealth and Russell? Are you insane? Have you driven that stretch of road during the morning and evening rush hour? If you have, then you know it is a VERY bad idea. And getting rid of parking on Braddock - the same- bad idea!!! All you will do is make resident parking on side streets worse. Honestly, I am all for walking and biking, but let's face it, more people drive than bike- and adding bike lanes will not change this!!! Making the traffic worse on Braddock will do nothing but result in more aggressive and frustrated drivers. Why inconvenience the masses for a few cyclists?

Please, do not go through with this plan for a handful of cyclists and to appease a few city council people who are out of touch with the masses.

I truly expect better planning from Akexandria City.

Nancy Widmer

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From: Natasha Guillory
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Public Comment: Street Parking Access for Community Praise Church
Date: Monday, February 23, 2026 2:27:23 PM

You don't often get email from nmguillory@gmail.com. Learn why this is important

Dear Alexandria Traffic & Parking Board,

Thank you for the opportunity to provide public comment. I am a member of Community Praise Church in Alexandria, and I respectfully ask the Board to preserve reasonable street parking access on Russell and Braddock Roads, particularly during Saturday worship hours.

My family and I travel approximately 45 minutes each way from Beltsville, Maryland to attend services. We are both 100% disabled veterans and experience challenges with walking long distances. Because the church's parking lot is small and handicap spaces are limited, accessible street parking is essential for our ability to participate safely and consistently.

Our situation is not unique. Many members of our congregation are elderly or living with disabilities, and numerous families, including ours, have young children under the age of 10. Accessible parking helps ensure the safety and participation of families, seniors, and individuals with mobility limitations who rely on close proximity to the church.

Community Praise Church serves as more than a place of worship. It provides meaningful support and outreach through initiatives such as Servolution, care for the unhoused, and programs that offer connection and guidance for youth, families, and married couples. These efforts strengthen not only our church community but also the broader Alexandria community.

We are committed to being respectful neighbors and supporting fair, safe, and workable parking solutions that allow residents and church members to coexist. Continued access to street parking enables us to gather, serve, and remain engaged contributors to the community.

Thank you for your time and thoughtful consideration.

Respectfully,

Natasha Benjamin

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From:	Nate McKenzie
To:	TES-Traffic and Parking Board
Subject:	[EXTERNAL]Support for Recommended Concept – Braddock Road Corridor (particularly N West Street to Commonwealth Avenue Segment)
Date:	Saturday, February 21, 2026 3:22:41 PM
Attachments:	Untitled attachment 00003.txt publickey - njmckenzie@protonmail.com - 0x6B5D44D4.asc signature.asc

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Dear Members of the Traffic & Parking Board,

I am writing in support of the staff-recommended concept for the Braddock Road Corridor Improvements Project, particularly the section between N West Street and the Commonwealth Avenue intersection.

I use this corridor regularly in all three modes — walking, bicycling, and driving — and I also have a child who attends the middle school in the project area and uses this corridor daily. As a result, I see firsthand the conflicts that occur where vehicles, cyclists, pedestrians, and students interact.

My bicycle use here is primarily for commuting and errands, not recreation. In my experience, successful transportation systems treat bicycling as a core everyday mobility mode alongside walking, transit, and driving. Infrastructure that supports these routine trips improves safety and predictability for everyone.

I strongly support the proposed improvements between N West Street and Commonwealth Avenue, including safer pedestrian crossings, clearer and continuous bicycle facilities, reduced conflict points, and better connectivity to Commonwealth Avenue and nearby transit and schools.

This segment is a key connection between neighborhoods, schools, transit, and the regional bike network. The recommended concept provides a practical, balanced way to improve safety and clarity while maintaining corridor function. I encourage the Traffic & Parking Board to support the recommended concept and move the project forward.

Thank you for your consideration.

Sincerely,

Nate McKenzie

309 W Masonic View Ave

From: Nathan Zencey
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]public comment on Braddock Road Corridor Improvements Project
Date: Sunday, February 22, 2026 4:01:55 PM

Members of the Board,

I cannot attend the public meeting tomorrow (2/23) about this project, so I write with my public comment.

I support the staff recommendations for the Braddock Road Corridor Improvement project. I live very close by the project area - just down the King-Braddock trail. It is imperative that the city establish a safer connection between this trail and the Potomac Yard trail to protect the scores of residents who bike through here every day.

I've also witnessed many near misses at this intersection due to impatient drivers, which makes me feel unsafe walking in this area with my young daughter. So I support any measures to improve the safety of crossings in the project area.

I understand the concerns some have about a loss of parking further down Braddock road to continue the protected bike lane, but I believe the city staff has studied this adequately and acceptable alternatives exist for parking. This is a worthwhile trade off to improve traffic safety and accessibility of this route for all user modes.

Thank you,
Nathan Zencey

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From: Nicholas Gueterman
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support Item 9 - Staff Recommendation on Braddock Road
Date: Monday, February 23, 2026 9:00:37 AM

You don't often get email from ngueterm@gmail.com. Learn why this is important

Safe, comfortable bike and pedestrian infrastructure on Braddock Road is an essential part of our developing network, and is especially critical as a direct connection to Metro. While this project will cause some inconvenience to a small number of adjacent residents, I believe the benefit of a connected safe streets network to both adjacent residents themselves and the full city far outweighs the downside of having to park your second car around the corner sometimes. Please support staff's recommendation.

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From: Nick Leiby
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]in favor of Braddock Road Corridor Improvements Project
Date: Sunday, February 22, 2026 6:14:07 PM

You don't often get email from nleiby@gmail.com. Learn why this is important

Hello-

I am strongly in favor of the Braddock Road Corridor Improvements Project.

I am an experienced, proficient biker. I have commuted by bike in DC, Boston and San Francisco, and I have completed 1000+ mile bicycle camping tours. That said, given the situation today, I avoid biking on Braddock Road in the area proposed for improvement- it's simply too unpleasant and dangerous. If I'm unwilling to bike there, I assume many less experienced cyclists are similarly deterred. Statistics about current ridership therefore seem irrelevant; we need infrastructure to connect transit, schools, and residences with effective bike lanes before we can expect riders to be there.

Nicholas Leiby
404 E Del Ray Ave
Alexandria, VA 22301

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From: hillnorma800@gmail.com
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Traffic and Parking Board Meeting on 2/23/2026
Date: Thursday, February 19, 2026 11:55:22 AM

You don't often get email from hillnorma800@gmail.com. Learn why this is important

PLEASE DO NOT pass the Braddock Road improvement plan. Segment 1 is fine but DO NOT approve the planned proposal for segments 2 and 3! It would cause more congestion than we already have and is a dangerous recommendation. Most of the people who have come up with this plan DO NOT live near it as I do.

PLEASE DO NOT DO THIS TO OUR NEIGHBORHOOD!

Thank you,
Norma Hill
800 Ramsey Street (corner of Ramsey and Braddock)
Alexandria, VA 22301

DISCLAIMER: This message was sent from outside the City of Alexandria email system. DO NOT CLICK any links or download attachments unless the contents are from a trusted source.

From: Oris Davis
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]DO NOT Support Item 9 - Staff Recommendation on Braddock Road
Date: Monday, February 23, 2026 6:04:05 PM

You don't often get email from orisdavis@yahoo.com. Learn why this is important

My wife and I have lived on E. Braddock Road for almost 20 years. In that time, the bike traffic has never been significant. Nor, despite the city's claims, have there been any significant #s of bicycle-related safety incidents on E. Braddock Rd over the past decade. The # of incidents have been negligible, especially compared to the #s on West Braddock Rd, where no one is discussing removing parking for "safety reasons." It doesn't make sense. It truly seems that the city is offering a solution in search of a problem that does not exist.

Additionally, the city - whose representative has admitted that the traffic signal "algorithms" have not been update for a decade, instead of doing incremental changes and improvements, or instead of truly considering only removing parking on one side of E. Braddock Rd, has decided to go with an "all or nothing" approach.

Being someone who has routinely walked, safely and without incident, to the Braddock Metro, off and on for 20 years, I scratch my head in wonder about the need for "safe, comfortable bike and pedestrian infrastructure." As one of the homeowners who will have to endure the supposedly "minor inconvenience" of the proposed changes, I ask myself if the people who are pushing for this would like to lose their parking, which is not only access for the residents, but also for necessary service vehicles, as well as family and friends who may want to come visit. Or would they like to see their property values depreciated, in some cases dramatically, because of others trying to solve a problem that does not exist.

As many other opponents, like myself, have pointed out, they city has not been transparent with the relevant data for sections 1 and 2 of East Braddock. Additionally, while the city has done some outreach to various neighborhood groups, they have been conspicuously lacking in visibility about the process to start with. If I am late on property tax payments, I get a notice from the city. If my trash bill has not been paid, or my grass is too long, I get a notice from the city. But, for something of this magnitude, that impacts the lives and property values of multiple residents, not just on Braddock, but in all of Rosemont and Del Ray, no notice was ever sent out. That does not seem transparent in the least.

The proposed reclaiming of various turn lanes, also makes no sense. Without the existing turn lanes, a car waiting to turn onto Mount Vernon or Commonwealth can block all traffic. Likewise, one or two pedestrians on the right will also block all traffic.

There are many who believe this measure, with the lack of transparency, and the extremely aggressive push to make this happen at all costs, is tied to rezoning for development efforts, which ultimately will change the very character and nature of the single-family homes in the DelRay and Rosemont neighborhoods. Were the proponents truly honest with all of the residents, instead of just focusing on on the few of us on E. Braddock Road, then I believe that there would be much more opposition to this measure.

Oris Davis

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From:	J. Page Turney
To:	TES-Traffic and Parking Board; Alyia Gaskins; Abdel Elnoubi; Jacinta Greene; John Chapman; Canek Aguirre; Sarah Bagley
Subject:	[EXTERNAL]Please Vote No to the Braddock Road "Improvement" Plan
Date:	Monday, February 23, 2026 6:14:08 PM

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This plan is a waste of tax payer money because it solves no problems, but will create many!

1) Keep street parking available on both side of Braddock Road - especially for those without street parking. If this plan is approved, we will lose over 100 street parking spaces on Braddock, Commonwealth and Spring, including for the three churches along this route and families with NO OFF-STREET PARKING.

2) Keep the intersections of Braddock/Commonwealth and Braddock/Russell as-is. If this plan is approved, they will be reduced to single lanes creating more congestion, more backups and an increase in volume beyond what these roads can handle safely.

3) Allow emergency vehicles to use this emergency route as it was intended. If this plan is approved, there will only be SINGLE LANES in every direction at the intersections of Braddock/Commonwealth and Braddock/Russell and nowhere for cars to pull over and make way, thus greatly delaying emergency services for those who need them most. This shrinking of the intersections will also delay Dash busses and the ACPS school busses that are often late getting kids to school even with two lanes.

4) Comply with the American with Disabilities Act (ADA). This project purports to advance the goals of the Alexandria Mobility Plan (2021), which establishes that all bus stops must be fully accessible per the ADA. Unfortunately, if this plan is approved, access to the three churches on Braddock Road that have no (or very little) off-street parking will be gravely compromised. This includes the elimination of the handicapped spaces in front of the Lutheran Church with the only direct access to the ADA compliant ramp on the Braddock Road side. Further, the Alexandria Mobility Plan establishes that all bus stops must be fully accessible per the ADA, yet there are no reconfigurations in the proposal related to the bus stops along Braddock Road that would bring them into compliance.

5) Cyclist Safety. Far from being a "mobility plan," this proposal will make driving in our community nearly impossible. Accidents will increase ten-fold when cars not only have to back out of their driveways into oncoming traffic but also wade through the "flex posts" that will surround any protected bike lanes that are installed. Visibility is already a challenge for those of us who live on Braddock Road. If this plan is approved, it will further diminish, putting everyone at risk.

Best,
Page Turney
12 West Oak Street

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From: Pam Townsend
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Corridor Improvements
Date: Monday, February 16, 2026 5:46:03 PM

You don't often get email from pam@neverlanddestinations.com. Learn why this is important

Dear Traffic and Parking Board,

I've lived by Mt. Vernon & Braddock intersection for over 20 years. We bike, walk and drive on Braddock Road daily. My son attended GW Middle school so walked through the intersection for 3 years. He now bikes to ACHS-MH daily (except this month!) up Braddock Road.

I have noticed a drastic change in traffic since the Yates/7-11 development. Cars back up each way because people are trying to turn in/out of 7-11 parking lot. Westbound cars are jockeying to get around turning cars. Pedestrians are trying to cross. Eastbound cars are stuck and can't get across Mt. Vernon because not much space before the crosswalk. Plus, cars turning into 7-11 parking lot must wait for pedestrians walking parallel to Braddock. Also, cars entering or exiting the parking spaces in front of Lena's and the dry cleaners. It's a busy mess and dangerous!

I support having 1 travel lane each way on Braddock between Mt Vernon and West for pedestrian safety, but we need turn lanes to help traffic flow. Please keep all current turn lanes at all the intersections in the study.

We should have a traffic plan that helps drivers move safely and efficiently along Braddock Rd. Backed up traffic helps no one! Angry, hurried, confused drivers are dangerous to cyclists, pedestrians and other drivers. Idling cars pollute the air.

Taking away parking west of Braddock will not fix anything. It just served to anger residents while not helping cyclists or pedestrians. Again, I bike and drive this section of Braddock frequently also going to Safeway or Duncan Library. I feel perfectly safe biking on Braddock from my house on Little Street to Commonwealth. The parked cars are not a problem because they rarely move. The city needs to focus on the Mt. Vernon to West St. section and leave the rest alone!

I ask you to please reject the proposed plan and send it back to the city to make improvements after further study and in person observation during rush hour and GWMS student dismissal. Also, please ask the city to again consider the suggestions made by the residents in the public comment sections that were ignored (removing parking in front of Lena's, putting a light at the 7-11 cross walk, removing the bump out and adding a right turn lane into 7-11 by Lena's).

Last but not least, before changing anything on this section of Braddock, the city needs to address the delivery trucks that block the car and bike lane. Here are photos from roughly 3p.m. (GW dismissal time!) on Braddock at this 7-11 crosswalk. This is a frequent occurrence. The truck and business should be ticketed to deter further infractions.

Thank you,

Pam Townsend
604 Little St.

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From:	Kate Costa
To:	TES-Traffic and Parking Board; Alyia Gaskins; Abdel Elnoubi; Jacinta Greene; Sarah Bagley; John Chapman; Canek Aguirre
Subject:	[EXTERNAL]Braddock Road Project- from Pastor Kate Costa
Date:	Thursday, February 19, 2026 9:52:55 AM
Attachments:	image.png

You don't often get email from pastorkate@gslutheran.net. Learn why this is important

Dear Traffic and Parking Board, Mayor Gaskins, and City Council Members,

As pastor of Good Shepherd Lutheran Church I want to express my concern for removing parking on Braddock Road in front of our church building.

The City staff have taken time to meet with us and consider options. However, the proposal they forwarded is not an acceptable solution for our congregation, especially those with mobility limitations.

I strongly urge the Traffic and Parking Board to reject the City's recommendations to remove parking from Braddock Road, especially the area between Russell Road and Commonwealth Avenue. City staff should seek other creative ways to support the safety of pedestrians and bikers, while still allowing our church to continue being an accessible and open community space.

Parking on Braddock Road is essential for our church for these reasons:

-Worship Services- On a typical Sunday morning, 85-100 cars park on Braddock, Luray, Hancock, and other nearby streets for worship services. For special events such as Easter, funerals, and weddings, this increases to over 250 in a period of just a few hours. Unlike churches in other areas of the city, there are no parking structures or lots in close vicinity to our church. So, removing parking on Braddock will increase the average worshipper's walk from 1-2 blocks to 3-4 blocks or more, which is especially difficult on older members and guests.

-ADA accessibility- The current ADA space on Braddock Road is adjacent to the only ramp for the building. Guests and members with handicap placards and plates use the rest of the North side of Braddock as accessible parking. All other entrances require stairs, and do not have sidewalks or curb cut outs. Relocating the ADA spaces to the corners of our property on Luray Avenue and Hancock Avenue decreases accessibility by dramatically increasing the distance from these parking spaces to the church entrance (from about 50 feet to about 125 and 175 feet). Offering handicap parking spaces that are two or three times the distance is an unacceptable tradeoff for our guests and members with limited mobility. We

need more handicap spaces on Braddock Road, not fewer.

-Community Events- Our building is heavily used (many times a week) for community groups and events, which require similar "surge" parking as we do for worship. Affordable, accessible meeting spaces in Alexandria City are rare- and so this is a unique resource. Blood drives and music groups for senior citizens would be especially impacted.

Possible Solutions:

-It is critical that parking be kept on Braddock Road, with an increased number of ADA spaces. Bikes can be accommodated with shared lane arrows or other flexible options that maintain all parking.

-Community members have asked the City to explore putting bike lanes on parallel roads that are north and south of Braddock Road.

-At a minimum, the City should carve out handicap parking on Braddock Road in the same way that the City is retaining parking spaces for homeowners on Braddock Road that do not have driveways.

-Another option that could be explored is to allow parking during weekend/evening off peak times (and preferably, funerals), and loading zones on Braddock Road that can be used as required. The City has not proposed options for flexible signage or other ways for the community to continue having blood drives and other events that require on street parking on Braddock Road. Some municipalities (Boston, Philadelphia, DC, and more) have successful models for having bike lanes and still allowing parking during off-peak times. (See image below from this shared Bike/Bus/Parking PowerPoint Presentation)

For these reasons, I ask the Traffic and Parking Board to reject the City's proposal for removing parking from Braddock Road. Instead, staff should be instructed to consider options that would allow all users of the roadway to safely navigate the community and preserve access to our building.

Thank you,

Pastor Kate Costa

--

Pastor Kate Costa

Good Shepherd Lutheran Church

www.gslutheran.net

Cell: 276-698-7653

100 W. Luray Ave.

Alexandria, VA 22301

During off-peak travel periods, some SBBLs allow on-street parking

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From:	Alexandria Carroll
To:	TES-Traffic and Parking Board
Cc:	Hillary Orr
Subject:	FW: [EXTERNAL]One more note!
Date:	Thursday, February 19, 2026 12:58:55 PM
Attachments:	image.png

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

From: Alyia Gaskins <alyia.gaskins@alexandriava.gov>
Sent: Thursday, February 19, 2026 12:57 PM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Cc: Hillary Orr <Hillary.Orr@alexandriava.gov>
Subject: FW: [EXTERNAL]One more note!

Hi,

I promised to pass along for the record.

Alyia Gaskins, Mayor
Alexandria City Council
Cell: 703-244-3312
Alyia.gaskins@alexandriava.gov

Please note that Christine Macey is my aide. She can be contacted at:
Christine.macey@alexandriava.gov

From: Kate Costa <pastorkate@gslutheran.net>
Sent: Thursday, February 19, 2026 10:11 AM
To: Alyia Gaskins <alyia.gaskins@alexandriava.gov>
Subject: [EXTERNAL]One more note!

Hi Alyia!

Thanks for your daily updates. One of my members sent it to me yesterday- thanks for the shout out!

I did want to make sure you knew that we still strongly oppose the removal of Braddock Rd parking in our section. It really will make every day events much tougher for many of our folks! Not to mention funerals and bigger events...

I know you don't have much influence here directly and there's a lot of moving pieces. While the City staff (including you!) have given us a lot of time and listened to our concerns, I don't think they understand the full impact that this will have on our congregation and community.

During the snow, we had to cancel worship. Alexandria Choral Society and our two Encore groups (singing for senior citizens) had to find other places to meet due to lack of parking. Likely, if the parking is removed, they will need to do that permanently, and finding a place in Alex City is difficult. And I've had members tell me they will just worship online- which you know is not the same.

So, I hope the City can find other possibilities.

In God's peace, with prayers for your work,

Kate

On Thu, Feb 19, 2026 at 9:51 AM Kate Costa <pastorkate@gslutheran.net> wrote:

> Dear Traffic and Parking Board, Mayor Gaskins, and City Council Members,
>
> As pastor of Good Shepherd Lutheran Church I want to express my concern for removing parking on Braddock Road in front of our church building.
>
> The City staff have taken time to meet with us and consider options. However, the proposal they forwarded is not an acceptable solution for our congregation, especially those with mobility limitations.
>
> I strongly urge the Traffic and Parking Board to reject the City's recommendations to remove parking from Braddock Road, especially the area between Russell Road and Commonwealth Avenue. City staff should seek other creative ways to support the safety of

pedestrians and bikers, while still allowing our church to continue being an accessible and open community space.

Parking on Braddock Road is essential for our church for these reasons:

-Worship Services- On a typical Sunday morning, 85-100 cars park on Braddock, Luray, Hancock, and other nearby streets for worship services. For special events such as Easter, funerals, and weddings, this increases to over 250 in a period of just a few hours. Unlike churches in other areas of the city, there are no parking structures or lots in close vicinity to our church. So, removing parking on Braddock will increase the average worshipper's walk from 1-2 blocks to 3-4 blocks or more, which is especially difficult on older members and guests.

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Possible Solutions:

-It is critical that parking be kept on Braddock Road, with an increased number of ADA spaces. Bikes can be accommodated with shared lane arrows or other flexible options that maintain all parking.

-Community members have asked the City to explore putting bike lanes on parallel roads that are north and south of Braddock Road.

-At a minimum, the City should carve out handicap parking on Braddock Road in the same way that the City is retaining parking spaces for homeowners on Braddock Road that do not have driveways.

-Another option that could be explored is to allow parking during weekend/evening off peak times (and preferably, funerals), and loading zones on Braddock Road that can be used as required. The City has not proposed options for flexible signage or other ways for the community to continue having blood drives and other events that require on street parking on Braddock Road. Some municipalities (Boston, Philadelphia, DC, and more) have

successful models for having bike lanes and still allowing parking during off-peak times. (See image below from this shared Bike/Bus/Parking PowerPoint Presentation)

For these reasons, I ask the Traffic and Parking Board to reject the City's proposal for removing parking from Braddock Road. Instead, staff should be instructed to consider options that would allow all users of the roadway to safely navigate the community and preserve access to our building.

Thank you,

Pastor Kate Costa

--

Pastor Kate Costa

Good Shepherd Lutheran Church

www.gslutheran.net

Cell: 276-698-7653

100 W. Luray Ave.

Alexandria, VA 22301

During off-peak travel periods, some SBBLs allow on-street parking

--
Pastor Kate Costa
Good Shepherd Lutheran Church
www.gslutheran.net

Cell: 276-698-7653

100 W. Luray Ave.
Alexandria, VA 22301

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From: Melvyn Warfield, Jr
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Traffic and Parking Board Meeting on 2/23/2026
Date: Monday, February 23, 2026 2:19:02 PM

You don't often get email from pastorwarfield1@me.com. Learn why this is important

Chair and Members of the Traffic & Parking Board,

Thank you for the opportunity to submit this written statement for the record.

My name is Pastor Melvyn Warfield, and I serve Community Praise Church. I am writing on behalf of our congregation and the surrounding neighbors who rely on on-street parking along Russell and Braddock Roads for everyday family needs, guests, and community gatherings.

We are grateful to be part of the City of Alexandria and we strive to be good partners in our neighborhood. We support the City's goals of safe streets, clear sight lines, reliable access for emergency vehicles, and responsible traffic flow. At the same time, we respectfully ask the Board to carefully consider the impact of any changes that would reduce or remove on-street parking on Russell and Braddock.

For our church, on-street parking is not simply a convenience. It is a practical necessity that supports worship services, youth programming, pastoral care, and community outreach. Many of our members and guests—particularly seniors, families with small children, and those with mobility challenges—depend on reasonable proximity parking to participate consistently and safely. When on-street parking is eliminated or significantly reduced, it does not eliminate the need to park; it pushes vehicles farther into residential blocks, increases circulation and congestion, and can unintentionally create more strain for residents and visitors alike.

This concern extends beyond our congregation. Many residents in the area also rely on these same parking spaces for their own guests, caregivers, family visits, and weekend needs. A reduction in on-street capacity along these corridors is felt broadly across the neighborhood and can create spillover effects that make access more difficult for everyone.

With those realities in mind, we respectfully request the following:

1. If modifications are being considered, please pursue a measured, data-driven approach rather than a broad removal of parking. Targeted adjustments where there are verified safety conflicts are preferable to blanket restrictions.

2. If the Board believes restrictions are necessary, please consider time-limited or event-based alternatives that preserve parking availability during high-need windows, such as evenings and weekends.

3. Before any parking is removed, please provide a clear mitigation plan that addresses where displaced vehicles are expected to go, how resident guest parking will be protected, and how spillover congestion into nearby blocks will be minimized.

Community Praise Church is committed to doing our part. We will continue to encourage carpooling, promote responsible parking behavior, use our existing parking resources as efficiently as possible, and communicate clear expectations to our congregation. We would also welcome the opportunity to collaborate with City staff and neighbors on practical solutions that balance safety with access.

In closing, we respectfully ask the Board to preserve reasonable on-street parking access on Russell and Braddock Roads for the benefit of both our church and the broader neighborhood—residents, families, caregivers, and visitors.

Thank you for your time, consideration, and service to the City of Alexandria.

Respectfully submitted,

Pastor Melvyn Warfield, Jr.

Community Praise Church of Seventh-Day Adventist

1400 Russell Rd, Alexandria, VA 22301

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From: Patrick Carr
To: TES-Traffic and Parking Board
Subject: re: Traffic and Parking Board Meeting – Monday, February 23
Date: Friday, February 20, 2026 10:20:13 AM

You don't often get email from pcarr1720@gmail.com. Learn why this is important

I am writing to request that, if improvements are implemented, the City include installation of sidewalks on Ramsey Street south of Braddock Road as part of this project.

Ramsey Street south of Braddock is currently the only cross street in the immediate area without sidewalks. This creates a clear gap in the pedestrian network and forces residents — including children, families, and individuals with mobility challenges — to walk in the roadway. If Braddock Road improvements move forward, connectivity and safety on adjacent streets should be considered as part of a comprehensive approach. Installing sidewalks would improve safety, accessibility, and neighborhood connectivity.

Thank you for your consideration.

Patrick Carr

606 Ramsey Street

From: ppvlasseman55@everyactioncustom.com on behalf of Patrick Vlasseman
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Trail Access and Corridor Improvements
Date: Saturday, February 14, 2026 5:34:11 PM

[You don't often get email from ppvlasseman55@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear Board Members,

I write to express my support for the staff recommended design concept for the Braddock Road Trail Access and Corridor Improvements Project. The recommendations will provide the best biking and walking improvements for the corridor making Braddock Road safer for all users - people walking, biking, taking transit, and driving. Making this corridor safer and better connected improves access to the Braddock Road Metro, area trails, schools and other places in the community.

The removal of on-street parking lanes is justified given they are very underutilized and doing so makes room for the needed safety enhancements and rightly prioritizes the safety for everyone traveling the corridor.

These improvements support Alexandria's Mobility Plan and Vision Zero Action Plan.

This project is a chance to fix the dangerous conditions existing today and provide a more connected and safe corridor for everyone. I ask that you vote in favor of staff's recommended design and advance the safest set of options for Braddock Road.

Sincerely,
Patrick Vlasseman
1200 N Quaker Ln Alexandria, VA 22302-3004
ppvlasseman55@gmail.com

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

From: Patti Reilly
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]New Twist on Braddock Bike Lanes
Date: Monday, February 23, 2026 8:30:52 AM

You don't often get email from patti.m.reilly@gmail.com. Learn why this is important

Nowhere in the back and forth about bike lanes on Braddock Road east of Russell has there been any attention/concern to the impact this will have on "bypass or cut-through" streets.

I live on narrow Stonewall Road, one block north of Braddock/Russell, which has experienced a big increase in speeding cut-through traffic the last couple of years.

And it's getting worse.

Cars are today backed up Braddock waiting at the intersection light, and will cut through Stonewall in even greater numbers when the turn lane is eliminated.

Two cars cannot pass on our narrow street and increased cut-throughs will only make today's unsafe situation more dangerous for Stonewall residents.

DID THE CITY TAKE INTO ACCOUNT OR HAVE DATA THAT MEASURES THE INCREASE IN CUT-THROUGH TRAFFIC ON STONEWALL ROAD?

I ask that you do not approve the bike lane project on Braddock Road.

-Patti Reilly
1505 Stonewall Road

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From: Paul Wiley
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support Item 9 - Staff Recommendation on Braddock Road
Date: Monday, February 23, 2026 10:15:51 AM

You don't often get email from pmwiley@gmail.com. Learn why this is important

Board members:

Safe, comfortable bike and pedestrian infrastructure on Braddock Road is an essential part of our developing network, and is especially critical as a direct connection to Metro. While this project will cause some inconvenience to a small number of adjacent residents, I believe the benefit of a connected safe streets network to both adjacent residents themselves and the full city far outweighs the downside of having to park your second car around the corner sometimes.

Additionally, the tone of the advocacy from each side of this initiative speaks volumes to which side has the better argument. Opponents' bullying of city staff should not be tolerated or kowtowed to.

Please support staff's recommendation.

Best,
Paul M. Wiley
328 Clifford Ave
Alexandria, VA 22305
—
Paul M. Wiley
434-960-7101
pmwiley@gmail.com

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From: Paula Moran
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]I live in Rosemont and support bike lanes
Date: Thursday, February 5, 2026 1:33:37 PM

You don't often get email from moranpf@gmail.com. Learn why this is important

The Rosemont Citizens association does not speak for Rosemont on the topic of bike lanes. I support additional bike lanes.

Honestly I'm particularly interested in bike lanes along Commonwealth. It would be nice to connect the lanes by Oak and Commonwealth with those up North of Monore.

Sincerely,
Paula Moran
West Chapman Street

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From: Peter Carlson
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support Braddock Rd Bike Lane & Pedestrian Safety improvements
Date: Sunday, January 25, 2026 4:18:02 PM

You don't often get email from peter.d.carlson@gmail.com. Learn why this is important

Greetings Traffic & Parking Board,

I support the safest biking and walking options for the Braddock Road Trail Access and Corridor Improvement Project, Options 1B, 2A, and 3, because these make this road the safest for all users: drivers, walkers and cyclists.

I attend choir rehearsal weekly at Good Shepherd Lutheran Church. It is an ~80-member choir with members traveling from all over the area, usually by car. There is never any issue finding parking in this area. There are often plenty of spaces even after all members have arrived.

Meanwhile, pedestrians and cyclists must contend with narrow sidewalks or risk walking or riding in the street. Car-users feel comfortable driving at high speed down Braddock because they have plenty of wide empty road.

Please approve the pedestrian and bike safety improvements on Braddock to keep the community safe for all users.

Thanks,

Peter Carlson

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From: Peter Watkins
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Corridor: great except for the delivery zone and turn lanes
Date: Sunday, February 22, 2026 7:04:18 PM

You don't often get email from peter@townsendwatkins.com. Learn why this is important

I'd like to thank City staff for proposing enhancements to the safety of this corridor. I live one block away (on one of the parking study streets) and have frequently biked, driven, and walked most of this corridor for many years. Overall, the proposal looks good.

I would like to suggest two changes:

1. Please do **not** propose a loading zone beside the 7-Eleven. Instead straighten the disconcertingly bending bike lane and add lane protection to encourage proper deliveries on Yates Corner's own pavement. (See marked illustration below.**)

   The current eastbound bike lane next to 7-Eleven is uncomfortable due to its sharp bend, even when no deliveries are taking place! The proposal not only leaves the sharp bend but invites perpetual obstruction by delivery trucks. For years delivery trucks for Yates Corner have ignored signage and parked *in* the bike lane. I think it is foolish to believe they would honor the bike lane in the proposed design -- surely they will continue to simply ignore roadway markings, as they have seen that we don't enforce them, and pull up to the curb. **Yates Corner has adequate delivery parking space in its own paved lot (behind the dry cleaner).** The photo shows valet-parked cars there -- that area is NOT marked for self-parking.

2. Please retain the left turn lanes at intersections; when biking, these lanes make left turns feel much safer and less intrusive.

   (For westbound Braddock just west of Mount Vernon I suggest using sharrows so that Braddock next to the gas station could both keep its left turn lane and gain the proposed new bike lane. Between Russell and Mount Vernon, adding an eastbound bike lane at the last part, between Wayne and Mount Vernon, is probably the most important bike lane addition you could make, as it would allow people on bikes and scooters to continue through the intersection past the congested line of cars on weekday afternoons.)

Thank you,

Peter Watkins
Little Street

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20 February 2026

From: Tom Van Wagner, 202 East Braddock Road
Margaret Ticer Janowsky, 106 W Braddock Road

To: Traffic & Parking Board

SUBJ: Citizen Input to the Braddock Road Corridor Proposal from those most directly impacted by the recently announced Staff Recommendations to Traffic and Parking Board

In response to the City's Braddock Road Corridor Improvement Proposal proposed parking removal and lane removal on Braddock Road between Russell Road and Mt. Vernon Avenue as well as Commonwealth Avenue between Braddock Road and Spring Street recently announced by City staff, several concerned citizens have gone door-to-door to solicit individual feedback from residents and households who will be most directly impacted by the recommended proposal to remove all street parking between Mt. Vernon Avenue and Russell Road.

The attached petitions contain over 275 signatures of citizens who are opposed to the removal of curb parking and the installation of protected and/or dedicated bikes lanes that we have recently been informed is the option being recommended to the Traffic and Parking Board at the February 2026 meeting.

By their signatures on the petitions below, the undersigned citizens have affirmed their opposition to the current staff recommendations. As shown on each petition, "we the undersigned:

OPPOSE the removal of any existing curb parking on either side of East Braddock Road between Commonwealth Ave. and Mt. Vernon Ave. and West Braddock Road between Russell Road and Commonwealth Ave.
SUPPORT the "Shared Road Concept" bike lanes going both east and west on the Braddock Road Corridor from Russell Road to Mt. Vernon Avenue.

Respectfully submitted,

Tom Van Wagner
202 East Braddock Road

Margaret Ticer Janowsky
106 West Braddock Road

COPIES

#1

HOMEOWNERS and CHURCH MEMBERS PETITION ~ BRADDOCK ROAD CORRIDOR PROJECT

Rosemont and Del Ray National Historic Trust Neighborhood Homeowners, Good Shepherd Lutheran Church members, 100 West Luray Avenue, and Community Praise Church members, 1400 Russell Road, OPPOSE the installation of PROTECTED and/or DEDICATED BIKE LANES on WEST BRADDOCK ROAD between RUSSELL ROAD and COMMONWEALTH AVENUE.

We OPPOSE the removal of ***any*** existing curb parking on either side of West Braddock Road between Russell Road and Commonwealth Avenue.

Homeowners and church members SUPPORT the "Shared Road Concept" bike lanes going both east and west on the West Braddock Road Corridor, Rated "C."

	Signature	Address
1	Margaret J. Janowsky Laurent Janowsky	106 W. Braddock Rd.
2	Caitlin Barile John Krattenmaker	104 West Braddock Rd
3	Lenda Mary Mills	102 West Braddock Road ~Mills Family owned since 1949
4	ART WITEBSKY KATIE WITEBSKY 20 JENNIFER WITEBSKY ANDREW WITEBSKY 18	100 WEST BRADDOCK ROAD
5	Nancy Haney Joe Haney	26 W Braddock Rd
6	Brittney DePiano Riley DePiano	115 W Braddock Rd
7	MARK BANGERT KIANA BANGERT	111 W. BRADDOCK RD.

8	Ann + Glenn Siegal	105 W. Luray Ave.
9	Amy + Dan Niss 22 Nos	22 W Braddock Rd.
10	Denise Gray	18 E Linden St. ↓GSLC member
11	Kim + Drew Robbert	110 W. Alexandria Ave
12	Karl · Adrienne KALBACHER	25 West OAK street
13	Judy Miller Judy Miller	507 N. View Terr
14	Sandra Levy SANDRA LEVY	106 W. Walnut St.
15	Jacqueline Bridges	103 W. Linden St.
16	Thomas Lacey	108 W. Alexandria Ave 22301
17	Nancy Lacey	108 W. Alexandria Ave
18	John Lacey	108 W. Alexandria Ave
19	Will Lacey	108 W. Alexandria Ave
20	TOM HYDE JEANNINE GINIVAN	16 WEST BRADDOCK ROAD

Tom Hyde Jeannine Ginivan

21	DANA + LINDA LAWHORNE	102 W. Alex Ave 22301
22		
23	Mary Jane Baron Mary Jane Baron walk down 1523 Wordsworth St 22302 Braddock every day.	
24	Patricia Lovo Patricia Lovo	19 W. Glendale Ave Alex. VA 22301
25	James Lovo JAMES LOVO	19 W. Glendale Ave - 22301
26		
27		
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29		
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31		
32		
33		

#2

HOMEOWNERS and CHURCH MEMBERS PETITION ~ BRADDOCK ROAD CORRIDOR PROJECT

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We OPPOSE the removal of ***any*** existing curb parking on either side of West Braddock Road between Russell Road and Commonwealth Avenue.

Homeowners and church members SUPPORT the "Shared Road Concept" bike lanes going both east and west on the West Braddock Road Corridor, Rated "C."

	Signature	physical Address [redacted]
1	T.R. Jones Jr.	17 W Rosemont Ave Alexandria, VA 22301
2	Charles Feitel Ashley Feitel	1217 Russell Road Alexandria VA 22301
3	Andrea Ponsor Scott Ponsor	1215 Russell Rd Alexandria VA 22301
4	Sara Shackelford	1210 Russell Rd 22301
5	Grant Shackelford	1210 Russell Road Alexandria VA 22301
6	Betsy Jones	1105 Russell Rd
7	Ginee Poindane	1103 Russell Rd Alexandria VA 22301

8	Benjamin Yonce	32 W Glendale Ave Alexandria, VA 22301
9	Elizabeth Anderson	33 W. Glendale ave. Alexandria VA 22301
10	DAVID ANDERSON III	33 WEST GLENDALE AVE ALEXANDRIA, VA 22301
11	Jake DeSimone	1000 Russell Road Alexandria, VA 22301
12	Lili Romen-DeSimone	1000 Russell Road Alexandria, VA 22301
13	Micaela DeSimone	1000 Russell Road Alexandria, VA 22301
14	Julie Kinnaird	1202 Russell Road Alexandria VA 2230
15	JAMES R BILBRA	1206 RUSSELL RD ALEXANDRIA, VA 22301
16	BRADEN L. GOETZ	1206 RUSSELL RD ALEXANDRIA, VA 22301
17		
18		
19		
20		

#3

HOMEOWNERS and CHURCH MEMBERS PETITION ~ BRADDOCK ROAD CORRIDOR PROJECT

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We OPPOSE the removal of ***any*** existing curb parking on either side of West Braddock Road between Russell Road and Commonwealth Avenue.

Homeowners and church members SUPPORT the "Shared Road Concept" bike lanes going both east and west on the West Braddock Road Corridor, Rated "C."

	Signature	Address
1	Marisza Sordyl	1303 Hancock Ave Alexandria, VA
2	Stephanie Green	10 W. Luray Ave Alex, Va.
3	Lindsay Roecker	6 W Luray Ave Alexandria, VA
4	Melissa White	4 W Luray Ave Alexandria, VA
5	Yuliya V. Appel	1 W Luray Ave Alexandria, VA
6	Thomas Appel	1 W Luray Ave Alexandria, VA
7	Mitchell Young	5W Luray Ave Alexandria VA

8	Dr. Brad L. Lott	1305 Hancock Ave Alexandria, VA 22301
9	Kathleen Kuehnast	7W. Alexandria Avenue
10	Mary Battey	101 W. Alexandria Ave.
11	Jane Carlson	101 W. Rosemont Ave.
12	John J. Patrick	710 Braxton Place
13	Luke Fields	120 W Alexandria Ave Alexandria, VA 22301
14	Barbara Dorsey	10 W. alexandria ave alexandria, VA 22301
15	[illegible] Lee	6 W. Alexandria Ave Alexandria, VA. 22301
16	James P. Battey	101 W. Alexandria Ave Alexandria 22301
17	Alex Murguia	111 W Alexandria Ave. Alexandria, Va 22301
18	Krushi Kumar	"
19	Caitlin Terrell	4A W. Alexandria Ave. Alexandria, VA 22301
20	Laura Sellstrom	103 W Alexandria Ave. Alexandria VA 22301

21	Kimberly Rancour	109 W. Alexandria Ave Alexandria, VA 22301
22	Joe Rancour Joe Rancour	109 W. Alexandria Ave. Alexandria, VA 22301
23	Adriana Barturen	113 W. Alexandria Ave Alexandria, VA 22301
24	Phillip Hopke	113 W Alexandria Ave 22301 Alexandria, VA
25	Kim Michael	100 West alexandria Ave Alexandria VA 22301
26	Michael gonzalez	108 west alexandria Ave Alexandria VA 22301
27	Steven D. Eftka Steven D. Eftka	1301 Hancock Avenue Alexandria, VA 22301
28	Vincent Troy Knighton V. Troy Knighton	1301 Hancock Ave Alex, VA 22301
29	Rachel Chute	1310 Commonwealth Ave Alex, VA 22301
30	Carrie Brady	4 W Alexandria Ave Alex VA 22301
31	DENNIS A. SARTO ELINA TEPLINSKY Dennis A. Sarto E. Teplinsky	1302 Commonwealth Ave. Alex VA 22301
32		
33		

#4

HOMEOWNERS and CHURCH MEMBERS PETITION ~ BRADDOCK ROAD CORRIDOR PROJECT

Rosemont and Del Ray National Historic Trust Neighborhood Homeowners, Good Shepherd Lutheran Church members, 100 West Luray Avenue, and Community Praise Church members, 1400 Russell Road, OPPOSE the installation of PROTECTED and/or DEDICATED BIKE LANES on WEST BRADDOCK ROAD between RUSSELL ROAD and COMMONWEALTH AVENUE.

We OPPOSE the removal of ***any*** existing curb parking on either side of West Braddock Road between Russell Road and Commonwealth Avenue.

Homeowners and church members SUPPORT the "Shared Road Concept" bike lanes going both east and west on the West Braddock Road Corridor, Rated "C."

	Signature	Address
1	Madelina Spano	106 E Spring St
2	Suzette Steele	522 E Windsor Ave
3	Matt Call	522 E Windsor Ave
4	Karen & Paul Harris	3 W. Oak St
5	Dylane Jones	20 W. Braddock Road
6	Denise Gray	18 E Linden St.
7	Stephen Gregory Cottell Michele Schoeppe	24 W. Braddock Rd

8	Cynthia Fuller Douglas Fuller	13 W. Oak St Alexandria VA 22301
9	Edward Ramotowski Edward Ramotowski	202 ELM ST ALEXANDRIA, VA 22301
10	Anna Anderson	4951 Brenman Park Dr Alexandria 22304 Member of Good Shepherd Church
11	Wendell L Anderson	11
12	Jared Stearns Jared Stearns	8 E Walnut St Alexandria, VA 22301
13	Ben Hammack	205 Commonwealth ave Alex. .. 22301
14	Jennifer Hargis	116 West Alexandria Ave 22301
15	Robert Hargis Robert Hargis	11
16	Kathleen Walls Kathleen Walls	8 E Oak St. Alexandria, VA 22301
17	Anne Malinee	120 W Alexandria Ave Alexandria, VA 22301
18 dup	~~Nancy T. Lacey~~	~~108 W. Alexandria Ave Alex VA 22301~~
19	Jeffrey J. Lopez	5 W. OAK STREET ALEXANDRIA, VA 22301
20	Dorothy B. Koopman Dorothy B. Koopman	116 W. Maple St. Alexandria, VA 22301

21	Nancy A Lopez Nancy A. Lopez	5 West Oak Street
22	John Stubbs	7 W Braddock
23	Richard Dorrier	Richard T Dorrier 6 W Glendale Ave
24	Janet A. Hammond Janet A Hammond	6 W. Glendale Ave
25	Ann M. Clark	18 W Glendale Ave
26	MICHAEL CASSIDY	18 W. GLENDALE AVE
27	MISSY SANTORO Missy Santoro	10 W. Braddock Road
28	MATTHEW ESTABROOK	10 W. BRADDOCK RD.
29	WENDELL T. PEARSON W. T. Pearson	22 WEST GLENDALE AVE
30	RAYMOND BIEGUN	22 WEST GLENDALE AVE
31	Aimee Desrosiers	16 W. Glendale Ave.
32	Martelle Blaine	23 w Glendale Ave.
33	Daniel Blaine	23 w. Glendale Ave.

34	James A. Garner	25 N Blendale Rd Alex VA 22301
35	Christine R. Garner	2520 Blendale Rd Alex Va 22301
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#5

HOMEOWNERS and CHURCH MEMBERS PETITION ~ BRADDOCK ROAD CORRIDOR PROJECT

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Homeowners and church members SUPPORT the "Shared Road Concept" bike lanes going both east and west on the West Braddock Road Corridor, Rated "C."

	Signature	Address
1	Vineeta Anand	11 E Spring, Alexandria VA 22301
2	Rebecca Siegal	105 West Luray Ave Alexandria VA 22301
3	Barbara Haley	206 Summers Dr.
4	Leo Friedman	"
5	Glenn R. Siegal	105 W Luray Ave Alex, VA 22301
6	JC Feins	107 W Luray Ave Alexandria, VA 22301
7	Sarah Dores	107 W. Luray Ave Alexandria, VA 22301

#6

HOMEOWNERS and CHURCH MEMBERS PETITION ~ BRADDOCK ROAD CORRIDOR PROJECT

Rosemont and Del Ray National Historic Trust Neighborhood Homeowners, Good Shepherd Lutheran Church members, 100 West Luray Avenue, and Community Praise Church members, 1400 Russell Road, OPPOSE the installation of PROTECTED and/or DEDICATED BIKE LANES on WEST BRADDOCK ROAD between RUSSELL ROAD and COMMONWEALTH AVENUE.

We OPPOSE the removal of ***any*** existing curb parking on either side of West Braddock Road between Russell Road and Commonwealth Avenue.

Homeowners and church members SUPPORT the "Shared Road Concept" bike lanes going both east and west on the West Braddock Road Corridor, Rated "C."

	Signature	Address
1	KATHLEEN BLASZAK	118 N Alexandria Ave Alexandria VA 22301
dup 2	Luke Fields	120 W Alexandria Ave Alexandria VA 22301
3	Marianne McInerney	1403 Russell Rd Alexandria VA 22301
4	Michelle O'Leary	109 W. Nelson Avenue Alex. VA 22301
dup 5	Dana Duffett	115 West Alexandria Ave Alexandria, VA 22301
dup 6	Hailey Duffett	115 West Alexandria Ave Alexandria, VA 22301
7	Marykate Mull	1403 Russell Rd Alexandria VA 22301
8		

Homeowners and Church Members Petition
Braddock Rd Corridor Project

Rosemont and Del Ray National Historic Trust Neighborhood Homeowners, Good Shepherd Lutheran Church members, 100 West Luray Avenue, and Community Praise Church members, 1400 Russell Road, OPPOSE the installation of PROTECTED and/or DEDICATED BIKE LANES on WEST BRADDOCK ROAD between RUSSELL ROAD and COMMONWEALTH AVENUE.

We OPPOSE the removal of ***any*** existing curb parking on either side of West Braddock Road between Russell Road and Commonwealth Avenue.

Homeowners and church members SUPPORT the "Shared Road Concept" bike lanes going both east and west on the West Braddock Road Corridor, Rated "C."

Name + Signature	Address
Leigh Borghesani Leigh Borghesani	112 W. Alexandria Ave Alexandria, VA 22301
Neal Ashby	112 W. Alexandria Ave Alexandria, VA 22301
Turner Ashby	112 W. Alexandria Ave Alexandria, VA 22301
Liam Ashby Liam Ashby	112 W. Alexandria Ave Alexandria, VA 22301

Homeowners and Church Members Petition
Braddock Rd Corridor Project

Rosemont and Del Ray National Historic Trust Neighborhood Homeowners, Good Shepherd Lutheran Church members, 100 West Luray Avenue, and Community Praise Church members, 1400 Russell Road, OPPOSE the installation of PROTECTED and/or DEDICATED BIKE LANES on WEST BRADDOCK ROAD between RUSSELL ROAD and COMMONWEALTH AVENUE.

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Homeowners and church members SUPPORT the "Shared Road Concept" bike lanes going both east and west on the West Braddock Road Corridor, Rated "C."

Name + Signature	Address
James Chessen & Patricia Brennan PATRICIA BRENNAN	114 W. ALEXANDRIA Ave ALEXANDRIA, VA 22301

From: Rebeckah Freeman
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Vote no on Braddock Road Parking change
Date: Thursday, February 12, 2026 8:55:42 PM

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For once please put the residents who live in our neighborhoods and pay taxes first.
Enforce traffics laws with police not on the backs of our neighbors.

We are all so tired of the constant nonsense that just makes living here harder.

R. Adcock
Alexandria VA

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From: Rachel Marks
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Improvements
Date: Sunday, January 25, 2026 9:56:35 AM

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Dear Traffic & Parking Board,

As someone who lives in the immediate area, I support the safest biking and walking options for the Braddock Road Trail Access and Corridor Improvement Project, Options 1B, 2A, and 3, because these make this road the safest for ALL users: drivers, walkers and cyclists.

I run, walk, and bike in this corridor on a daily basis and there have been too many occasions where I have not felt safe because of drivers not paying attention to those not in cars. Further, as a woman, I do not feel safe walking to/from the metro in the dark because I must go under the bridge tracks, and the lighting is abysmal.

The proposed designs will give ALL users of a public road a space to drive, walk or cycle but with reduced conflict points and reduced exposure of danger to vulnerable road users

I understand that the Rosemont Citizens Association (which covers where I live) is not in support of improving this corridor. Please know that this group does NOT represent the pedestrians and cyclists who actively travel through this area.

I welcome these improvements, which will increase safety and usability.

Rachel Marks

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From: Raquel García Gómez
To: TES-Traffic and Parking Board
Subject: Re: Opposition to the Braddock RD plan
Date: Friday, February 20, 2026 6:13:25 PM

No suele recibir correo electrónico de aynara86@hotmail.com. Por qué es esto importante

Sent from my iPhone

> On Feb 18, 2026, at 9:32 PM, Raquel García Gómez <aynara86@hotmail.com> wrote:
>
> Dear traffic and parking board,
>
> We have lived on Braddock Road since 2018 and would like to express our strong opposition regarding the proposed plan to add dedicated bike lanes along our street.
>
> Traffic on Braddock Road is already extremely congested and removing turn lanes and the existing shoulder space that drivers currently use to pass turning vehicles will worsen backups, increase driver frustration, increase noise pollution and create additional safety risks.
>
> Many residents who have driveways—including our household—currently back into our driveways. This allows us to exit safely by pulling forward into traffic. Eliminating the parking lane and buffer space would make this impossible, forcing us to back directly into heavy oncoming traffic, which raises clear safety concerns.
>
> The City previously installed shared-road bicycle markings along Braddock Road to encourage cycling and there is no evidence that this increased bicycle usage. Because of that, it is difficult to justify removing essential residential parking and roadway capacity.
>
> Beyond these concerns, the proposal would eliminate vital on-street parking that residents rely on daily—for guests, service providers, deliveries, and households without sufficient driveway space. Moreover, because the bike lane would be short and disconnected from a larger network, it is unlikely to meaningfully improve bicycle safety. In contrast, the design changes would clearly reduce driving safety for residents by removing buffer space, increasing congestion, and forcing more dangerous driveway entry and exit conditions.
>
> For these reasons, we express our strong opposition to the proposed bike lanes and we encourage the City to engage more deeply with affected residents and consider less disruptive alternatives that won't risk our safety and quality of life.
>
> Thank you for your time and consideration.

Sincerely,
Raquel Garcia Gomez
102 E Braddock Road

From: Raquel García Gómez
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Opposition to the Braddock RD plan
Date: Wednesday, February 18, 2026 9:32:21 PM

No suele recibir correo electrónico de aynara86@hotmail.com. Por qué es esto importante

Dear traffic and parking board,

We have lived on Braddock Road since 2018 and would like to express our strong opposition regarding the proposed plan to add dedicated bike lanes along our street.

Traffic on Braddock Road is already extremely congested and removing turn lanes and the existing shoulder space that drivers currently use to pass turning vehicles will worsen backups, increase driver frustration, increase noise pollution and create additional safety risks.

Many residents who have driveways—including our household—currently back into our driveways. This allows us to exit safely by pulling forward into traffic. Eliminating the parking lane and buffer space would make this impossible, forcing us to back directly into heavy oncoming traffic, which raises clear safety concerns.

The City previously installed shared-road bicycle markings along Braddock Road to encourage cycling and there is no evidence that this increased bicycle usage. Because of that, it is difficult to justify removing essential residential parking and roadway capacity.

Beyond these concerns, the proposal would eliminate vital on-street parking that residents rely on daily—for guests, service providers, deliveries, and households without sufficient driveway space. Moreover, because the bike lane would be short and disconnected from a larger network, it is unlikely to meaningfully improve bicycle safety. In contrast, the design changes would clearly reduce driving safety for residents by removing buffer space, increasing congestion, and forcing more dangerous driveway entry and exit conditions.

For these reasons, we express our strong opposition to the proposed bike lanes and we encourage the City to engage more deeply with affected residents and consider less disruptive alternatives that won't risk our safety and quality of life.

Thank you for your time and consideration.

Sincerely,
Raquel Garcia Gomez
102 E Braddock Road

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From:	Richard Crowley
To:	TES-Traffic and Parking Board; Alyia Gaskins; Abdel Elnoubi; Jacinta Greene; Kirk McPike; Sarah Bagley; John Chapman; Canek Aguirre
Subject:	[EXTERNAL]Braddock Road Corridor Improvements project
Date:	Thursday, February 19, 2026 3:45:22 PM

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Dear Mayor Gaskins, City Council and Traffic and Parking Board

I am writing regarding the Braddock Road Corridor Improvements project. While I do appreciate the City's efforts to improve safety and multimodal access along this important corridor, I disagree with this proposal and I would like to respectfully raise several concerns about whether the current proposal will achieve its intended goals without creating unintended negative impacts.

First, the proposed removal of on-street parking directly affects long standing homes residents who have called Alexandria home for several decades. For many of these households, on-street parking is not optional—it is essential. Eliminating this parking will disproportionately burden long-time residents and alter the livability of the neighborhood.

Second, Removal of parking will reduce safety as refuse pickup will now block the entire lane during removal and emergency response of any type and all deliveries will create traffic congestion as well.

Third, the corridor's topography presents practical limitations. Braddock Road includes a significant grade starting just north of Russell Road. While expanding bicycle infrastructure is an admirable goal, steep terrain can limit real-world bicycle usage for a broad range of residents, particularly families, older adults, and less experienced riders. Bicycles should use a street with a lesser slope such as Windsor Avenue.

Lastly, the description of this project states "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. The goal is to create a more connected, comfortable, and safe corridor for walking, biking, transit, and driving while improving access to the Braddock Road Metrorail Station, Potomac Yard Trail, Metro Linear Trail, George Washington Middle School, and nearby neighborhoods and businesses." The reduction of the parking lanes along Braddock road will have, in my opinion, the opposite effect when deliveries, trash removal, emergencies occur. Please consider other roads and streets for bicycle traffic.

Thank you for time and consideration in this matter.

Richard Crowley
912 Enderby Drive
Alexandria, Virginia. 22302

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From: Riley DePiano
To: TES-Traffic and Parking Board; Michael Moon; Hillary Orr; Christopher Ziemann; Ryan Knight; Alexandria Carroll
Cc: Britt DePiano
Subject: Re: Braddock Corridor Project - Resident Concern
Date: Sunday, February 22, 2026 9:30:02 PM
Attachments: image1.png

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All,

As a follow up to our letter from January, we wanted to share some additional information related to accessibility concerns. As stated, we have one gravel parking spot that was created by converting existing yard space. The access to this gravel spot is via an easement that is owned and maintained by the neighbors that live on West Alexandria. Although it appears to be a "driveway" to most, it's just an easement with a curb cut that was historically used for alley access. Our house does not have a dedicated driveway and this has been shared multiple times.

In the attached pictures (based on video but unable to provide due to file size) you will see that the entrance is angled opposite of how you would want to enter a "driveway", which then requires us to back into the spot. In order to accomplish this, you have to pull past the entrance and block traffic. We have taken a few videos to show the different ways we have tried to access this spot and believe that the proposed changes to add buffered bikes lanes will only exacerbate the safety concerns. Often times during heavy traffic, we pull off to the side in the on-street parking spots and wait for traffic to die down before attempting this parking maneuver. When there are buffered bikes lanes with flex posts, this will no longer be possible and we will have to impede traffic in both directions in order to access our spot. In one of the photos you can see that even with using hazard lights to signal to other drivers, they continue to speed forward, which means greater potential for accidents. These videos were taken on a Saturday at 11 am (Saturday Feb 21st) during off peak travel.

I've have also provided a picture to show that our neighbors on the south side of Braddock have the same issue and they have an actual driveway. Although residents may have driveways, they will be less accessible and will likely pose safety concerns and add to the congestion. The unintended safety trade off should be better understood before making these changes.

We have a very non traditional lot and although it has character, it creates accessibility issues. We can overcome these issues more safely with the current street configuration. This could be partially mitigated by creating another curb cut that will provide direct access to this spot from Braddock Rd. We would be open to further sharing this idea with the city.

We have reached out to the project manager to walk through this specific scenario as we believe that it's hard to visualize until you see it in person and we have yet to hear back. We hope that these picture references can help you understand the concerns of impacted residents as this significantly impacts accessibility to our home.

Best,
Riley and Brittney DePiano

On Jan 27, 2026, at 8:12 AM, Brittney DePiano <brittneydepiano@gmail.com> wrote:

Dear Mr. Moon, Ms. Orr, Mr. Ziemann, Mr. Knight, Ms. Carroll, and Members of the Traffic and Parking Board:

I reside at 115 W Braddock Rd.

I strongly oppose the proposal to remove parking on Braddock Road between Russell Road and Commonwealth Avenue. Eliminating these spaces—especially the designated handicap spot in front of Good Shepherd Lutheran Church—would sharply reduce accessibility for congregants, community groups, and visitors with mobility limitations. The only handicap-accessible entrance is on Braddock Road, and Hancock and Luray Avenues lack sidewalks, making on-street parking essential. Many who rely on this parking would lose access to worship, meetings, and community events.

My husband and I currently have one off street parking spot and rely on the parking in front of our house on the north side of W Braddock road for our everyday life activities. I park in front of our house to load and unload groceries safely, for my elderly family members to safely visit and access my home and while we are planning to have a family, I am concerned about not being able to get my kids in and out of the car safely if I can no longer park in front of my house. One of the deciding factors in choosing this neighborhood without two designated off street parking spots was because of the ample parking available on the street in front of our house. We are two full time working professionals that need to have two vehicles. We rarely see cyclists using this portion of Braddock (intersection of W Braddock and Russell) so it is hard to understand how the benefit to the minority who primarily use the street for recreational purposes outweighs the concerns and of the full time residents who reside in the impacted area.

Additionally, Braddock is a main emergency route and buffered bike lines would severely congest / impact traffic flow during emergencies. We see emergency vehicles multiple times a day.

I support safe and efficient streets for all users, but installing bike lanes at the expense of on-street parking along this busy corridor is an unsound approach. It would burden residents and the many organizations that depend on Good Shepherd—including the Alexandria Choral Society, Symphony Orchestra of Northern Virginia, Encore Senior Chorus, 12-step groups, INOVA blood services, and the Rosemont Citizens Association. Some groups have said they could no longer meet at the church, eliminating a vital community gathering space.

I am unaware of any notable history of bicycle-related accidents on this segment of Braddock Road and request the historical crash data and projected safety benefits that would justify removing parking. The City has not provided daily bike-use counts, accident data, traffic studies, or any quantitative analyses supporting the removal of parking. I request the full set of data and decision criteria used for this proposal, including background traffic projections, safety surveys, and bike-volume analyses during peak and off-peak periods.

The proposal will not increase safety. To the contrary, it will heighten pedestrian risk and generate additional congestion. With no legal loading areas, delivery drivers, contractors, service personnel, and church visitors will have no choice but to park on side streets and cross Braddock Road at uncontrolled points. As seen in other parts of the City, removing parking and adding bike lanes also increases the frequency of double-parking. Double-parked vehicles will either block the bike lane—forcing cyclists into the travel lane—or block the travel lane—forcing drivers into oncoming traffic. This creates predictable, well-documented conflicts that are dangerous for everyone. We urge the City not to replicate these conditions here.

Finally, the City has not demonstrated how eliminating parking advances the stated goals of the Braddock Road Trail Access & Corridor Improvements Project. No evidence has been provided showing that this change would improve safety, mobility, or accessibility for any group. Has the transportation board exhausted all other means of increasing safety in the corridor? Police monitoring, changes to the light frequency and cadence, speed limit changes and camera lights.

For these reasons, we urge you to reject the proposal to remove parking along this section of Braddock Road and come up with alternative proposals.

Please include this correspondence in the official project record.

Sincerely,

Brittney & Riley DePiano

115 W Braddock Rd. Alexandria, VA 22301

Subject: Public Comment Opposing Braddock Road Parking Removal from Russell Road to Mount Vernon Avenue

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

I write to you expressing deep concerns regarding the proposed removal of all on-street parking along portions of Braddock Road in favor of protected bicycle lanes. While improving multimodal safety is an important public objective, the current proposal appears misaligned with available safety data, operational realities, and community needs.

Lack of Demonstrated Safety Need

City crash data shows zero pedestrian and/or bicycle collisions along Braddock Road between Russell Road and Mount Vernon Avenue since at least 2017. Meanwhile, the corridor segments with the highest crash frequency, Russell to King Street and Mount Vernon to North West Street, are not the primary focus of this proposal. Notably, the Virginia Department of Transportation (VDOT) identified only the Mount Vernon to North West Street segment as a safety priority. City staff SHOULD address the Mount Vernon-North West Street reconfiguration ASAP and pause the scope-creep inclusion of Mount Vernon to Russell parking removal along Braddock Road. There is no known opposition to improvements for this dangerous VDOT-designated segment at and near the Braddock Road Metro, and it should be pursued.

Traffic and Emergency Mobility Risks

Braddock Road carries more than 10,000 vehicles daily and functions as a primary east–west arterial route to/from Del Ray and Old Town. Removing eight turn lanes and eliminating vehicle pull-off space over this 0.6 miles will increase congestion, emissions, and unsafe passing behavior. As a designated emergency corridor, reduced roadway flexibility may also delay response times for first responders/emergency services.

Pedestrian Safety Concerns

The removal of the pedestrian crossing at East Spring Street (adjacent to a bus stop) may unintentionally increase mid-block crossings and conflict points. The absence of loading zones over the 0.6 miles of Mount Vernon to Russell further encourages acute double parking and uncontrolled crossings by delivery personnel and rideshare users who will stop in traffic to make deliveries/drops/collections with pedestrians/service providers walking into the driving lanes to enter/exit vehicles as well as cross at uncontrolled points along the corridor. This is an inarguable decrease in safety conditions – and one created by the proposed plan.

Disproportionate Community Impact

The proposal places a significant burden on residents without off-street parking, aging populations, families with young children, and individuals with mobility limitations. Four churches (7th Day, Good Shepherd, Nazarene, and Church of Christ) serving five congregations rely heavily on street parking. Reduced access will materially affect attendance in services and vital community programming throughout the week both day and night. None of these constituencies' concerns are addressed in the City's proposal other than, "You can find parking on side streets," via City staff's much claimed, "community engagement."

Neighborhood Spillover Effects

The City's solution of parking displacement will strain adjacent "yield streets," which depend on open curb space for safe two-way passage movements on these very narrow neighborhood streets.

Community Opposition

The Rosemont Citizens Association (RCA) voted 49–10 (November 2025) and again 61–12 (January 2026) opposing parking removal on West Braddock and East Braddock respectively. This is unambiguous evidence of localized concern and rejection of the data-free recommendation by City staff.

Planning and Data Gaps

Several analytical deficiencies remain unresolved:

- No publicly disclosed feasibility study addressing lane widths, utility relocation, sidewalk impacts, or potential encroachment on private property
- No alternatives analysis identifying safer routes for cyclists
- Survey methodology grossly overstates support
- Parking data collected during an atypical federal shutdown period and other glaring best practices data collection deficiencies
- Traffic modeling based on unrealistic no-growth assumptions

Additionally, prior corridor redesigns have not demonstrably reduced crashes, suggesting the need for greater caution before implementing similar measures.

Recommendation

Given these concerns, I respectfully urge the City to:

1. Pause the current proposal's inclusion of Segments 2 and 3 (Mount Vernon to Russell).
2. Release all supporting data and feasibility conclusions and endeavor to collect actual and pertinent data for use in relevant analyses.
3. Conduct a transparent alternatives review.
4. Reduce vehicular speed along Braddock to 20mph and re-time traffic controls.
5. Engage directly and transparently with impacted residents and institutions.
6. Consider targeted safety interventions where risk is empirically demonstrated.

A project of this magnitude warrants a data-driven approach that balances multimodal safety with mobility, environmental impact, emergency access, deleterious outcomes for local businesses, and neighborhood livability. The City staff's recommended proposal is not encumbered by any of the above components of thoughtful and effective traffic planning, urban development, or transportation safety.

Thank you for your consideration and for your continued service to the community.

Respectfully,
Rob Hargis
116 W. Alexandria Ave

From:	Rob Hargis
To:	Alyia Gaskins; John Chapman; Canek Aguirre; Abdel Elnoubi; Jacinta Greene; Kirk McPike; Sarah Bagley; TES-Traffic and Parking Board
Cc:	Rob Hargis
Subject:	[EXTERNAL]Comment on City Proposal to Remove Parking Along Braddock Road from Russell Road to Mount Vernon Avenue -> Rob Hargis
Date:	Wednesday, February 18, 2026 3:03:24 PM
Attachments:	HARGIS Letter to City re Braddock Road Parking Removal.docx

You don't often get email from robhargis2@gmail.com. Learn why this is important

Dear Mayor Gaskins, Honorable City Council Members, and members of the Alexandria Traffic and Parking Board,

Please find attached my letter of concern regarding the City's proposed plan to remove all parking from Braddock Road between Russell Road and Mount Vernon Avenue (project segments 2 & 3). In addition to removing all parking the plan also removes 8 turning lanes in three intersection along that same 0.6 mile critical travel artery. While VDOT designated the Braddock Road section from Mount Vernon to North West Street as dangerous (project segment 1), there is NO such designation for the Braddock corridor from Mount Vernon to Russell. Please make haste in your improvements around the Braddock Metro as there is data supporting much needed safety and traffic reconfigurations there.

However, no such data exists supporting removal of parking along Braddock segments 2 and 3. The City's own safety data indicates that this is the SAFEST segment of Braddock Road's full 3.75 mile length from the Braddock Metro to the NVCC entrance on Beauregard. From 2017-2025, zero pedestrians or bikes have been involved in accidents on Braddock segments 2 and 3 according to the City's own posted safety data. In fact, only 6 minor vehicular incidents over 9 years have occurred on this half-mile by the City's reporting.

Among the many residents who access, live on/near, and otherwise rely on Braddock Road, there are many traffic and planning professionals and data analysts, all of whom support safe bike, pedestrian, and vehicular access. We suggest the City immediately re-time traffic controls (lights) that are 10+ years out of date (per City input); slow posted speed limits to 20mph, and well/properly mark designated shared bike lanes. These low-cost City actions will immediately benefit multimodal throughput, preserve residential access, improve commuting efficiency, reduce carbon, and MAINTAIN the safety we fortunately have along this section of Braddock.

Please review my attached letter detailing the rationale to better diligence the scope-creep encompassing a noble effort to improve Braddock Road segment 1 (Braddock Metro area). As it currently stands, the City's pending recommendation to remove all Braddock street parking from Mount Vernon to Russell adds compelling safety risks while disenfranchising several constituencies along and around Braddock. Among so many other disadvantages, removing parking along the Braddock Road corridor segments 2 and 3 degrades commuter safety, reduces access to businesses and homes (residents and visitors), and endangers safe delivery of services (including City services).

Thank you for your consideration.
(Letter attached)

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Very respectfully,
Rob Hargis
116 W. Alexandria Ave
Alexandria, VA 22301

From: Robert Letzler
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]please scale down the changes to Braddock Road
Date: Sunday, February 22, 2026 7:06:32 PM

You don't often get email from rjl@allorama.org. Learn why this is important

Hello,

I have lived, walked, driven, and biked in Del Ray/Rosemont for 18 years. It is a wonderful place to live and the city government deserves credit for that.

I see no pressing need to redesign Braddock Road west of Mount Vernon Avenue. It is a functional arterial street and home to many residents and churches. I rely on it as a driver. I have plenty of good, and fundamentally quieter and safer alternatives when I am cycling including Spring Street and Oak Street. Those alternatives can be connected to the Potomac Yard Trail and Metro linear park with relatively modest changes -- like a route through or around the perimeter of George Washington Middle School.

The segment between Mount Vernon Avenue and West Street is a challenge and deterrent for me as a cyclist and I welcome changes there, including both some in the plan and the potential linear park. There are no nearby alternative routes past the railroad tracks.

In short, there are much better ways to improve the bikability of our neighborhood while preserving parking and keeping traffic flowing. Let us change the neighborhood more incrementally. We should harness both experience with initial changes between Mount Vernon Avenue and West Street and the process to design the linear park to inform further change.

Thank you for the hard work you do to balance competing priorities and to consider views like mine.

Rob Letzler
9 E Spring Street.

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From: terranova77@everyactioncustom.com on behalf of Rob Russo
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Trail Access and Corridor Improvements
Date: Saturday, February 21, 2026 8:56:36 AM

[You don't often get email from terranova77@everyactioncustom.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear Board Members,

I write to express my support for the staff recommended design concept for the Braddock Road Trail Access and Corridor Improvements Project. The recommendations will provide the best biking and walking improvements for the corridor making Braddock Road safer for all users - people walking, biking, taking transit, and driving. Making this corridor safer and better connected improves access to the Braddock Road Metro, area trails, schools and other places in the community.

Love biking my daughter to college to the amtrak please help us bike more of alexandria safely without fear.

The removal of on-street parking lanes is justified given they are very underutilized and doing so makes room for the needed safety enhancements and rightly prioritizes the safety for everyone traveling the corridor.

These improvements support Alexandria's Mobility Plan and Vision Zero Action Plan.

This project is a chance to fix the dangerous conditions existing today and provide a more connected and safe corridor for everyone. I ask that you vote in favor of staff's recommended design and advance the safest set of options for Braddock Road.

Sincerely,
Rob Russo
2005 N Madison St Arlington, VA 22205-3313
terranova77@gmail.com

_____
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From: aparjd@everyactioncustom.com on behalf of Robert Duffy
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Trail Access and Corridor Improvements
Date: Thursday, February 12, 2026 5:00:59 PM

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

Dear Board Members,

I write to express my support for the staff recommended design concept for the Braddock Road Trail Access and Corridor Improvements Project. The recommendations will provide the best biking and walking improvements for the corridor making Braddock Road safer for all users - people walking, biking, taking transit, and driving. Making this corridor safer and better connected improves access to the Braddock Road Metro, area trails, schools and other places in the community.

The removal of on-street parking lanes is justified given they are very underutilized and doing so makes room for the needed safety enhancements and rightly prioritizes the safety for everyone traveling the corridor.

These improvements support Alexandria's Mobility Plan and Vision Zero Action Plan.

This project is a chance to fix the dangerous conditions existing today and provide a more connected and safe corridor for everyone. I ask that you vote in favor of staff's recommended design and advance the safest set of options for Braddock Road.

Sincerely,
Robert Duffy FAICP
809 Devon Pl Alexandria, VA 22314-1214
aparjd@comcast.net

_____
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February 22, 2026

Chair Ann Tucker and Traffic and Parking Board members,

Following a thorough review of the City of Alexandria's Travel Lane and Parking Modifications for the Braddock Road Corridor proposal, I am writing to express strong support for the Segment 1 recommendations and equally strong opposition to the proposed changes for Segments 2 and 3.

Virginia Department of Transportation's (VDOT) statewide transportation plan identifies Braddock Road Segment 1 (West Street to Mt. Vernon Avenue) as an area in need of overdue pedestrian and bicycle safety improvements. The City's bicycle usage data confirms significant activity in this 0.2-mile segment, and Vision Zero crash data from 2017–2025 documents two pedestrian crashes—further validating VDOT's assessment.

In contrast, Vision Zero data shows **zero** reported bicycle crashes along the 0.6 miles of Segments 2 and 3 (Mt. Vernon Avenue to Russell Road). The City has also not provided bicycle usage data for these segments. Without evidence of demonstrated need, it is difficult to justify major infrastructure changes when Vision Zero data clearly highlights more urgent safety priorities elsewhere in the City.

Managing the needs of a diverse city with competing priorities means making data-driven decisions to ensure the City is accurately identifying and addressing its needs. Whereby data integrity and application are equally important. The meeting docket notes that parking utilization data for Segments 2 and 3 was collected in March and October 2025, yet the March data is missing. The October data was gathered during the third week of the longest federal government shutdown, when many federal employees and contractors significantly altered their routines. This makes October 21–26 an unreliable period for assessing "typical" parking conditions. I urge you to request the March data and closely scrutinize the validity of the October findings.

The project's Traffic Study also assumes negligible growth—an unrealistic premise given that Braddock Road is the primary east–west corridor for Old Town North, the area targeted for the City's most significant housing density increase. Also, the January 2025 traffic counts do not disclose collection timing, remaining unclear whether they reflect commuting patterns. Additionally, January traffic predates the federal return-to-office posture which has notably increased City-wide traffic.

Even with proposed signal timing adjustments, removing eight turn lanes will increase congestion on Braddock Road and, by extension, on Russell Road and Commonwealth Avenue due to longer signal cycles. Unintended consequences include increased vehicle emissions, setbacks to environmental goals, discouraging/reducing shopping and dining in Old Town or Del Ray and heightened cut-through traffic on residential streets not designed for high volumes—ultimately straining the City's infrastructure and budget. Given these high stakes, it is essential that the project's assumptions and data be thoroughly reviewed.

According to the City's Complete Streets Guide, as well as National Transportation Safety Board and National Association of City Transportation Officials safety principles, shared bicycle lanes ("sharrows") are appropriate for Segments 2 and 3 based on the 25-mph speed limit and constrained roadway width. Segment 2 requires refreshed pavement markings, and Segment 3 needs them added. The Complete Streets Guide also recommends installing SHARE THE ROAD and BICYCLES MAY USE FULL LANE signage to enhance driver awareness. These context-appropriate, cost-effective measures align with Vision Zero data and maintain the strong bicycle and pedestrian safety record on Segments 2 and 3.

Because, survey respondents identified speeding and crosswalk safety as top concerns, the City should lean-in to this longstanding issue and consider decreasing the speed to 20 mph and implementing additional traffic-calming measures and pedestrian safety enhancements—such as yield markings and advanced signage—on Segments 2 and 3.

As you evaluate the Braddock proposal, I urge you to reflect on recent bicycle and pedestrian safety projects, such as those on Seminary Road (2019) and Commonwealth Avenue (2021), where crash totals have correspondingly not declined or increased post-implementation. Safety is paramount, and the City has the data to identify and implement improvements where they are most critical. I respectfully request that you approve the Segment 1 proposal consistent with VDOT's findings and reject the Segment 2 and 3 proposals. Alternatively, the City should enhance pavement markings, signage, and pedestrian protections as described above to maintain the current record of **zero** bicycle and pedestrian crashes along segments 2 and 3 of Braddock Road.

Thank you for your consideration and service to our community,

Respectfully,

Rosemarie Spano
106 E. Spring Street

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

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,

Jol Silversmith
President, RCA

ROSEMONT CITIZENS ASSOCIATION

P.O. Box 2873
Alexandria, VA 22301-2873
info@rosemontcitizens.org

CC: Michael Moon, Interim Director, TES, michael.moon@alexandriava.gov
Hillary Orr, Deputy Director, TES, hillary.orr@alexandriava.gov,
Christopher Ziemann, Transportation Planning Chief, christopher.ziemann@alexandriava.gov
Ryan Knight, Transportation Engineering Chief, ryan.knight@alexandriava.gov
Alex Carroll, Complete Streets Planning Manager, alexandria.carroll@alexandriava.gov

From: russell eller
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Feedback for the Braddock Road bike lane proposal
Date: Friday, February 20, 2026 9:27:20 PM

You don't often get email from fe2o3rust@gmail.com. Learn why this is important

Dear Traffic & Parking Board,

I support the staff recommendation for the safest biking and walking options for the Braddock Road Trail Access and Corridor Improvement Project, Options 1B, 2A, 3, 4B, 5A and 6C because these make this road the safest for all users: drivers, walkers and cyclists.

I just wanted to let you know as a resident on E Spring st that not everyone in the area is opposed to the plan.

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From: Ruth Reeder
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]In Support of Braddock Road Improvements Project
Date: Sunday, February 22, 2026 6:18:16 PM

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

My name is Ruth Reeder and I live at the southwest corner of Braddock Road and Commonwealth Avenue. I've lived there with my husband for almost 40 years and during that time, have watched our intersection morph from a four-way stop to what it is today, a traffic nightmare.

The continued increase in vehicles and aggressive drivers is making Braddock Road, a major east-west transportation corridor, unsafe for us all.

I've experience first hand the improvement of our neighborhood streets once bike lanes are introduced. For 25 years I commuted by bicycle to my job in Old Town via Braddock Rd-Linear Trail-Oronoco St. and returned home via Cameron St. and Commonwealth Ave. Once the bike lanes were added I felt I had one of the best commutes in the City!

Bicycling has been my major form of transportation since my college days. After moving to Alexandria in the late 80s I became a founding member of the Alexandria Bicycle and Pedestrian Committee. I have always believed bicycles to be a viable, healthy, and eco-friendly form of transportation. The popularity of e-bikes and scooters has just increased the demand for a safe, well developed and connected network of bike lanes.

I applaud the City's foresight in addressing this thorny issue with their Braddock Road Corridor Improvements Project.

"Build it and they will come!"

Thank you,
Ruth Reeder
2 W. Glendale Ave.
202.215.0367

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From: Hillary Orr
To: Sheila McGraw; Alexandria Carroll
Subject: FW: [EXTERNAL]Support of Braddock Rd Improvements Project
Date: Monday, February 23, 2026 11:31:45 AM

-----Original Message-----
From: Ruth Reeder <rt.reeder@gmail.com>
Sent: Sunday, February 22, 2026 6:29 PM
To: Hillary Orr <Hillary.Orr@alexandriava.gov>
Subject: [EXTERNAL]Support of Braddock Rd Improvements Project

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

My name is Ruth Reeder and I live at the southwest corner of Braddock Road and Commonwealth Avenue. I've lived there with my husband for almost 40 years and during that time, have watched our intersection morph from a four-way stop to what it is today, a traffic nightmare.

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Bicycling has been my major form of transportation since my college days. After moving to Alexandria in the late 80s I became a founding member of the Alexandria Bicycle and Pedestrian Committee. I have always believed bicycles to be a viable, healthy, and eco-friendly form of transportation. The popularity of e-bikes and scooters has just increased the demand for a safe, well developed and connected network of bike lanes.

I applaud the City's foresight in addressing this thorny issue with their Braddock Road Corridor Improvements Project.

"Build it and they will come!"

Thank you,
Ruth Reeder
2 W. Glendale Ave.
202.215.0367

_____
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From: Ryan Reyna
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Item 9 - Staff Recommendation
Date: Monday, February 23, 2026 2:46:56 PM

Dear Members of the Parking & Transportation Board,

In my capacity as a School Board Member for Alexandria City Public Schools - District A, I am writing to express my strong support for the staff recommendations regarding Item 9.

It is vital that we move forward with these recommendations to improve pedestrian and bicycle safety. This corridor was identified for safety improvements during the City's 2023 Safe Routes to School audit at GWMS. While the City and the Board have made meaningful investments since then, including the installation of a speed camera, I continue to hear concerns from families regarding the safety of students walking and biking to school.

I concur with staff that the City should proceed with the proposed protected bike lanes on Braddock Road from Russell Road to West Street. Additionally, I fully support the recommendations to improve pedestrian safety through shorter crossing distances, protected crosswalks with better visibility, and improved sidewalk buffers.

Thank you for your time and your commitment to the safety of our community.

Ryan

--
Ryan Reyna
School Board Member, District A
Alexandria City Public Schools
703-967-9788

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From: Samantha Ahdoot
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Thank you for adding protected bike lanes
Date: Friday, February 6, 2026 2:59:39 PM

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

Hello,
I bike to the Potomac Yard trail from Russell Road and along Commonwealth Avenue to various spots in the city. I will greatly appreciate dedicated bike lanes so that I can do these trips more safely.
Thank you
Samantha Ahdoot
104 West Walnut Street
22301

_____
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From: sklinetob@comcast.net
To: TES-Traffic and Parking Board
Cc: Alyia Gaskins; Sarah Bagley; John Chapman; Canek Aguirre; Abdel Elnoubi; Kirk McPike; Jacinta Greene
Subject: [EXTERNAL]My family opposes the proposed Braddock Road Changes
Date: Monday, February 23, 2026 9:34:51 AM

You don't often get email from sklinetob@comcast.net. Learn why this is important

Members of the Traffic and Parking Board –

We oppose the proposed changes to Braddock Road. Specifically, we oppose elimination of parking spaces in front of residences and a church (diminishing quality of access for the disabled), creation of protected bike lanes with separators, and elimination of left-hand and right-hand turn lanes on Braddock.

These changes will degrade the quality of life for everyone currently residing in and paying taxes to the city in the area. Residents already frustrated at the difficulty of leaving our neighborhood at many times of day will be further stymied as traffic backs up with turn-lanes eliminated, with many unable even to leave their driveways – a problem which will only get worse. Frustrated commuter drivers will divert onto quieter streets endangering residents, specifically children, the elderly, and residents with pets. This is already happening with some frequency. For example, already during rush hour our very quiet and difficult to reach street becomes a high-speed thoroughfare from Braddock west to Russell and King, endangering the two adult dependents and children who live on our quiet block, not to mention our neighbors' property, on this very narrow street with little to no off-street parking. The measures proposed will degrade property values in the are with no meaningful input (or, frankly, input ignored as is the practice of this city) from impacted taxpaying property-owning citizens.

Furthermore, the city has failed to demonstrate entirely how coddling a tiny minority of bike-riders, many of whom have opined that even as avid cyclists they will not use Braddock Road for cycling after the changes, can possibly be justified in light of the significant negative impact the project will have on the majority of tax-paying property owners and car-drivers in the affected area.

Please do not vote to approve this plan.

Sincerely,

Sametta Barnett and family

Rucker Place

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From: Sandra Gogol
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Opposition to Removal of Parking on E Braddock Rd.
Date: Monday, February 9, 2026 12:18:21 PM

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

Traffic and Parking Board,

I am writing to oppose removal of street parking on E Braddock Rd as part of the Braddock Road Corridor improvements effort.

This proposal impacts me disproportionally, as I do not have off street parking options, and I am recovering from a serious injury. The removal of parking creates a tremendous burden.

At a recent Rosemont Citizens Association meeting I expressed concerns regarding the reduction of parking and the impact to myself and other residents to a City of Alexandria Representative, Alexandria Carrol.

I also expressed concerns that the available footprint of Braddock Rd may not support certain protected bike lane designs without impacting existing infrastructure and potentially reducing resident frontage on sections of Braddock, as prior congestion management efforts deliberately narrowed and redirected the road. The response was that this information is not available, and that studies would be conducted after city approval. I advise that approving an action prior to understanding impact is a reckless approach.

I expected that the city would have conducted a feasibility study prior to approval that would evaluate the knock- off impacts from the proposed actions; such as:

- impeding access to homes on Braddock with small families and /or disabilities or limited mobility.
-impact to infrastructure and property
-removal of legal loading areas to drivers, ride shares, and contractors, forcing them to walk on side streets and cross at uncontrolled points and potential increased jaywalking at uncontrolled points on Braddock.
- interference to emergency vehicles, since cars will no longer be able to pull over.
-increased traffic congestion on this major east-west corridor during days of trash and leaf collection.

I plan on being at the Traffic and Parking Board meeting scheduled for February 23rd, and a willing to discuss any of these points further.

Respectfully,
Sandra Gogol

Sent from my iPhone

_____
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From: Sandra Gogol
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Follow-up
Date: Wednesday, February 18, 2026 10:53:45 AM

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

Traffic and Parking Board,

This is a follow on to my previous email opposing removal of parking on Braddock Road.

Please see photos taken today (2/18/26) on and around 26 E Braddock Road depicting the number of service vehicles and the impact of these service vehicles on traffic when there is insufficient room to pull over. As you can see these vehicles are parked mostly off the road, but insufficient clearance stops traffic, or forces vehicles to enter the opposing lane to pass (such as depicted in the photo of the city bus).

If parking spaces are replaced with protected bike lanes, there will be no shoulder or parking space for service vehicles to pull onto. This can increase congestion, or increase incidence of risky and illegal passing.

Respectfully,
Sandra Gogol

_____
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Sent from my iPhone

From: Sarah Duncan
To: TES-Traffic and Parking Board
Cc: Alyia Gaskins; Abdel Elnoubi; Jacinta Greene; John Chapman; Canek Aguirre; Sarah Bagley
Subject: [EXTERNAL]Concern regarding Braddock Road "improvement"
Date: Sunday, February 22, 2026 10:12:45 PM

You don't often get email from sarah.c.duncan@gmail.com. Learn why this is important

Good evening,

I am writing to express concern regarding the proposed "improvement" plan for the Braddock Road corridor, particularly between Mt. Vernon Ave. and West Street.

As a resident of Little Street three houses from Braddock Road, I am concerned that the city plans to make changes that will drastically impact the surrounding neighborhoods for the worse. I have no problem with wanting to make things safer for bicyclists, but do not think the current plan will increase bicycle traffic or improve safety, and will only end up making traffic worse.

If the city wants to implement bollards for cyclists, please do so. But eliminating turn lanes is going to make traffic so much worse, as would be evident from anyone who spent even 15 minutes watching the traffic between Mt. Vernon and West on any weeknight between approximately 3:30 and 6:30 pm. I have a kid at Brooks and another in daycare at USPTO, and it routinely takes me 45-55 minutes on any weeknight to collect them both (at most about 1.5 miles total).

As anyone has seen from the ill-advised bump out at the intersection of Henry and Wythe in front of that new housing development, literally no one in this area knows how to pull into the intersection to turn left. It therefore results in sometimes only ONE car getting through during an entire light cycle. The idea of this happening at every intersection along that stretch of Braddock is mind boggling. Please do not eliminate the turn lanes at Mt. Vernon or decrease the lane numbers anywhere between Russell and Braddock. Worse traffic does not make people better drivers. If anything, it makes them more willing to push the limits of the law--turning right (or left) on red, running lights, and generally being more, not less, aggressive.

Please think this through more before making these changes.

Sincerely,

--
Sarah Duncan
705 Little Street
Alexandria, VA 22301

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From: Sarah Ford
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock road removal of parking proposal comment
Date: Monday, February 23, 2026 1:55:08 PM

You don't often get email from sarahrandford@gmail.com. Learn why this is important

Hello,

I am a resident of Rosemont. I do not live on the section of Braddock affected by these changes, but I drive Braddock regularly and I have been deeply moved by the outcry of the residents and church whose parking is being removed.

I drive on Braddock very regularly and I fully agree that the road is dangerous and needs improvements. People go far too fast down that significant hill and that is the primary issue. I do not know how removing parking addresses the issue of vehicle speed. Here is a list of concerns I have with the way this has been approached and why I believe it would **be a dramatic error of the city to proceed with the removal parking spots:**

1. **Lack of data to support plan**: The city has not provided any data on how adding a bike lane will make this section of Braddock any safer. It has also not provided any data about how many people bike on this road. I drive on this road regularly and have also walked up the sidewalk on this road. The road has a huge hill. I don't know who would bike on this road to commute. It would not be at all practical or very safe purely because of the grade of the hill - regardless of how fast people are driving.
2. **Lack of parking in Rosemont:** Rosemont already doesn't have an abundance of parking. The recent snowstorm highlighted this significantly as at least 20-30% of the available parking was covered in snow for 3+ weeks. This created a lot of stress and complexity for residents like myself who do not have driveways and are **100% reliant on street parking**. We were unable to have contractors/workers to our home and unable to be visited by friends and family because there was nowhere to park. Taking away more parking in a neighborhood that already does not have much is profoundly unfair to residents who purchased homes with the expectation of access to that parking.
3. **Impact on the church**: I am not a member of the church but I have been privileged to attend community events in the space. The Lutheran church is one of the few places of worship in Rosemont that uses its space to serve more than its own congregation. There are multiple other places of worship with significant parking lots who do nothing for the Rosemont community at all but remain untaxed, large landholders in our neighborhood. The Lutheran church, in contrast, opens its doors and provides a third space that our community needs. They do not have a parking lot and **removing the street parking they do have impacts their ability to serve our community** and people's ability to worship freely - especially those who need the handicapped parking.
4. **Broken trust with the community you serve**: This is a more philosophical point, but I find it deeply upsetting, in a moment in which our Federal government has betrayed the entire country and our community in particular, that our own city government is moving ahead with a proposal that has had wide outcry against it from the very people it impacts most and is providing **no data-backed evidence** to the community for what good it will do. This is how people lose trust in institutions and how democracy fails. I have never written an email to comment on something like this before, but I feel obligated to stand with my neighbors in solidarity against a governmental body who is not respecting the desires of its constituents.

Thank you for your time and consideration to this matter,
Sarah
Rosemont Resident

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From: Scott Davis
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Supporting Staff Recommendations for the Braddock Road Trail Access and Corridor Improvement Project
Date: Sunday, February 15, 2026 2:16:00 PM

You don't often get email from mscottdavis@icloud.com. Learn why this is important

Dear Traffic & Parking Board,

I support the staff recommendation for the safest biking and walking options for the Braddock Road Trail Access and Corridor Improvement Project, Options 1B, 2A, 3, 4B, 5A and 6C because these make this road the safest for ***all*** users: drivers, walkers and cyclists.

In order to use the Metro, I often ride my bicycle to the Braddock Road stop and would welcome a safer ride, which these measures will enable.

Sincerely,

Scott Davis
1003 West Braddock Rd.
Alexandria, VA 22302

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From: Scott Ponsor
To: TPC-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Projects Comments
Date: Monday, February 23, 2026 8:12:26 AM

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

Members of the Traffic and Parking Board,
I'm writing to express my strong opposition to the proposed Braddock Road Project. I have lived three houses off of Braddock Road for the last 10 years where it intersects with Russell Road. I often ride my bike on Braddock Road and would likely benefit from the new bike lanes. However, this marginal benefit would come at a great cost to my neighbors and community. The bike lanes will remove street side parking directly in front of my neighbors homes, increase congestion at the already troubled intersection of Braddock and Russell by removing dedicated turn lanes, and hinder the access to Good Shepherd Lutheran Church. This last point is a particular concern with me as a member of that congregation. Good Shepherd Lutheran Church has made dedicated efforts to be inviting to all people. We have hosted multicultural events with our Jewish and Islamic brothers and sisters. We have made our facilities available to musical and cultural groups within the city. I'm particularly proud that we've just recently celebrated our status as a "Reconciling in Christ" congregation (https://gcs02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fmetrodocks.org%2Fres%2Fkdata~05%7C02%7Ctrafficandparkingboard%40alexandriava.gov%7Cc3cd83cd8c7a4867874d08da72dd258d%7Clead9b3143754aeeadccc76ad32a6908b%7C0%7C0%7C638074491462401174%7CUnknown%7CTWFpbGZsb3dkeyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIkAiOiXwW4eMdkdkFOIjoiTWFpbCIsInRlIjoyfQ%3D%3D%7C20000%7C%7C%7C%7C&sdata=o4i1mTdBQFUcs1oGu037jVNTbh53cIT09wnhj4vjBz8A%3D&reserved=0).
All of these efforts will be blunted
by removing the parking for the church along Braddock Road.
Instructing guests, the elderly, families with small children and the disabled to park around the corner and walk to the door they can access, is antithetical to our mission to build a welcoming community.
Please reconsider the inclusion of these protected bike lanes. While they may benefit me personally at times, they come at too great a cost to the rest of my community.

Scott Ponsor
1215 Russell Road
Alexandria VA 22301

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

From: Sharla Draemel
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Corridor updates
Date: Sunday, February 22, 2026 3:53:54 PM

You don't often get email from sdraemel@yahoo.com. Learn why this is important

Dear Members of the Traffic & Parking Board,

I am writing in support of the staff-recommended concept for the Braddock Road Corridor Improvements Project. I enjoyed regularly commuting and doing errands by bicycle when stationed overseas, but do not do so in Alexandria because of its poor infrastructure supporting alternative transportation. I generally do not feel safe when biking in our city, and as such take far more short trips by car than is good for our city and our environment. I support continuing Alexandria's progress (which is slow but in the right direction) towards a more inclusive use of roads, rather than prioritizing only cars. I understand that this involves trade-offs, and there will be localized inconveniences as this transition occurs. I appreciate and understand those who see those inconveniences as too high a price. However, I respectfully disagree, and hope you will keep an eye towards a future Alexandria with better biking and pedestrian infrastructure and fewer cars. I believe that moving this direction is essential as we continue to increase in density, and simply cannot continue on the same path with more and more cars.

I particularly support the proposed improvements between N West Street and Commonwealth Avenue, including safer pedestrian crossings, clearer and continuous bicycle facilities and better connectivity to Commonwealth Avenue and nearby transit and schools. This segment, and future ones like it, are key to creating a more modern, livable city. I encourage the Traffic & Parking Board to support the recommended concept and move the project forward. I would also note that I live in Rosemont and do not agree with the advocacy on this issue by the Rosemont Citizen's Association.

Thank you,

Sharla Draemel

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From: Simon Trumble
To: TES-Traffic and Parking Board
Cc: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Braddock Road Proposal (Russell Rd to Mt. Vernon Ave) + Data Audit
Date: Thursday, February 19, 2026 4:22:58 PM

You don't often get email from strumble@me.com. Learn why this is important

Date: February 19, 2026

Dear Members of the Board and Council,

I write as an engaged citizens to oppose the parking removal on Braddock Road. Our objection is not based on resistance to change, but on a careful review of the City's own data.

This proposal appears to be a **solution in search of a problem** one that contradicts the documented behaviors, safety records, and priorities of Alexandria residents.

TO BE CLEAR - I DO NOT SUPPORT THE REMOVAL OF CAR PARKING ON BRADDOCK ROAD.

A. I write in Supporting Reasoned Accommodation on Braddock Road (25 mph)

NACTO + NTSB Guidance:

Based on national safety guidance, at a 25 mph posted speed, lower-stress bicycle facilities such as shared or constrained lanes are consistent with NACTO's AA&A criteria and NTSB safety principles. **Full protected bike lanes are recommended where vehicle speeds exceed 25 mph or traffic volumes are high; on lower-speed corridors like Braddock, context-appropriate shared accommodations can provide reasonable safety improvements without full removal of all vehicle lanes. This is the current situation and should remain.**

B. Supporting Reasoned Accommodation on Braddock Road (25 mph): NACTO + NTSB Guidance

1. Vehicle Speeds & Facility Selection *NACTO Urban Bikeway Design Guide*

The *NACTO Urban Bikeway Design Guide* provides practical guidance linking **motor vehicle speed and appropriate bikeway types**: traffic speed and volume strongly influence which facilities are suitable for cyclists, especially those of all ages and abilities. Under this guidance:

• **Protected bike lanes** (physically separated) are recommended on streets with **speeds above 25 mph or higher traffic volumes** to achieve "All Ages & Abilities" (AA&A) conditions.

• Where **motor vehicle speeds are controlled at 25 mph or lower**, a range of lower-stress facilities including **shared spaces, bike boulevards, constrained bike lanes with buffer, or advisory bike lanes are considered appropriate**, *provided volume and context support them*.

• Conventional or constrained bike lanes with buffers are appropriate when motor vehicle speeds are **≤ 25 mph** and volumes stay within certain thresholds.

Practical takeaway for Braddock Road:

Since Braddock Road is posted *at 25 mph*, NACTO's own selection table indicates that **low-stress, non-protected bicycle facilities** such as shared lanes, constrained lanes with buffer, or advisory lanes — are *reasonable*

accommodations when vehicle speeds and volumes are managed at or below this threshold.

2. NTSB Bicycle Safety Report Safety Context, Speed, and Infrastructure

The *National Transportation Safety Board* (NTSB) 2019 safety research on bicyclist crashes finds the following relevant principles:

• **Separated bicycle facilities can reduce bicycle–vehicle crashes and injuries**where appropriate infrastructure is feasible.

• **Reducing motor vehicle speeds improves bicyclist safety** by decreasing both the likelihood and severity of serious crashes.

• In cases where it isn't feasible to physically separate cyclists from traffic, **alternative safety measures (such as road diets, lower speeds, and dedicated bike infrastructure that fits the context)** are valid safety countermeasures. Reducing lane widths or number of travel lanes a form of road diet can both lower vehicle speeds and provide space for bicycle facilities.

• The report also shows that **crash severity increases with higher speeds**, and that a **25 mph or lower speed limit is associated with lower serious injury risk compared with higher limits**.

Importantly, the NTSB does **not prescribe that protected bike lanes are always required on every road with a 25 mph speed limit**; instead, it encourages adoption of *context-appropriate* countermeasures that balance safety, network connectivity, and roadway conditions.

In Summary for Braddock Road (Commonwealth → Mt Vernon)

- **Braddock Road's 25 mph posted speed is within the range where NACTO guidance supports shared or constrained bikeway accommodations**, especially where the roadway width and urban context make physically separated lanes structurally difficult.
- **NTSB bicycle safety research supports reducing vehicle speeds and using appropriate bikeway facilities** but does not mandate protective infrastructure in every instance; it frames infrastructure decisions within a broader context of speed management, network design, and crash risk reduction.

Further - I also ask you to remand this proposal from staff to address the following three contradictions:

1. Mismatch Between Proposed Intervention and Documented Mode Share

The City claims this project meets a pent-up demand for biking. Your own data refutes this.

- According to **Figure 1 on Page 5** of the *2023 Resident Transportation Needs Assessment*, **80% of residents** effectively never use a bike (75% "Never", 5% "One Time").
- According to **Page 13** of the same report, **50% of residents** explicitly agreed with the statement: *"I do not want to use a bicycle as a means of transportation"*.
- In contrast, **73% of residents** rely on a private vehicle as a driver on a weekly or daily basis (**Page 5**).

By removing parking to prioritize bike lanes, you are dismantling infrastructure used by the vast majority to serve a demographic that half the city has explicitly rejected.

2. Safety Data Does Not Indicate Elevated Risk on This Segment

Vision Zero interventions must be based on evidence. A review of the City's crash data reveals that from 2017 to 2025, there have been **zero bicycle accidents** on the segment between Russell Road and the Railroad tracks.

Staff appears to be justifying this intervention by citing "Safety Priority" designations that apply to the *West End* segment (Mt. Vernon to West St), where 12 accidents occurred. We ask Council to reject the use of **"Safety data from a different segment of the corridor"** to justify construction on a safe corridor.

3. A Solution That Creates New Liability (ADA)

The *Alexandria Mobility Plan* prioritizes equity, yet this proposal creates new physical barriers for vulnerable residents.

- The plan proposes relocating ADA parking for the Good Shepherd Church to Hancock Avenue.
- Hancock Avenue currently has **no sidewalk**.
- The proposal also eliminates on-street parking for 13 households that have **zero off-street parking** options.

Forcing disabled congregants to navigate a roadway to reach a sanctuary is a liability, not an improvement. We urge you to pause this project and align your designs with the data your residents have already provided.

A. Supporting Reasoned Accommodation on Braddock Road (25 mph)

NACTO + NTSB Guidance:

Based on national safety guidance, at a 25 mph posted speed, lower-stress bicycle facilities such as shared or constrained lanes are consistent with NACTO's AA&A criteria and NTSB safety principles. Full protected bike lanes are recommended where vehicle speeds exceed 25 mph or traffic volumes are high; on lower-speed corridors like Braddock, context-appropriate shared accommodations can provide reasonable safety improvements without full removal of all vehicle lanes.

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• **Separated bicycle facilities can reduce bicycle–vehicle crashes and injuries**where appropriate infrastructure is feasible.

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• In cases where it isn't feasible to physically separate cyclists from traffic, **alternative safety measures (such as road diets, lower speeds, and dedicated bike infrastructure that fits the context)** are valid safety countermeasures. Reducing lane widths or number of travel lanes a form of road diet can both lower vehicle speeds and provide space for bicycle facilities.

• The report also shows that **crash severity increases with higher speeds**, and that a **25 mph or lower speed limit is associated with lower serious injury risk compared with higher limits**.

Importantly, the NTSB does **not prescribe that protected bike lanes are always required on every road with a 25 mph speed limit**; instead, it encourages adoption of *context-appropriate* countermeasures that balance safety, network connectivity, and roadway conditions.

In Summary for Braddock Road (Commonwealth → Mt Vernon)

- **Braddock Road's 25 mph posted speed is within the range where NACTO guidance supports shared or constrained bikeway accommodations**, especially where the roadway width and urban context make physically separated lanes structurally difficult.
- **NTSB bicycle safety research supports reducing vehicle speeds and using appropriate bikeway facilities** but does not mandate protective infrastructure in every instance; it frames infrastructure decisions within a broader context of speed management, network design, and crash risk reduction.

Sincerely,

Simon Trumble

Resident on Braddock Road - who uses street parking.

205 East Braddock Rd.
Alexandria, VA 22301

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Coalition for Smarter Growth
DC • MD • VA

February 23, 2026

Chair Ann Tucker
Traffic & Parking Board
City of Alexandria

Dear Chair Tucker and Board Members,

The Coalition for Smarter Growth (CSG) supports a safer, more connected Braddock Road and asks that you approve the staff recommended design for the Braddock Road Corridor Improvements Project. CSG advocates for walkable, bikeable, inclusive, and transit-oriented communities as the most sustainable and equitable way for the Washington, DC region to grow and provide opportunities for all. Three of our staff live in the City of Alexandria and walking, biking, and transit are their most frequent modes of transportation.

The Braddock Road Corridor Improvements Project is an opportunity to fix the dangerous conditions existing today and create a more connected, comfortable, and safer corridor for everyone. Following robust community engagement and in support of the City's Mobility Plan and Vision Zero Action Plan, staff is recommending vital biking and walking improvements for the corridor that will make Braddock Road safer and more connected for all users – people walking, biking, taking transit, and driving.

The recommended design will expand access to transit and multimodal transportation options by enhancing first and last mile connections to the Braddock Road Metro station, which is served by the Blue and Yellow Metrorail lines, Metroway, several local bus routes and Capital Bikeshare.

Improvements will provide safer, more comfortable access to the Potomac Yard Trail, and the Metro Linear Trail, expand safe routes for walking and biking to George Washington Middle School and other nearby schools, and better connect Alexandria neighborhoods from Old Town to Rosemont to Del Ray to jobs and services.

The recommended design will:

- Create **safer crosswalks** at intersections with **shorter crossing distances** and **improved visibility**.
- Install a **two-way bike lane** that improves connections to the Braddock Road Metro Station, the Potomac Yard Trail, and the Metro Linear Trail (Braddock Rd to Cameron/King St).
- Ensure **continuous bike lanes** between West Street and Russell Road, filling a crucial gap in the city's bicycle network.
- Reduce the number of travel lanes providing shorter crossing distances and helping to reduce speeding.

- Remove underutilized parking to make way for the needed safety improvements, while maintaining disability parking through relocation.
- Advance **Alexandria's Mobility Plan and Vision Zero Action Plan**.

The safety of people traveling along Braddock must be prioritized over parking. City analysis shows that parking is underutilized along Braddock Road and that there is additional capacity on side streets. Removing on-street parking lanes together with the reduction in travel lanes between Mt Vernon Ave and West St is needed to provide the new infrastructure, calm traffic, and ultimately maximize the protection of vulnerable road users.

This project is a chance to provide a safer, more connected Braddock Road. We ask that you vote in favor of staff's recommended design and advance the safest set of options for the corridor.

Sincerely,

Sonya Breehey
Northern Virginia Advocacy Director

From: Stephanie Elms
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Please Support Braddock Road Safety Improvements (Docket Item #9)
Date: Sunday, February 22, 2026 8:47:29 PM

You don't often get email from stephanie.elms@gmail.com. Learn why this is important

Hello! My name is Stephanie Elms. I live at 3 W. Mount Ida Ave in Del Ray and regularly use Braddock Road in my travels.

I am writing to ask that you implement the protected bike lanes and pedestrian safety improvements at the intersections on Braddock Road from West Street to Russell Road as recommended by T&ES staff (Options 1B, 2A, 3, 4B, 5A and 6C).

As someone who is retired, I greatly appreciate having alternatives to driving for getting around the city. Given my comfort level, bike lanes play a big role in making this a feasible option for me. I am thankful to live in a city that makes bike lane and pedestrian safety a priority. Unfortunately, Braddock Road's lack of bike lanes and the requirement to "take the lane" (and bike in traffic!) is a big gap in our biking infrastructure and makes it more difficult to navigate the city safely.

The proposed changes will improve the livability for everyone in the neighborhood by providing safer access for pedestrians and cyclists while adding minimal delay for drivers. It will eliminate a dangerous gap in the city biking network while being safer for everyone - drivers, walkers and cyclists.

I have also read many of my neighbors concerns and feel confident that these concerns can be successfully addressed and I encourage the city to continue working on finding solutions for those.

Thank you for prioritizing the safety of all of us out on the roads and especially for the conscientious effort of the staff in doing the hard work to prioritize and balance the transportation needs of all Alexandrians.

Stephanie Elms

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From: Greg Cottrell
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Opposition to Braddock Road Bike Lane Project
Date: Saturday, February 7, 2026 12:16:25 PM

You don't often get email from gcottrell@ymail.com. Learn why this is important

Members of the Traffic and Parking Board -

I am emailing to voice my opposition to the city's proposal to eliminate curbside parking and install bike lanes on Braddock Rd. from Russell Road to the Braddock Road Metro station.

As a Braddock Road resident, I feel eliminating street parking would add to additional congestion in the neighborhood and create new safety concerns. Additional congestion would occur because families with multiple vehicles and limited driveway space would be forced to park vehicles on other already crowded streets in the neighborhood. Side street parking would also happen anytime these families had visitors or workers in their homes.

Also be aware the congregation of the Good Shepheard Lutheran Church parks along Braddock Road during Sunday services. The church also hosts meetings of community groups several times per week, including Tuesday and Wednesday evenings and on Wednesday mornings. The choral group who uses the church on Tuesday evenings has dozens of members, most of whom park along Braddock Road. Many of the attendees to the both church services and Wednesday morning events at the church are seniors who would be severely inconvenienced by having to park further away.

My primary safety concern is there would no longer be any place for delivery vehicles to park out of traffic when making deliveries. Currently, the numerous UPS, FedEx and Amazon trucks that visit the corridor daily are able to park at the curb and get out of the flow of traffic. With parking eliminated, the trucks will stop in the traffic lanes when making deliveries, thus further hindering traffic. Also, please be reminded this section of Braddock Road is heavily used by emergency vehicles. Any traffic hindrance would delay emergency vehicles using Braddock Road.

The attached photos were taken in 2025 on a Thursday afternoon and a Sunday morning. As you can see, both neighborhood residents and the Good Shepherd congregation extensively use the curb parking lanes.

My belief is proper traffic and speed enforcement would make the Braddock Road corridor safer. Years ago, the solar power speed sign on this section of Braddock Road got the attention of drivers, most of whom slowed down when notified they were speeding. Since the removal of that device, speeds have increased on the corridor.

As a cyclist myself, I'm amazed alternatives routing cyclists onto adacent, less busy streets have not been considered as part of this proposal. I would suggest following the lead of what Arlington County has done along the Columbia Pike corridor. Along

that corridor, the county marked adjacent/parallel streets as bike routes. Why can the city not continue the bike route and lane that originate at Glendale and Main Line? If the current bike route and lane that begins there, and continues out Glendale to Mt. Vernon, is extended on Glendale and then onto Luray or another adjacent street, cyclists would have a low traffic, no traffic light path from Russell Road to the Braddock Road Metro. This is the route I take when cycling east from my home.

My primary safety concern as a cyclist in this neighborhood is not the lack of bike lanes. It's the lack of maintenance and upkeep of the current bike lanes that *are* used by cyclists. The bike lanes on Commonwealth Avenue are filled with segments of cracked pavement south of Mt. Vernon Avenue. North of Mount Venon, the bike lane pavement deteriorates even more. North of Reed, the pavement is in such disrepair that I need to zig zag constantly to avoid damage to my bike wheels from cracks in the pavement and potholes. I do not understand the city's insistence on adding additional bike lanes, and removing parking, on streets that are lightly used by cyclists when the city refuses to properly maintain the streets and bike lanes that are heavily used by cyclists, especially those who commute to National Landing, Crystal City and D.C.

Stephen Gregory Cottrell

24 W. Braddock Road

Alexandria, VA 22301

gcottrell@ymail.com

703-447-7592

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From: kenleyandkenley@gmail.com
To: TES-Traffic and Parking Board
Cc: Alyia Gaskins; Sarah Bagley; John Chapman; Canek Aguirre; Abdel Elnoubi; Jacinta Greene; Kirk McPike
Subject: [EXTERNAL]Proposed Braddock Road changes
Date: Thursday, February 19, 2026 2:13:36 PM

You don't often get email from kenleyandkenley@gmail.com. Learn why this is important

I am writing to express my opposition to the proposed changes to parking and lanes on Braddock Road. Eliminating street parking will impose particular hardship on those of us who live on Braddock Road, most of whom have no garages and only a single driveway. In order to avoid constant shuffling of cars, we will need to expand driveways to double the size, with corresponding curb cuts into the street, a significant expense for each household.

The lack of left-turn lanes will make traffic back-ups even worse than they currently are, especially during rush hour. It is already very difficult to get onto Braddock Road from residences during peak hours, and the proposed change will make it worse.

Finally, as a frequent bicycle rider, I disagree with the installation of bike lanes, which encourage riders to take a busy, more dangerous street over the less-used, safer back streets like Nelson, Alexandria, and Luray. Bike riders should be encouraged to stay *off* Braddock and use side streets with less traffic.

Thank you for your attention to this matter

Stephen Kenley
18 W. Braddock
317-514-5785

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From: Suzanne Berkey
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Corridor - Opposition to Current Plan
Date: Sunday, February 22, 2026 7:56:13 PM

You don't often get email from suzanne.s.berkey@gmail.com. Learn why this is important

To the Traffic and Parking Board,

I am writing as a 22-year resident of Alexandria who lives less than two blocks away from Braddock Road between Mt. Vernon Avenue and Commonwealth Road. I drive on Braddock Road on an almost daily basis, taking my teenager to Alexandria City High School as well as traveling back and forth to work. My two children have both walked to George Washington Middle School.

The proposed changes will make our community less safe, not more. The impact of the proposed changes will:
(1) Increase traffic backups in our community (where it can already be difficult to travel during rush hour)..
(2) Create gridlock when emergency vehicles attempt to get through, or deliveries are made. Without doubt this will result in cars trying to squeeze by creating blockades for all - vehicles, pedestrians, and bikers.
(2) Increase vehicular traffic on other roads near Braddock Road. We have seen first hand drivers cutting through our neighborhood when traffic was backed up. These are side streets that were never meant to be thoroughfares for vehicles, and where small children currently feel safe to play.

The proposed changes will also negatively impact our community through reduced parking, including for the churches. Parking needs continue to grow, and though spots that are currently not in use will surely be in demand soon. Rather, it would appear that the proposal removes almost 100 parking spaces. It is unclear where the city plans for these residents to park.

The city should focus on keeping Braddock Road as a vehicular thoroughfare and allow for parking for residents while also ensuring space is available for turn lanes. There is ample opportunity to look at other solutions, including looking at the side streets as more pedestrian and bicycle friendly uses.

Please consider this my opposition to the plan as proposed.

Suzanne Berkey

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From: Terry Langendoen
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road traffic plan with dedicated bike lanes
Date: Wednesday, February 18, 2026 8:45:33 PM

You don't often get email from dterence@msn.com. Learn why this is important

The main problem I see with the Braddock Road plan is that it has no connection to an overall plan for bicycle routes throughout the city, so that the disruption it creates for the neighborhoods far outweighs the convenience it provides for cyclists. I have some experience with places where such plans were largely in place. First, I commuted to work by bike for five months when I was working in Utrecht, The Netherlands, and lived about three kilometers from my workplace. My usual route included sections on streets with motorized traffic, but also on paved lanes that more or less paralleled such streets. I could also go wherever I wanted in the city and outskirts easily and safely by bike. I later commuted to work by bike for 17 years when I was working in Tucson, Arizona. I lived two miles east of my workplace on a non-arterial street that was officially designated a biking street using the entire lane in each direction, and wide enough to make parking available on both sides. My route crossed two north-south four-lane arterial roads, and one two-lane one, with special traffic lights at the intersections indicating when bicycles and pedestrians could cross the arterial roads. The few stop signs on the route were enforced by the police. I was questioned a few times for not coming to a full stop on my bike at a stop sign, once a half block from my house and threatened with a ticket.

If I were tasked to make a plan to connect the Braddock Road Metro station to points west in Alexandria by bike, I might start by putting the bike lanes alongside East Braddock Road from a point just west of the Metro overpass to connect with two non-arterial streets from Mount Vernon Avenue to Russell Road, one westbound and one eastbound at least for bike traffic, and the stop signs removed on those streets for both bikes and motorized vehicles and with traffic lights like the ones in Tucson at both ends. To get to and from the starting point to the station without having to do much construction under the overpass would be to have clearly

marked paths along East Braddock Road for walking one's bike, and/or putting bicycle racks and storage places at that point in addition to the ones at the station. Making room for bike rentals is another possibility. How I would go from there, I leave open, just as the city has done in making its plan.

D. Terence Langendoen
2402 Cameron Mills Road
Alexandria, VA

Former Program Director, NSF
Professor Emeritus, University of Arizona

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From: Thomas Blackwood
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Proposal
Date: Wednesday, February 18, 2026 9:20:23 AM

You don't often get email from tom_blackwood@yahoo.com. Learn why this is important

I am writing in response to the proposed changes to Braddock Road. I think there are a couple of items that need to be looked at more closely.

First, I believe the elimination of turn lanes at the intersections will greatly impair the flow of traffic. In the evenings, there is a large amount of traffic headed eastbound towards West St. Anyone going westbound could potentially be blocked from moving by just one or two cars attempting to turn left. If this part of the plan is implemented, I think all the lights at each intersection should have their own cycle, that is only one direction at a time will have a green light with the other three directions being red. It will slow things down but it will solve the issue of a turning car holding up the entire queue of cars behind it. The city should also step up the enforcement in an effort to stop people from turning illegally on red. That should be done regardless of what is implemented. If it is not going to be enforced, take down the signs.

Second, the elimination of parking will greatly affect not only the resident on Braddock, but also the various side streets. If the parking is eliminated I think several things need to be done to handle the change. First, the city needs to do aggressive patrolling for parking sticker usage. Currently, there is almost no enforcement of parking stickers. I also believe the parking hours for sticker usage should be increased, not just 9-5 PM weekdays. It should probably be enforced 24 hours per day. It certainly should cover the business hours at Lena's and also cover weekends when people are prone to leaving cars for long periods for National Airport/Metro parking. I also think that residents without driveways should be given free stickers. Each household in the affected area should also be given a parking pass placard that they can use for visitors. Having to apply for one with the city each time it is needed would be very cumbersome and with increased enforcement it would be needed.

Lastly, a plan needs to be found to handle package delivery for houses on Braddock Road. If this proposal is implemented, you cannot have a UPS or Amazon truck blocking the only lane of traffic. I am not sure what the answer is but something will need to be figured out. The churches on Braddock also need to understand that their members will need to use on-site parking or find another way to attend services, especially if parking stickers are enforced on weekends as I prefer. It would not be fair to everyone else if the churches were exempted from the consequences of this proposal. I suppose the same goes for Lena's/dry cleaning customers.

I am hoping to attend the meeting on the 23rd but wanted these thoughts to be given/heard regardless.

Tom Blackwood
801 Ramsey Street
Resident for over 20 years

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From:	Tom Hyde
To:	TES-Traffic and Parking Board; Alyia Gaskins; Abdel Elnoubi; Jacinta Greene; Kirk McPike; Sarah Bagley; John Chapman; Canek Aguirre
Subject:	[EXTERNAL]Agenda Item #9 - Travel Lane and Parking Modifications for the Braddock Road Corridor Improvements Project
Date:	Thursday, February 19, 2026 9:58:36 AM

You don't often get email from vthyde@gmail.com. Learn why this is important

Good morning,

I wanted to take a quick moment and voice my concern with the proposed dedicated bike lanes on Braddock Road. I am in favor of marked/shared bike lanes in both directions with limited impact to existing vehicular travel and turn lanes. Given the topography of "Mount Braddock" to the west of Russell, I'm not sure how much the dedicated lanes between Russell and Commonwealth would be utilized and believe that a stepwise approach, starting with shared lanes, would be appropriate. (There are currently no markings on the portion of Braddock from Russell to Commonwealth!) We all know very well that whether they are utilized or not, once the dedicated lanes are installed they will not be removed.

I think attention needs to be given to existing infrastructure before spending dollars on new projects. Driving through early this morning, I believe 3 of the 5 street lights from the 7-11 to the crossing at the Metro were out. This made identifying pedestrians looking to cross much more difficult. Given the proximity of the crossing at the 7-11 and the high-visibility crossing at the shared use path, I think some consideration should be given to making the high visibility crossing timed, like a traditional traffic light, versus on demand during peak hours. In addition, the roads throughout Alexandria are in failing condition. I can't speak to all the roads, but I travel Braddock, Commonwealth, Wythe, Royal and Cameron on a regular basis and all five are in terrible condition, We should fix what we have before directing funds to other projects.

I would also take issue with how this project was advertised. Look at the ALXnow article from your own project webpage. I don't think this article or the project description initially provided by the City gave any indication that the City was proposing to remove eight turn lanes from this heavily traveled commuter corridor which already experiences significant traffic delays during the AM and PM rush hour. Between residents, commuters, DASH, school buses, service/trade vehicles and EMS, I don't think there is a more heavily traveled corridor within this particular portion of Alexandria. This is going to impact thousands of people a day and I would venture a vast majority of those folks have no idea the extent of this project proposal.

If you read this far, I appreciate it. I understand your job isn't easy.

If you have any questions, I'm happy to address them.

Tom Hyde
301-440-0907

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From: Tom Klancer
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support Braddock Road Bike Lanes (Item 9)
Date: Monday, February 23, 2026 12:21:34 PM

You don't often get email from tklancer@gmail.com. Learn why this is important

To whom it may concern,

I strongly support the bike lanes on Braddock Road, even though I'm not a cyclist. The most important thing is for *every* user of our roads and trails to make it to their destination safely. As a driver, deconflicting bike and car lanes helps do that. Providing good pedestrian infrastructure does as well.

In addition to safety reasons, there are straightforward network reasons to support this change. With Metro right there, Braddock is an essential part of a complete transportation network for cyclists and pedestrians. In addition, because of the tracks the Braddock underpass is a choke point for all forms of east-west traffic, so paths leading to and from that require accommodation.

The best use of public space is always a challenge, but it's clear that parking is not the best use of that space in this situation. I don't want to ignore the inconvenience that this change will cause for people who are used to the current setup, but the benefits of public safety and a complete network for *all* road users clearly outweigh the inconvenience.

Finally, I'd like to thank the city staff for doing their best to balance competing needs and opinions to come up with a plan that will improve the city. I hope the board will support the staff's recommendation.

Sincerely,
Tom Klancer

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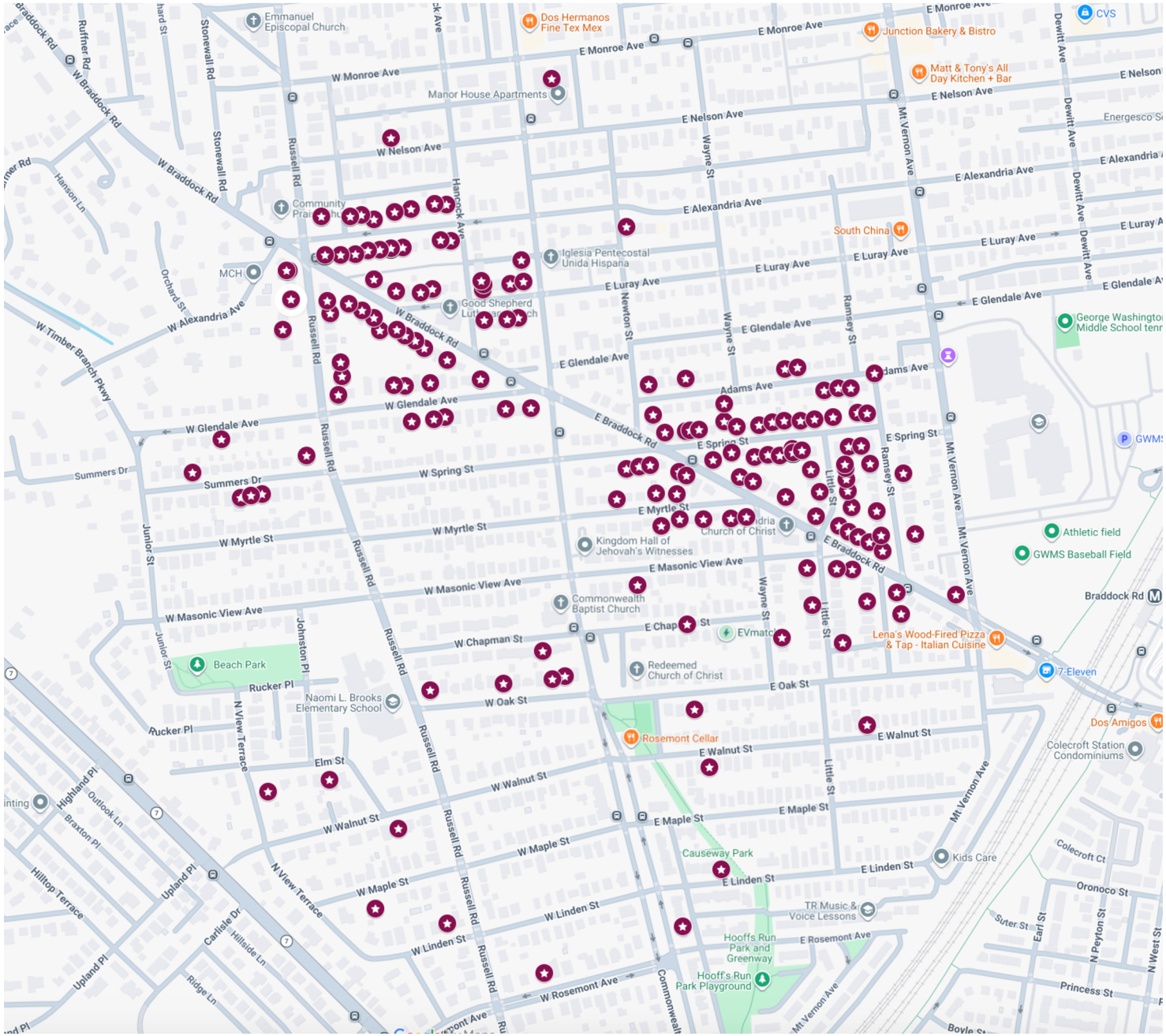
Map of Petitioners Opposing the Braddock Road Improvement Project as Currently Proposed - February 23, 2026



This map is not inclusive of all signatures from the attached petition. It is limited to those addresses on East and West Braddock Road and the immediate cross streets. The complete map can be located via this QR code:

Thomas Van Wagner
202 East Braddock Road
Alexandria, 22301-2116
uncletvw@yahoo.com

February 19, 2026

From: Tom Van Wagner

To: Mayor, Vice Mayor, City Council, and City Staff

Subj: Strong Oppostion to Braddock Corridor Improvement Project Recommendation

I have lived in the Braddock Road area for 37 years. I am a biker and I've been a bike commuter to The Pentagon and Pentagon in years past. I support the continued use of Sharrow markings on Braddock Road and I oppose the removal of on-street resident parking for the installation of bike lanes from Mt Vernon Avenue to Russell Road.

The bike lanes are not warranted. Since the City installed the Sharrow pavement markings, they have raised awareness for all and there has not been a single bike-involved accident along the impacted stretch of road since at least 2017.

The bike lanes are not wanted. The Rosemont Citizens Association had record high attendance at it's recent meetings where the bike lanes were briefed, discussed, and put to a vote. The most recent vote was 60-12 against the bike lanes. Moreover, since the T&ES staff indicated they were recommending the option least desired by RCA, citizens went door-to-door to solicit direct input from residents and in 10-days time more than 125 households on Braddock or on the

adjacent side streets signed a petition **opposing** the removal of parking, while supporting continued use of Sharrow markings.

The City Staff appear to be tipping the scales to accommodate a very small number of bike commuters (8-10 by their count) who will use the road a few minutes a day, five days a week, over the desires of more than 100 households – a majority in the affected area, who will be impacted 24 hours/ day, 7 days each week.

Disfavoring Senior Citizens over 30-somethings. I am incredulous that the City would consider it reasonable to ask residents in the impacted area, many of whom are in their 60s, 70s, and 80s, to accept the loss of curb parking and have to schlep groceries and supplies from 1-3 blocks away **rather than ask bikers**, who are typically in their 20s and 30s and who use the road for only a few minutes a day **to commute down safer adjacent route**s.

I recommend the Traffic and Parking Board de-couple the 2 sections of the proposal from Mt Vernon up to Russell Road from their recommendation, and leave in place the proposal to fix the messy, unsafe stretch of road between West Street and Mt. Vernon.

Sincerely,

Tom Van Wagner
202 East Braddock Road

From:	Tom VanAntwerp
To:	TES-Traffic and Parking Board
Cc:	CouncilComment@alexandriava.gov
Subject:	[EXTERNAL]Full support for staff"s proposal for Braddock Road safety improvements
Date:	Wednesday, February 18, 2026 6:11:16 PM

To the Traffic and Parking Board,

I'm writing to express my full support for the city staff's recommendations for safety improvements to Braddock Road.

As a resident of Del Ray who frequently walks through that area, Braddock Rd can be a very scary place. The improvements around the train and Metro bridges are especially badly needed—so many children walk that narrow sidewalk next to busy traffic to get to school each morning, and I'm amazed it hasn't resulted in injury or death already. I've personally seen pedestrians nearly hit and killed trying to navigate this area.

I also fully support the addition of protected bike lanes along Braddock Rd. I've seen and heard a lot of vocal opposition to this, and I understand their concerns. But, as the vote by Del Ray Citizens' Association shows, it is a minority view in the neighborhood. The improvements to Braddock Rd will serve and protect many more Alexandrians than would the preservation of rarely-used on-street parking for a small number of Braddock residents—nearly all of whom already have private driveways.

I'd like to add that I greatly appreciate all of Alexandria Carroll's public engagement work for this project. She's been unbelievably patient and knowledgeable, and has taken a lot of time to share that knowledge with the community. I recently read public comments from city residents who live on Braddock Rd that were outright defamatory toward her. In addition to expressing my support for the safety improvements to Braddock Rd, I also want to commend Carroll's work on this project and to condemn the behavior of the minority of my neighbors who have abused her throughout this process. I would ask the Traffic and Parking Board to recognize Alexandria Carroll's exemplary work throughout this process, and to condemn the abusive behavior of the minority of citizens that she's been forced to endure.

Thank you,
Tom VanAntwerp
Member of DRCA Traffic Calming Committee
Residentof Del Ray and frequent pedestrian along Braddock Road

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From: tommywlee@everyactioncustom.com on behalf of Tommy Lee
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support for Braddock Road Trail Access and Corridor Improvements
Date: Thursday, February 12, 2026 6:07:51 PM

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

Dear Board Members,

I write to express my support for the staff recommended design concept for the Braddock Road Trail Access and Corridor Improvements Project. The recommendations will provide the best biking and walking improvements for the corridor making Braddock Road safer for all users - people walking, biking, taking transit, and driving. Making this corridor safer and better connected improves access to the Braddock Road Metro, area trails, schools and other places in the community.

I've personally walked along Braddock Road to get to and from the Braddock Road Merorail station and other locations in the neighborhoods of Parker Grey, North Old Town, and Old Town. The intersections at Mt Vernon Ave, the crosswalk at the 7-11, the flashing crosswalk to get to the Braddock Road Metrorail station, West Street, and Whyte Street can be challenging to cross at times, especially during the evening, sunrise, and sunset. Metrorail, Metrobus, and Dash bus passengers as well as children at George Washington Middle School and the residents of apartments, houses, and other dwellings walk, run, bike along Braddock Road.

This project is a chance to fix the dangerous conditions existing today and provide a more connected and safe corridor for everyone. I ask that you vote in favor of staff's recommended design and advance the safest set of options for Braddock Road.

Sincerely,
Mr. Tommy Lee
218 E Mason Ave Alexandria, VA 22301-1746
tommywlee@yahoo.com

_____
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From: Trip and Virginia Hook
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Please support the Braddock Road Improvement Plan
Date: Saturday, February 14, 2026 5:35:10 PM

You don't often get email from tripandvirginia@gmail.com. Learn why this is important

Greetings esteemed commissioners,

My name is Trip Hook and my wife Virginia and I have lived at 100A East Braddock Road since 2017.

If the city's Braddock Road Corridor improvement plan goes through, we will lose access to street parking in front of our home. Like nearly every other home on this stretch, we have off-street parking, but it's true - visitors to our home may have to park around the corner.

In our estimation, this is a *small* price to pay for the ability to safely come and go from our home by bike. Our block is blessed with close proximity to all of the amenities of Old Town, Del Ray, Rosemont, and Potomac Yard, as well as a Metrorail station connecting us to DC. What we lack is a safe way to access those amenities without a car. Because Braddock is unsafe for micro mobility, bikes and scooters are forced onto the sidewalk, which makes even walking along this corridor feel unsafe.

Some of our neighbors are hysterical in their opposition (evidently, their right to store their 3rd vehicle on public property trumps the safety of all Alexandrians who choose not to drive). They are proposing circuitous and inefficient bike detours to preserve "their" parking, or suggesting a "shared lane" as a compromise. We have shared lanes now, and their detours exist as quiet, safe, and slow routes now. We understand that compromise is tempting, but anything short of a dedicated bike lane on this stretch will be essentially useless in making this important connection in the city's bike network.

Thank you for your time, and for all you have accomplished so far in making this city a safer, more equitable, and more affordable place.

Trip Hook & Virginia Bush

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February 19, 2026

Re: Opposing the Braddock Road Corridor Improvements Project

Dear Mayor, Vice Mayor, Members of the City Council and Members of the Traffic and Parking Board,

I have lived on or adjoining East Braddock Road for 33 years—11 years on E. Braddock and, for the past 22 years, three doors away from E. Braddock— so I am intimately familiar with the traffic patterns of this major East-West artery.

I cycle, walk and drive on the Braddock Road corridor, and support efforts to make the road safer for pedestrians, drivers and bicyclists.

However, I am deeply concerned that the staff's recommendations for the Braddock Road corridor between Russell Road and Mt. Vernon Avenue will have the opposite effect and make the road more dangerous for all users, so I oppose efforts to replace street parking with protected bicycle lanes.

My concerns are based on the data, usage patterns, and interviews with dozens of neighbors, including young families who bicycle almost exclusively, who signed a petition opposing the project delivered to the Alexandria Traffic and Parking Boarrd on Friday, February 20.

Don't Let the Facts Get in the Way of a Good Story

The staff narrative about safety, bicycle usage on Braddock Road, and the impact of removing street parking between Russell Road and Mount Vernon Avenue, is not based in reality—a classic case of "Don't let the facts get in the way of a good story."

Replacing shared bike lanes or sharrows and street parking on both sides of Braddock Road between Russell Road and Mount Vernon Avenue with protected bicycle lanes is unnecessary and a waste of taxpayer money, especially when the city is running a budget deficit. The current configuration of Shared Road pavement markings works so

well that there has not been a single pedestrian or bicycle crash between Russell Road and Mt. Vernon Ave. since at least 2017.[1]

The Braddock Road Improvements Project is focusing on the wrong segments. According to the city's own data, the most accident-prone section is between Russell Road and King Street, where 71 vehicle crashes occurred between 2017 and 2025, and where the staff has not proposed any interventions.

Staff appears to be justifying this project by citing the "Safety Priority" designation that the Virginia Department of Transportation (VDOT) applied to the 0.2 mile stretch between Mt. Vernon Avenue and West Street, where 12 car accidents occurred between 2017 and 2025. The Council must reject the conflation of this safety data to justify the removal of parking and installation of protected bike lanes between Russell Road and Mt. Vernon.

In fact, there were only nine car accidents in the 0.6 miles between Mt. Vernon Avenue and Russell Road between 2017 and 2025, and it is the least dangerous stretch of the 3.75 miles of Braddock Road between West Street and Beauregard between 2017 and 2025.[2]

Although staff would like us to believe that 100 bicyclists use the Russelll Road to Mount Vernon corridor of Braddock Road corridor every day,[3] we subsequently learned from Alex Carroll during the Del Ray Traffic Calming Committee meeting on February 5, 2026, that the count was taken near the Braddock Road Metro Station at the intersection of Braddock and West St., and not between Mt. Vernon Ave .and Russell Road.

In fact, the data Ms. Carroll provided in response to various email requests show that no more than **eight bicyclists** went through any intersection between Mt. Vernon and Russell Road over any 12-hour period for any data that the city collected the data.

Increased Congestion, Longer Backups, Delayed Bus Schedules, More Pollution

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[1] Vision Zero crash dashboard. https://public.tableau.com/app/profile/city.of.alexandria.virginia/viz/VisionZeroCrashDashboard/VZ-Summary

[2] Vision Zero crash dashboard. https://public.tableau.com/app/profile/city.of.alexandria.virginia/viz/VisionZeroCrashDashboard/VZ-Summary

[3] Comment by Alex Carroll, Complete Streets Program Manager, at the Rosemont Citizens Association meeting, January 22, 2026.

Braddock Road is a major East-West artery in the city carrying up to 10,000 vehicles a day.[4] During rush-hour, both morning and evening, Braddock Road is routinely backed up to the intersection with East Spring Street and often to Commonwealth. See the attached photo.

The proposal will remove eight turn lanes—three at the intersection with Russell, four at the intersection with Commonwealth Avenue and one at the Mt. Vernon intersection—in the 0.6 miles of Braddock Road between Russell and Mt. Vernon, exacerbating congestion, extending traffic backups and interfering with the schedules of the Dash 104 bus and school buses.

If you have ever sat in traffic behind a car that wanted to turn left from a road without a left-turn lane, then you know what I'm talking about. Longer backups will cause increased toxic vehicle emissions and more pollution, counter to the staff's hypothesis that the project will be good for the environment.

Removing street parking from Braddock Road will put an additional strain on side streets already at their limit. Yield streets, such as the busy street I live on, used as a cut-through street by motorists seeking to avoid the traffic lights at Braddock and Commonwealth, depend on open curb space for safe two-way traffic. The recent snow and ice storm demonstrated the extent to which these streets will be further strained when more cars are crammed on to them.

Hardship for Homes and Churches Without Off-street Parking

Removing street parking will impose considerable hardship on seniors, families with young children, the disabled, and on the three homes without off-street parking at 26 E. Braddock Road, 102 E. Spring, at the intersection with E. Braddock, whose street parking will be eliminated as part of the project, and 115 W. Braddock Road.

Four churches—the Seventh Day Adventist congregation at the intersection of Braddock and Russell, and three on Braddock Road itself, also rely on street parking and removing street parking will cause considerable hardship for their members. Churches also serve as meeting places for community groups including 12-step programs.

The Good Shepherd Church on W. Braddock Road has no off-street parking and relies exclusively on street parking, including for two members of the congregation who use the hándicap space on W. Braddock Road in front of the church. Staff proposes relocating the disability parking space nearly a block away, to Hancock Avenue and Luray Avenue, violating the spirit if not the letter of the Americans with

[4] Alexandria Environmental Policy Commission letter to the Traffic and Parking Board dated December 22, 2025

Disabiities Act. The City will need to install sidewalks to make this possible. The City has not provided cost or logistical details for sidewalk installation.

Two other churches on E. Braddock Road depend on street parking. The Church of the Nazarene at 20 E. Braddock Road, has a tiny parking lot which can barely accommodate a dozen vehicles, and whose members use many parking spaces on E. Braddock Road during regular weekly services and meetings. The Alexandria Church of Christ also has a small parking lot which is inadequate for its membership.

Members of the Rosemont Citizens Association delivered petitions with 275 signatures of Alexandria residents opposing the proposal to the Alexandria Traffic & Parking Board on Friday, February 20, 2026.

Simpler, Safer and Cheaper Solutions

As a bicyclist, I prefer riding on quiet streets to connect to other trails rather than fighting traffic on E. Braddock Road and it is astonishing that the city staff have failed to consider creating bike pathways on quiet streets such as Oak Street, Luray and Glendale instead of Braddock Road. Many of my young neighbors who ride bicycles whenever posible oppose the project because they would rather not deal with traffic and toxic exhaust from vehicles on Braddock Road.

When I lived on E. Braddock Road, my neighbors and I begged the city to enforce the speed limit on the road. In response, the city installed a temporary digital speed board which helped monitor and reduce speeds. Why not do that again?

Or better still, reduce the speed limit on the Bradock Road corridor to 20 miles per hour, well within the safety guidelines of the National Transportation Safety Board (NTSB) and National Association of City Transportation Officials (NCTO).

Since the proposal does not address community concerns and questions remain about the paucity and validity of the data used to prepare the staff recommendations, I respectfully urge you to remove the proposal’s inclusión of segments 2 and 3—Mount Vernon Avenue to Russell Road, and postpone implementing the drastic changes proposed which will diminish the quality of life of our neighborhood.

Sincerely,

Vineeta Anand
11 E. Spring Street

CITY OF ALEXANDRIA

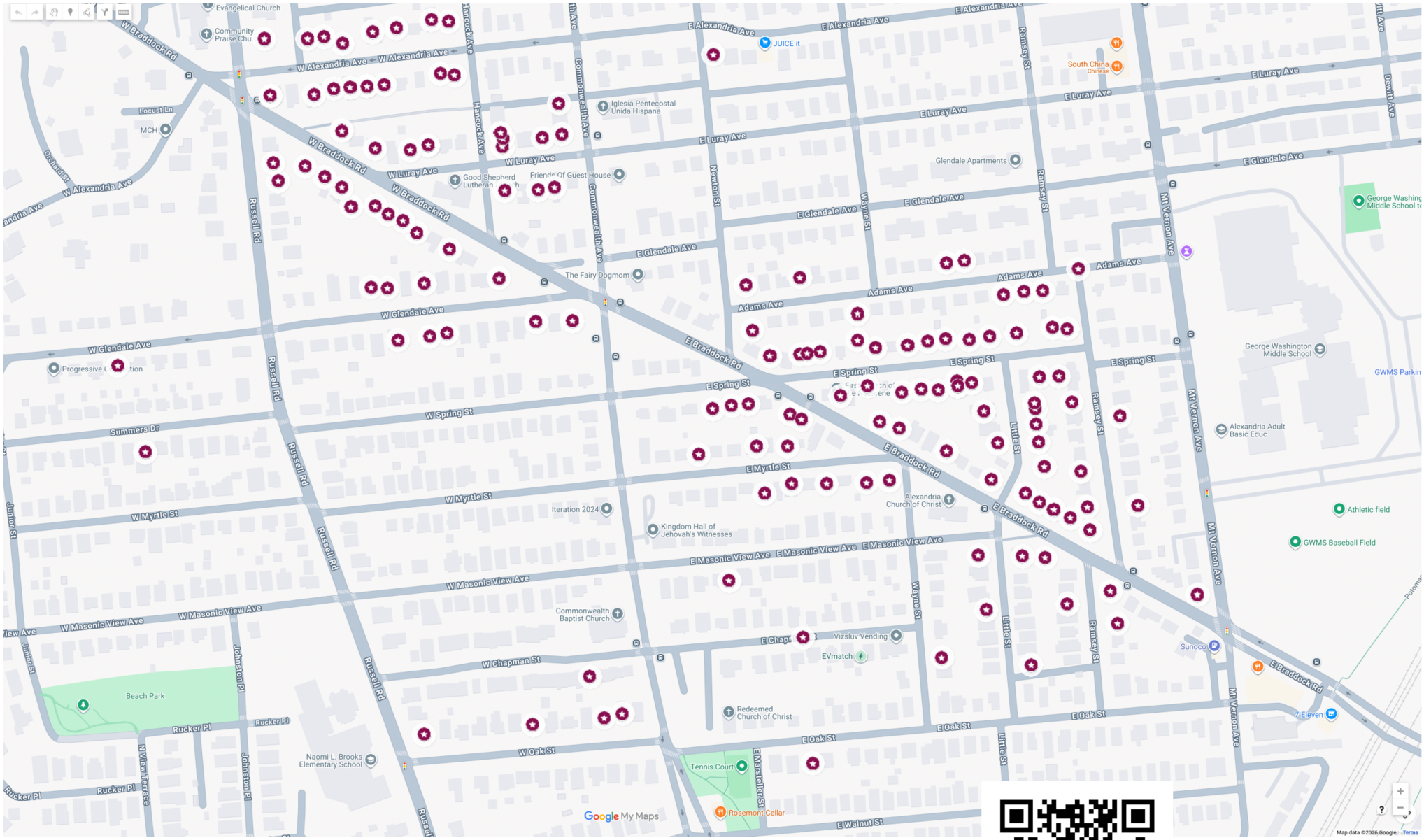
HIGH-INJURY NETWORK

A **High Injury Network** (HIN) is a collection of corridors where high numbers of people have been killed or severely injured in traffic crashes.

NORTH BEAUREGARD STREET | DUKE STREET | EISENHOWER AVENUE | KING STREET | MOUNT VERNON AVENUE | RICHMOND HIGHWAY | SEMINARY ROAD NORTH VAN DORN STREET | SOUTH VAN DORN STREET | WASHINGTON STREET

70% of all fatal or severe crashes from 2016 to 2020 occurred on roughly 10% of the City's street network.

Map of Petitioners Opposing the Braddock Road Improvement Project as Currently Proposed - February 19, 2026



This map is not inclusive of all signatures from the attached petition. It is limited to those addresses on East and West Braddock Road and the immediate cross streets. The complete map can be located via this QR code:

STOP

Comment for Consideration by the City of Alexandria Traffic and Parking Board in its meeting on February 23, 2026, regarding improvements to Braddock Road

I have lived at the corner of Braddock and Commonwealth for 38 years. I am in awe of Alexandria's urban planners and transportation engineers who are second to none in making making traffic flow as smoothly and safely as possible on our streets. I certainly do not claim to be an expert in that field. But I have two issues regarding the proposed changes to Braddock Road that do not relate to the science of traffic flow. The first issue relates to history and the second relates to the joy of peaceful urban bicycling.

If I had a magic time machine and could go back in time, I would be in favor of limiting parking on Braddock Road and maybe even all taxpayer-owned and taxpayer-maintained land. However, our neighborhoods have been developed, houses built and sold, and families have purchased cars for over 100 years based on the availability of parking near their homes. To take that away suddenly amounts to just that – a taking. I don't personally park on the street, but I strongly oppose imposing a hardship on my neighbors who have justifiably relied on the right to do so for so many generations.

Regarding cycling, I am a life member of the League of American Bicyclists and am proud that the City of Alexandria has taken steps to be one of the first cities in Virginia to be recognized by the League as a Bicycle Friendly Community and is still one of only two cities recognized at the Silver Level. When I commuted to DC for 32 years, I commonly pedaled over 4000 miles per year and feel fortunate, in my mid-70s, to still be able to pedal over 2000 miles a year on errands and to my volunteer work in the West End.

I find the Rosemont and Del Ray neighborhoods extremely pleasant neighborhoods in which to ride. But because Braddock Road is a major thoroughfare for motor vehicles, I will <u>never</u> view that road as a pleasant ride, no matter how much bicycle infrastructure there is. When I go to the West End, I will continue to use Glendale, Timber Branch and Ruffner to climb the hill to the higher portion of Braddock Road where I find as many alternative roads as possible. And I will always advise other cyclists to do the same. When I ride to the Braddock Road Metro station or the northern part of Old Town, I will continue to take Oak to Mount Vernon Avenue or take Glendale to the Potomac Yard Trail, then onto Braddock Road, east of Mount Vernon Avenue. That unavoidable bottleneck is notoriously hazardous for all modes of transportation, and any safety improvements to that stretch would be welcome.

In short, I strongly oppose removing parking on Braddock Road and Commonwealth Avenue and believe that doing so to make Braddock Road more bicycle friendly is not worth the unjust taking.

W. Thomas Reeder
2 W. Glendale Ave.
Alexandria

From: William F. Yurasko
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road improvements
Date: Monday, February 23, 2026 12:11:21 PM

You don't often get email from wfyurasko@gmail.com. Learn why this is important

Alexandria resident checking in to support protected bike lanes protected bike lanes along the Braddock Road Corridor Improvements Project.

I regularly bicycle on the Potomac Yard Trail and welcome improvements to improve the safety for all modes and users.

I welcome the recent upgrades to make Alexandria city streets more welcome to all users and not just motorists.

William

--
William F. Yurasko

linkedin

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From: William Nichols
To: TES-Traffic and Parking Board
Subject: Re: [EXTERNAL]More bike lanes please
Date: Sunday, January 25, 2026 10:16:33 AM

You don't often get email from callmewilliam@gmail.com. Learn why this is important

Hello

In light of the recent rosemont vote, let me restate: I live in Del Ray. I do not drive due, in part, to my eyes. I love bike lanes.

I view the use of public land for private parking as abhorrent - that
this values driver convenience over community safety.

I view bike lanes as about safety.

Do please decide on safety for all, as opposed to the convenience of like six people.

Thank you
William

On Fri, Dec 5, 2025 at 10:16 PM TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov> wrote:

> Thank you for your comments they have been shared with the Traffic and Parking Board.
>
> Thank you,
>
> Sheila McGraw
>
> Curbside and Parking Program Manager
>
> City of Alexandria, Virginia
>
> Transportation and Environmental Services
>
> 703.407.3992 (Mobile)
>
> 703.746.4401 (Office)
>
> Sheila.mcgraw@alexandriava.gov

From: William Nichols <callmewilliam@gmail.com>
Sent: Thursday, November 20, 2025 5:24 PM
To: TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>
Subject: [EXTERNAL]More bike lanes please

You don't often get email from callmewilliam@gmail.com. Learn why this is important

Hello Traffic and Parking Board --

I'm a Del Ray resident. I'm in the DRCA. I was very pleased to see the presentation from city staff on November the 12th. I bike on Braddock Rd, and did so just today.

Here's my position: The private use of public land for private car storage is unethical, immoral, and dangerous.

Bike lanes are the opposite.

I highly support removing parking from along Braddock road, and creating protected bike lanes on every street in Alexandria.

The convenience of drivers means nothing next to the health and safety of our citizens.

Thank you

William Nichols

--

William Nichols
571.482.9748

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--
William Nichols
571.482.9748

From: William Nichols
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Bike lanes on braddock - yes, please
Date: Friday, February 6, 2026 11:29:12 AM

You don't often get email from callmewilliam@gmail.com. Learn why this is important

Hello!

I attended the DRCA Traffic Calming meeting yesterday, which covered the bradock road modifications.

These plans are FANTASTIC.

This represents a really good compromise position between the two extremes. In particular, removing the parking is a real obvious win-win.

I'm not sure how anyone could be opposed in good faith.

Thank you. Keep up the great work.

--William Nichols

--
William Nichols
571.482.9748

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From: William Silkworth
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Braddock Road Bike Lane Proposal
Date: Monday, February 23, 2026 2:18:13 PM

You don't often get email from wsilkworth@hotmail.com. Learn why this is important

Although I am a bike rider who takes full advantage of existing bike lanes and bike paths in Alexandria, Arlington, and Fairfax County, I oppose the proposal to create additional bike lanes at the expense of parking spaces on Braddock Road between Commonwealth Avenue and Russell Road. Braddock Road already is wide enough to permit bike-riding, even when cars are traveling in both directions on Braddock Road, and there is a need to ensure adequate, nearby parking for the churches in the vicinity.

Thank you for the opportunity to express my views.

Regards,

William R. Silkworth
Old Town Village
Alexandria

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From: Yasir Nagi
To: TES-Traffic and Parking Board
Subject: [EXTERNAL]Support Item 9 - Staff Recommendation on Braddock Road
Date: Monday, February 23, 2026 12:30:47 PM

You don't often get email from yasirnagi@gmail.com. Learn why this is important

Safe, comfortable bike and pedestrian infrastructure on Braddock Road is an essential part of our developing network, and is especially critical as a direct connection to the Braddock Road Metro stop. A robust multi-modal transportation system is key for reducing automobile traffic by giving residents multiple comfortable and feasible ways to travel.

While this project will cause some inconvenience to a small number of adjacent residents, I believe the benefit of a connected safe streets network to both adjacent residents themselves and the full city far outweighs the downside of having to park your second car around the corner sometimes. Please support staff's recommendation.

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