

JULY 22, 2024

CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD  
301 KING STREET  
CITY HALL,  
ALEXANDRIA VA 22314

RE: PARKING ENFORCEMENT

Dear Traffic and Parking Board,

I am writing this letter to inform you of the on-going parking infractions transpiring on a daily basis. Accompanying this letter I have included photographs and time frame of the infractions which have gone without consequence.

Please note this issue, unfortunately, is just a snapshot of parking infractions within a few blocks. It is my understanding this issue extends far beyond these few streets. The current state of parking enforcing has devolved into residents policing themselves. Residents shall not take on the burden of reporting infractions when this is included in the cost of the parking permit. Residents pay for parking. With that, our fee accounts for parking enforcement. So I say to you, Correct or Compensate. This letter contains contains ideas for improvement.

1) **Enforce.** Period. It is not the residents' issue that the force may be under resourced. Expand the privatized parking enforcement program to every district requiring permits. Take the burden off the police force — they have far greater things to worry about than training, overseeing and issuing a parking infraction ticket. Personally, I'm willing to pay a small, one-time fee increase for the third party program, if it means actual enforcement.

a) Mandate all residents living in restricted areas to purchase a parking permit. This includes households with driveways. Some infractions are made by those residents.

2) **Neighborhood Watch.** Appoint residents to be "district captains." Have a resident or two in each district walk or drive around twice a day. This is no different than the third party. Make it a one- or two-year commitment to ease the burden of training requirements.

3) **Eliminate.** Only target Old Town and the Waterfront because it appears not to be happening in the neighborhoods elsewhere.

a) Remove hour limits and restrict parking to just permit holders. Every resident receives a parking permit. This should be included in our property tax. Maintain the parking permit requirement but residents do not pay a separate fee.

b). Eliminate completely. Remove all neighborhood parking restriction signs.

Respectfully,

Wade  
Resident, Rosemont Neighborhood

ALEXANDRIA, VA - CITY CODE OF ORDINANCES

SECTION 5-8-72

Sec. 5-8-72 - Parking in permit parking districts.

(a) Prohibited parking. It shall be unlawful for any person to park a motor vehicle within any block which is posted with one or more residential permit parking district signs contrary to any of the conditions set forth on the sign, unless the vehicle displays a permit.

(b) Parking restrictions in districts.

(1) Permit parking district signs shall restrict parking by motor vehicles lacking a permit to no more than two or three consecutive hours on a block during specific periods: (i) 8:00 a.m. to 5:00 p.m. or 11:00 p.m. (or 2:00 a.m. of the following day if the director of transportation and environmental services deems appropriate) on either Monday through Friday or Saturday, excluding legal holidays; and/or (ii) 11:00 a.m. to 11:00 p.m. (or 2:00 a.m. of the following day if the director of transportation and environmental services deems appropriate) on Sunday.

(2) Motor vehicles lacking a permit cannot park on the same block after two consecutive hours during the specified periods.

ALEXANDRIA, VA - CITY CODE OF ORDINANCES

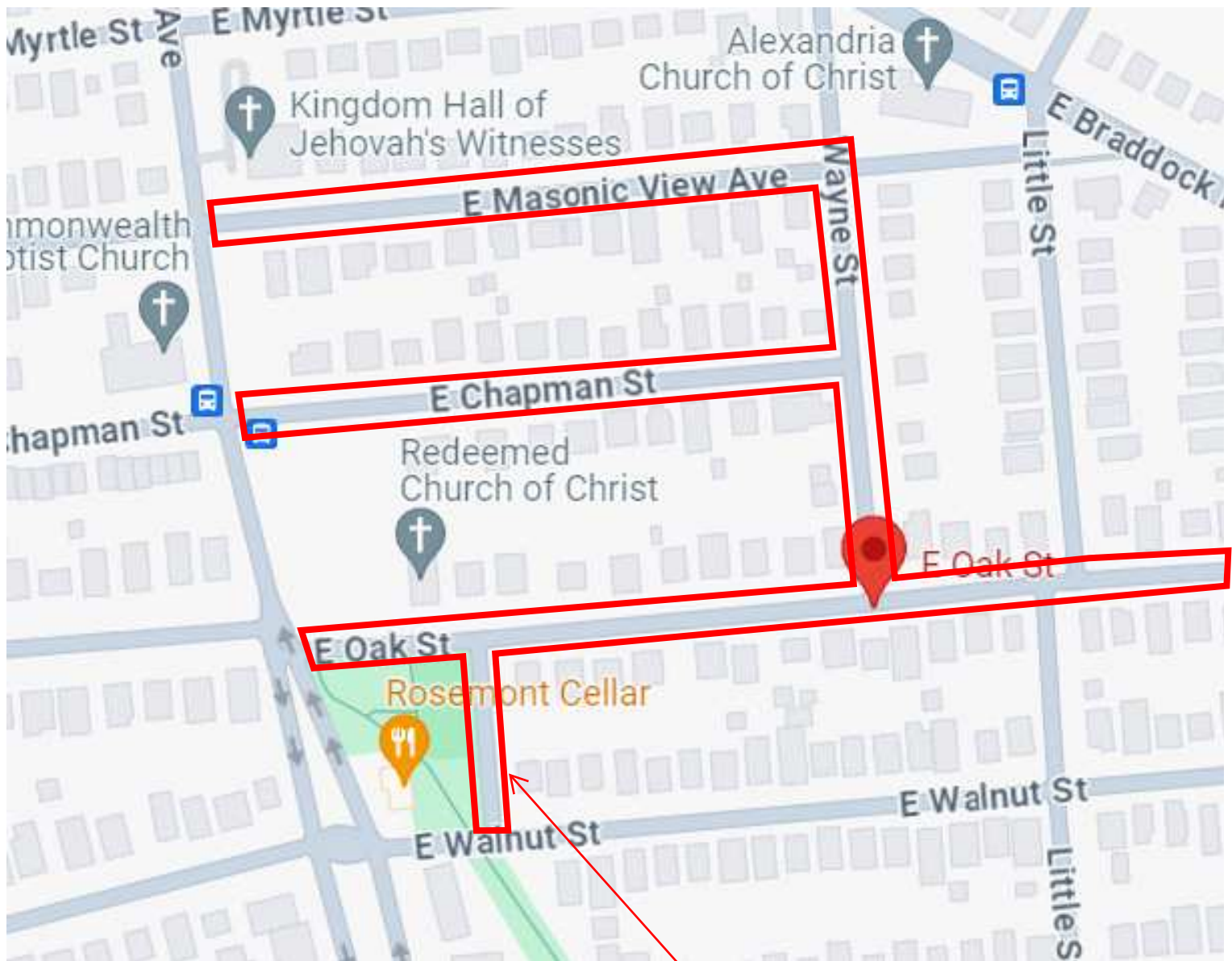
SECTION 5-8-77 (a)

(4) To persons doing business with an occupant of the residential property or a nonresident property owner of a property located within a permit parking district on the application of the occupant of the residential property or nonresident property owner, one permit for the vehicle used while doing business in the permit parking district; provided, that such permits may be issued to no more than three persons doing business at the same residential property at the same time. No permit shall be issued pursuant to this subsection for a period longer than the time estimated by the occupant of the residential property or nonresident property owner to be required for completing the business transaction for which the permit is sought, and in no event shall any permit be valid for more than 30 days.

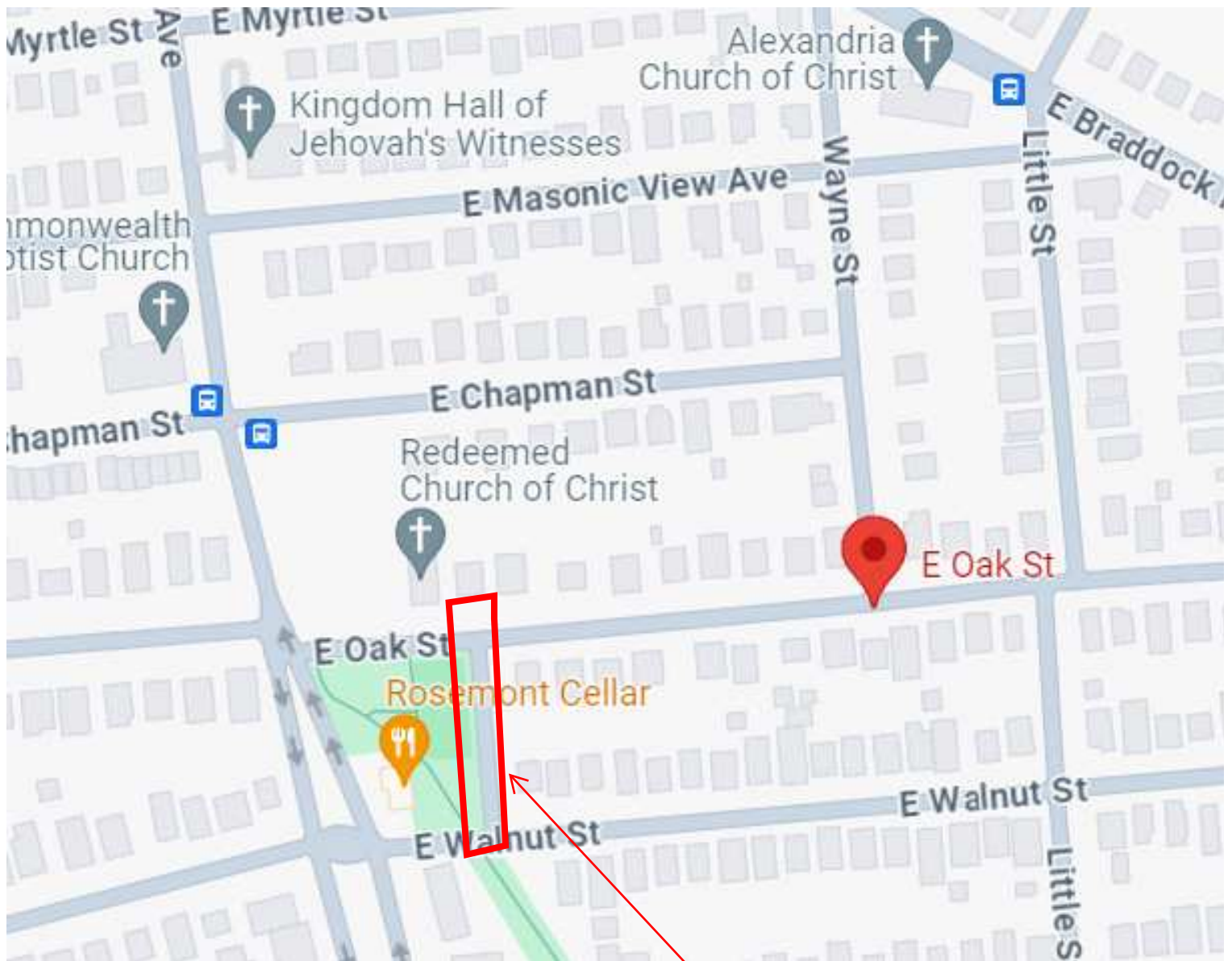
The "72-hour Rule" applies only to public streets, not permit parking districts.

The building permit only allows work to be performed at the project address. The building permit does not indicate anywhere that parking in restricted areas is permitted. Per the ordinance code above, the contractor shall purchase parking passes for each vehicle performing work at the project within a restricted parking zone. As of right now, there are unlimited amount of vehicles that show up and take reserved parking from paying residents in favor of a single household improving their quality of life. This ordinance was created to alleviate undue stress for each resident, who purchases parking permits, to be able to park within a reasonable distance of their house.

The following photos are various infractions found in the highlighted area. In addition, photos from a neighboring construction project that lasted from Late April until Beginning of July 2024. This is a 21-day snap shot of the nearly 3 months project. Photos from Saturday and Sunday were deleted.

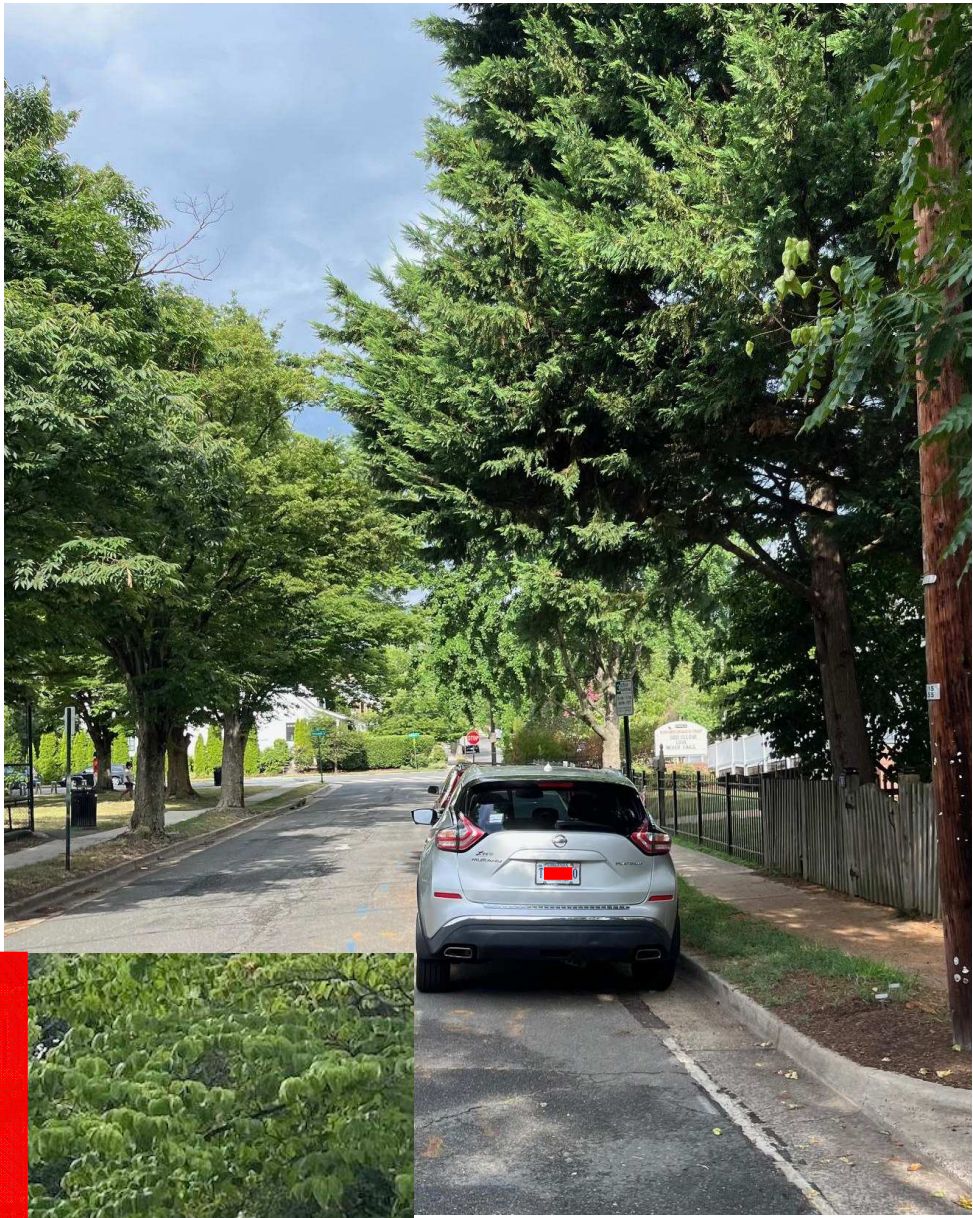


PRESENTATION  
ILLUSTRATES  
INFRACTIONS IN THIS  
PORTION OF DISTRICT 6  
PERMIT RESTRICTION.



RESIDENTIAL  
CONSTRUCTION -  
BEGAN END OF  
APRIL 2024





MASKED FOR PRIVACY.

EXAMPLE OF NO PERMIT BUT  
VEHICLE HAS DRIVEWAY



DAY 1 OF THIS EXAMPLE



CONSTRUCTION.  
NUMBER OF PERSONS DOING  
BUSINESS WITH AN OCCUPANT  
EXCEEDS (3) VEHICLES













STORED ON  
STREET AND  
CUTTING ON  
STREET.



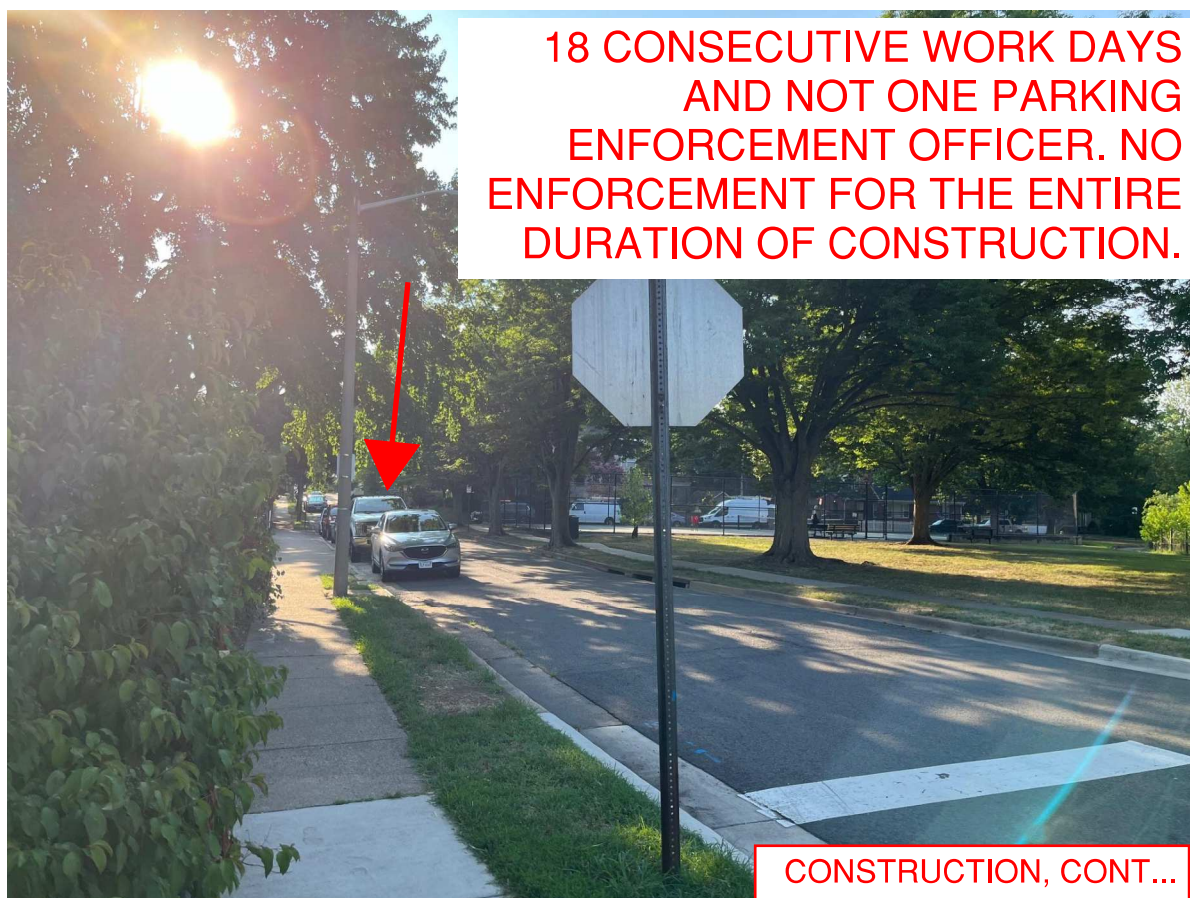
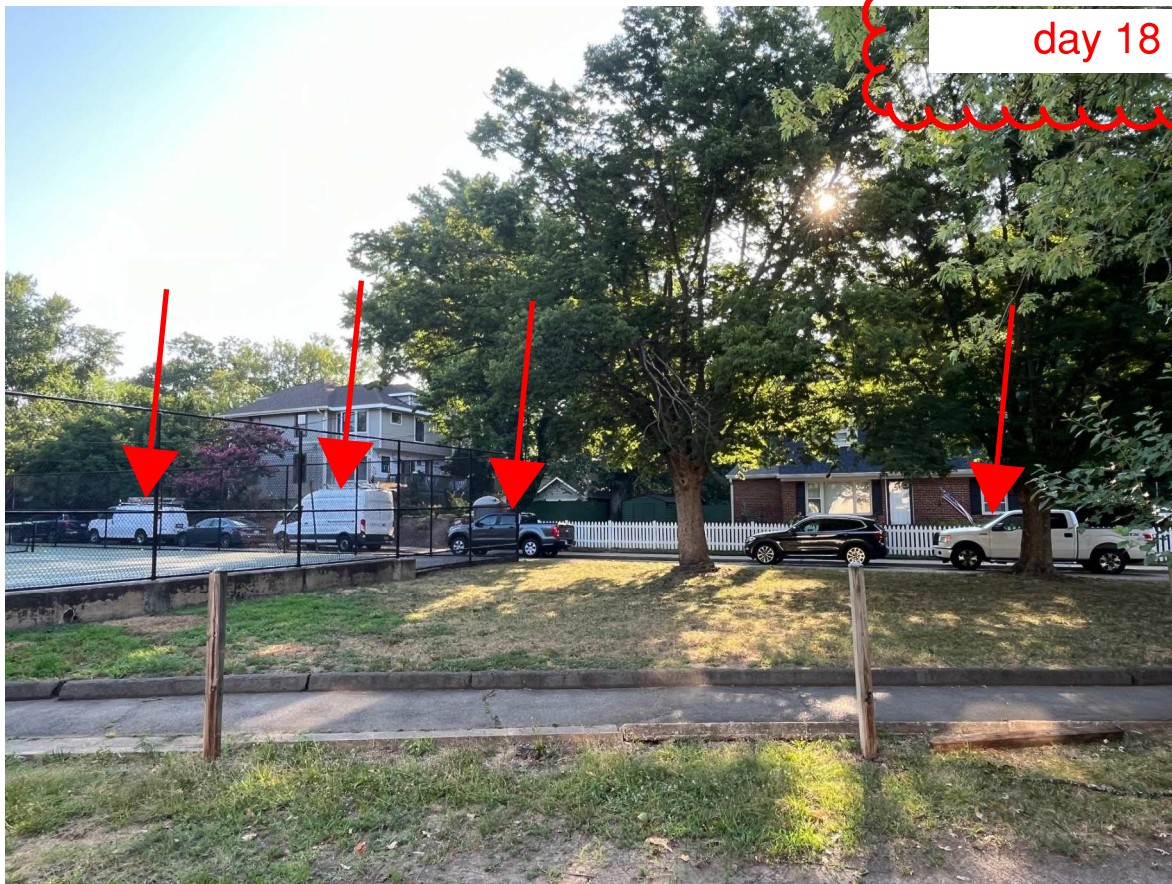
DAY 9

CONSTRUCTION, CONT...

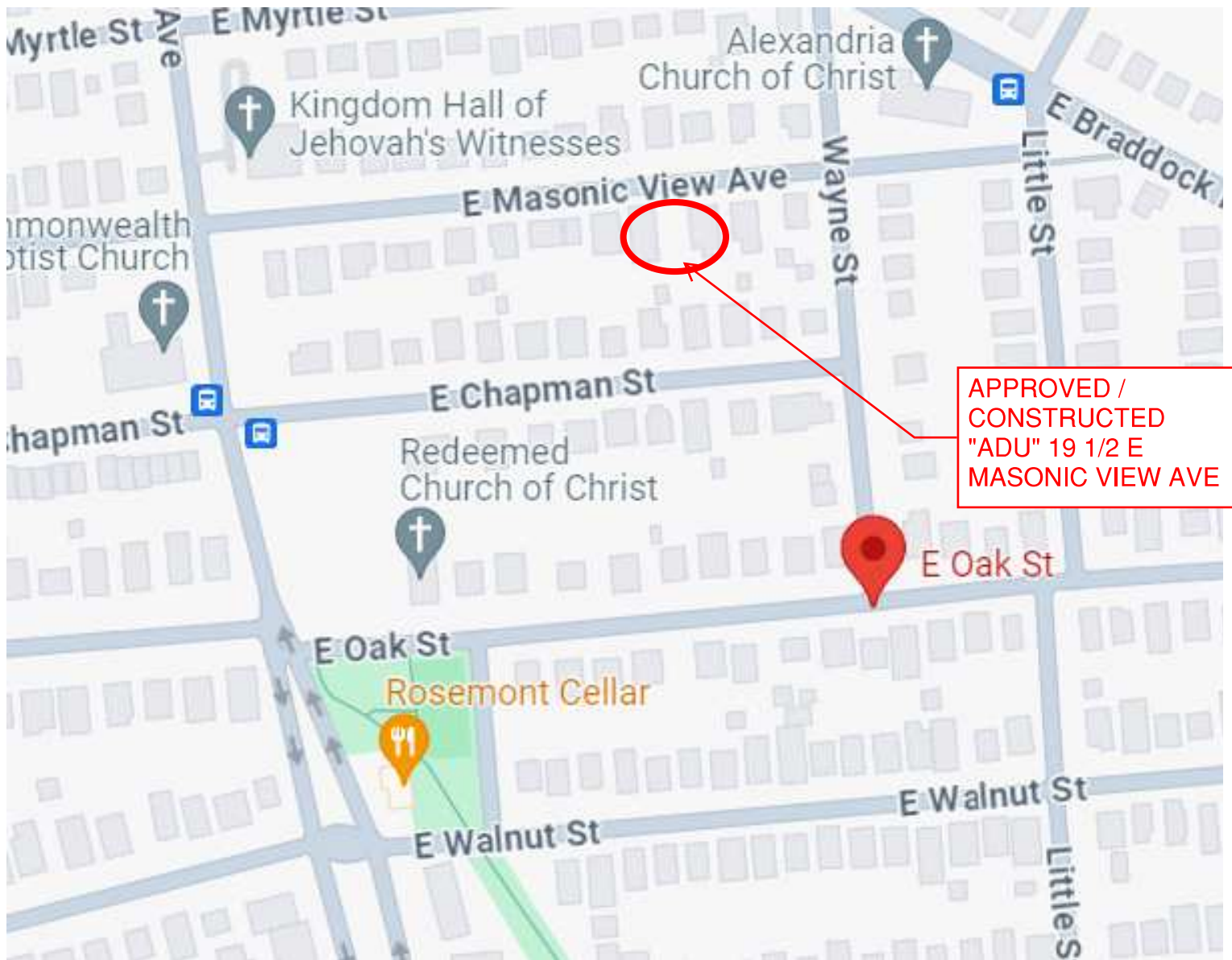




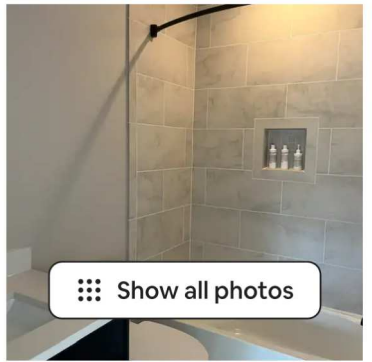
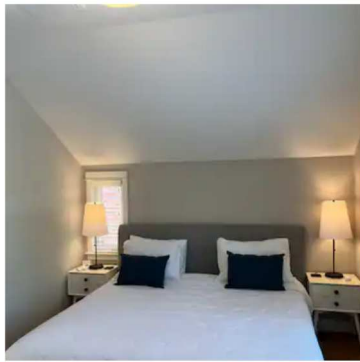
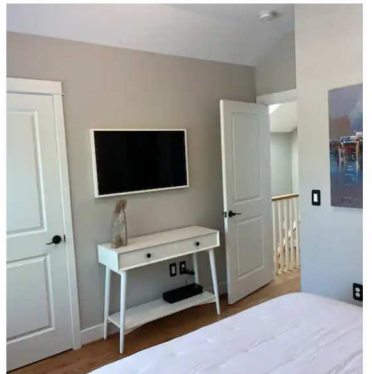
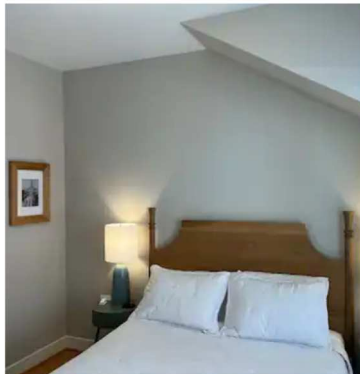












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### Entire home in Alexandria, Virginia

6 guests · 3 bedrooms · 3 beds · 2 baths



4.89  
★★★★★

18  
[Reviews](#)

19 1/2 E Masonic View  
Alexandria, VA

District 6 Permits **REQUIRED**



**Hosted by Brett**

Superhost · 1 year hosting



#### Great for remote work

Fast wifi at 759 Mbps, plus a dedicated workspace.



#### Self check-in

Check yourself in with the smartlock.



#### Brett is a Superhost

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## Where you'll sleep

1 / 2



**Bedroom 1**  
1 king bed



**Bedroom 2**  
1 queen bed

## What this place offers

- Kitchen
- Fast wifi – 759 Mbps
- Dedicated workspace
- Free street parking
- TV
- Washer
- Dryer
- Air conditioning
- Bathtub
- Exterior security cameras on property

**DISTRICT 6  
PERMITS  
REQUIRED**

**NEIGHBORS HAVE BEEN  
COMPLAINING ABOUT  
CARS PARKED HERE.  
SEE ATTACHED EMAILS.**

## Add dates for prices

<b>CHECK-IN</b> Add date	<b>CHECKOUT</b> Add date
<b>GUESTS</b> 1 guest	

[Check availability](#)

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Wade Kratzer <wade.kratzer@gmail.com>

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## Parking Enforcement Concerns / Traffic Board

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Wade Kratzer <wade.kratzer@gmail.com>

Tue, Jul 9, 2024 at 9:38 AM

To: rosemontva@groups.io

All,

I intend on going to the next board meeting but could use a little assistance with my argument from you all.

To me, it has become very clear that parking enforcement is non-existent and has devolved into residents police themselves. It's totally unfair. We pay for this service but expect you to report issues. Remember when we saw cars at least twice a day, everyday? Now, you're stuck with ratting out neighbors/friends and having to live with that or dealing with violations because you don't want that drama.

The issue I am taking up with the city and board is the never-ending construction (on all levels). For example, remodels of housing. Did you know that contractors must purchase parking permits? Building Permits allow contractors to work on the building not park. That is separate per the city ordinance code. I have witnessed in excess of 5 contractor vehicles + materials being stored on the street for weeks. Where is parking enforcement? By the way, per the ordinance, the city limits the number of contractor vehicles to three in restricted zones and only if they have parking permits.

I am crowd-sourcing for other issues to help bolster my argument. This could include any of the following common issues:

- 1) Cars parked on the street without permit, daily or more than 72 hours.
- 2) Cars parked on the street without permit, but resident has driveway.
- 3) Contractors performing Work and parking freely.
- 4) Public Utility Contractors coming unannounced, not reserving parking, etc.

Please forward any concerns to me directly. **I will use your comments but redact names and other PII.** I will do my best to be your voice and will send you a copy of the presentation as well. Full disclosure, this could slip to the September meeting depending on responses and my availability.

Respectfully,  
Wade



Wade Kratzer <wade.kratzer@gmail.com>

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## Parking Question

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Wed, Jul 10, 2024 at 11:11 AM

[REDACTED]

Howdy!

I'm of the opinion we pay for a service that is no longer being provided unless a complaint is issued. I am not advocating for selective service. If we pay, they must provide. Rules are Rules. The 72 hour rule is silly. The city also appears to take the word of the complaint (IE, a car was there for 72 hours but enforcement came out once - how do they really know it was there for 72 hours)?

I have received private messages about witnessing folks parking to take the metro (which doesn't fall into the 72 hour rule), neighbors living in houses for years without purchasing a permit (including city employees). I take exception to the contractor rule. Unfortunately, it's the cost of business. Contractors are taking away parking for paying neighbors. A building permit does not permit unlimited parking. The code requires contractors to purchase permits every 30 days for the length of the project.

As for visitors, it's a free and painless task. I have printed dozens and dozens of visitor passes over the years. The ADU owner should alert folks about the requirement or provide a visitor pass under their account.

BTW, I loved the reply from one person that said we illegally park, don't bring it up...

[REDACTED]





Wade Kratzer <wade.kratzer@gmail.com>

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## Parking Enforcement Concerns / Traffic Board

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Tue, Jul 9, 2024 at  
10:12 AM

[REDACTED]  
Reply-To: rosemontva@groups.io  
To: rosemontva@groups.io

It's a problem in many neighborhoods, because on-street parking is a limited commodity. When contractors, service providers, residents, visitors, etc park multiple vehicles overnight for extended amounts, it prevents parking access for fellow residents and their parking needs. When the city disburses permits, SUPs, DSUPs; parking rules are part of the process. Parking rules are for valid reasons. Parking enforcement officers are assigned zones in the city to enforce the rules and are suppose to patrol their assigned area during their work shift. Why should residents have to constantly make "complaints" for the rules to be enforced? When I moved to Alexandria over 20 years ago, parking enforcement officers were abundant and enforcement was solid. The last 8 - 10 years, enforcement has dwindled without resident reporting.

[REDACTED]

\*Please excuse any typos.

[Quoted text hidden]

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Wade Kratzer <wade.kratzer@gmail.com>

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## Parking Enforcement Concerns / Traffic Board

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Tue, Jul 9, 2024 at 11:42 AM

[REDACTED]  
Reply-To: rosemontva@groups.io  
To: rosemontva@groups.io

I actually prefer light enforcement based on neighbor reporting. SOME streets may struggle with off street parking but many don't. For those that do, and you're unable to find a spot, then call in and get enforcement. But for those of us who live in streets where this is not a problem, you're creating problems and making everything more expensive and bureaucratic.

I have a driveway but I'm currently disabled, so I park on the street so I can get to my front door without stairs. Do I have a parking permit? No. Are there tons and tons of spots available on my street? Absolutely. There's no reason to enforce a rule if there is no negative consequence.

Very respectfully,  
[REDACTED]

[Quoted text hidden]

[Quoted text hidden]

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## Parking Enforcement Concerns / Traffic Board

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Tue, Jul 9, 2024 at 2:35 PM

Normally I am more of a reader on this forum but with this issue I decided to throw my concerns into the ring. I live on a block that does not require a permit and only allows parking on one side of the street. Most (but not all) homes have driveways that can fit 1-2 cars. Parking enforcement is nonexistent, and we are miserable because:

- 1) people who commute park their cars on our street, walk to Braddock metro for free parking. People going to DCA also do this.
- 2) A large number of homes on the street now have more than 2 drivers per house with driving teens, college students and young adults who still live at home. So within the last 5 years, we now a substantial increase in the number of cars because there are more drivers, these cars cannot all fit in the driveways, and we can only park on the street on one side
- 3) some neighbors have multiple cars for very few drivers (one 2 driver household has 5 cars, not sure why, but it's none of my business)
- 4) some people from other streets like to park their cars on our street (also not sure why)
- 5) one neighbor likes to let their DC friends park their cars on our street for long periods of time because apparently these friends don't have DC parking and seem to not need their car in the district. This is the only time I have called the nonemergency number, after a car was parked from November to April without ever moving.
- 6) the River City dominion power subcontractors have been randomly closing our street and blocking driveways for SEVEN WEEKS. In fact, surprise, they are out there right now. Same crew. Never any notice. Never any knock on the door to say: "Hello, we need to block your driveway for work, would you like to move your car in case you need to use it?" Several neighbors have repeatedly asked them in person to knock on doors when they will be blocking, they said no. We have spoken with the crew manager, also no. This is never ending and IMO just wrong.
- 7) Last summer and fall, it was the TING contractors, storing their large vehicles, equipment and supplies, in the street, overnight, over weekends, over holidays. No repercussions, no one at the city listen to residents, no one.
- 8) don't get me started on the Waze and traffic app people using our street as a cut through, all day and all night, at excessive speeds. We ask city for speed bumps. They said no.

**There needs to be enforcement.** If you happen to live on a quieter street, that's awesome. I am very happy for you. If you live on a street that requires a permit, but don't have one, then just get one. Takes 5 minutes at city hall.

[Quoted text hidden]

—'—'—'—'—

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Wade Kratzer <wade.kratzer@gmail.com>

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**Private: Re: [rosemontva] Parking Enforcement Concerns / Traffic Board**

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Tue, Jul 9, 2024 at 11:51 AM

[REDACTED]

Hi Wade,

I also find this immensely frustrating because I am a rule follower and I pay for my stupid parking permit every year.

Three examples for you:

1. It feels unfair that the city has gone above and beyond to enforce parking in Old Town but not in other parts of the city. I was helping my mom this winter when she had a broken ankle so I frequently had to park by her building across from the Torpedo Factory for short stints at various times of day. I didn't realize enforcement ended at 9 pm versus 8 pm or whatever it is and got a \$40+ ticket for parking 20 minutes before the enforcement ended. I can tell you they were RIGHT on me.
2. Meanwhile, earlier this year, someone without a parking permit and with indications in their car that they had a strong presence in another state, parked in front of our house for several days, which is very unusual for our street. We recognize it's a public street, so we know we can't technically get mad at people for parking in front of our house, but most of us tend to avoid parking in front of others' houses as a common courtesy. We have two young kids (our youngest is only 22 months now and was a lot younger then), so it is a pain having to load and unload the kids far from our house along with groceries, bags, etc. I called the non-emergency police line after 3 days had gone by and their response was that they had to come and independently document that the car had been there for 72 hours (no parking permit, so isn't it only a few hours?!) and even then all they would do was issue a ticket and they said they never tow cars anymore. So you have to wait for a car to be there for SIX days before any action occurs and that action won't even result in the car being moved? (Note: this turned out to be a neighbor from way down the street who had to move their car because someone else was having work done on their house and their workers were taking their usual spot; the neighbors then got COVID and didn't leave their house for like 4 days. So in the end I'm glad they didn't get screwed by towing, but they should still have a damn permit).
3. Our next door neighbor has had someone living at her home for months now. She does not have a driveway so both she and this "tenant" park on the street. The neighbor is gone for months at a time and leaves her car in the same place on the street all that time. Once in a blue moon (like every 2 months) some other friend comes and drives her car around for a couple hours and then it's back on the street. The tenant, who does not have a parking permit, parks on the street every night from about 4 pm to 8 am and most of every weekend. And the neighbor also has other friends who periodically come to her house and park a third car on the street, also without permits, for days at a time. It's extremely awkward to have to be the one who reports this behavior as opposed to parking enforcement periodically driving around and seeing this. If the city needs money, it seems like there is a lot of low hanging fruit if they just drove around the neighborhoods.

Thanks,

[REDACTED]





Wade Kratzer <wade.kratzer@gmail.com>

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## Parking Enforcement Concerns / Traffic Board

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Tue, Jul 9, 2024 at 1:30 PM

[REDACTED]

Hi Wade- Thanks for getting involved with this and I agree with your assessment. I live next to the Jehovah's Witness Church on Commonwealth Ave which causes a parking nightmare with a lot of the members parking illegally, making u-turns and really just causing a mess. I would suggest that the parking police patrol in areas of churches when they have services. I have also been frustrated bc the parking lot is not nearly large enough for the number of people who attend service. I am not sure what can be done about that, but I often think there may be more people in the building than code.

[REDACTED]

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July 19, 2024

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

Attn: James Lewis, Chairperson

Subject: Eisenhower Avenue Transportation Study

Alexandria Families for Safe Streets (AFSS) supports Interim Option 1 for the Eisenhower Avenue Transportation Study. Option 1 best aligns with the project goals to reduce speeding, reduce vehicle crashes, provide separated space for roadway users, and more pedestrian crossings and potential for parking. Providing two lanes for travel with a center turn lane reduces the complexity of the roadway, and will help reduce crashes for vehicles navigating this corridor. Adding more crossings and bicycle lanes will improve pedestrian and bicycle safety, reduce speeds, and make both sidewalks and bike lanes more comfortable. The Interim Option 1 aligns best to advance the City of Alexandria's Vision in the Small Area Plan.

- 1. Safety:** Safe and frequent pedestrian crossings support a walkable environment. As part of this, crossing distance is a significant factor in pedestrian safety and comfort. Further, converting the road from 5 lane to 3 lane will help reduce speeding and limit crashes by making the roadway and vehicle turns less complex for drivers. It also increases comfort by adding in many places the opportunities for parking that will separate vehicles and bicyclists from the motor vehicle traffic on the road.
- 2. Connectivity:** Eisenhower Avenue is a critical connection for bicyclists, scooters, and pedestrians across Alexandria. Right now, access to the Metro is difficult and there are limited bicycle facilities available. Pedestrian crosswalks require crossing 4 or 5 lanes, are difficult, and are infrequent. Option 1 provides multiple opportunities for pedestrian crossings to connect the planned Eisenhower West Small Area Plan redevelopments to each other. This short connectivity, paired with bike lanes between the Van Dorn and Eisenhower Street Metros, is critical to support multimodal and public transit on the corridor.
- 3. Sustainability:** Transportation is one of the leading causes of climate change and greenhouse gas emissions. Investing in protected bike lanes significantly reduces greenhouse gas emissions, lowers transportation costs, and prevents roadway deaths and serious injuries. Unfortunately, Alexandria has significant gaps in its

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



infrastructure that discourage bicycles. Holland Lane is one such place, with no support for local residents in Old Town, Carlyle, or Eisenhower East.

In conclusion, AFSS urges the City to choose Interim Option 1 for the Eisenhower Avenue Transportation Study as most consistent with the goals of this project and the safety of all roadway users. Further, we urge the City to reject Option 2 as inconsistent with this project's goals. Option 2 provides very limited pedestrian crossings, and so fails to address the feedback that pedestrian crossings are difficult and infrequent. Further, it fails to provide parking options or support the long term Small Area Plan's long term vision for the street. To achieve the Alexandria Mobility Plan and Eisenhower West Small Area Plan, we must change this road to better support all roadway users. Option 1 is a great first step in achieving these objectives.

Sincerely,  
Dane Lauritzen,  
AFSS Board Member  
On behalf of the Board of Directors - AFSS

**From:** [Cynthia Vint](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Eisenhower ave  
**Date:** Thursday, July 18, 2024 8:54:50 PM

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You don't often get email from cvint91@gmail.com. [Learn why this is important](#)

Hello,

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

*This is especially important to me as I ended up stopping using my bike to commute as Eisenhower was the best route and I felt too unsafe to continue to use it unfortunately.*

Regards,  
Cynthia Vint

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July 19, 2024

Mr. Daniel Scolese, P.E.  
Civil Engineer  
City of Alexandria  
Department of Transportation & Environmental Services  
2900 Business Center Dr.  
Alexandria, VA 22314

RE: Eisenhower Avenue Transportation Study Endorsement

Dear Mr. Scolese:

Over the past year, you and your team have done a great job engaging with Eisenhower Partnership on the transportation study that you have been spearheading. We feel that our voice has been heard and our issues raised have been taken into careful consideration with the published recommendations. The Eisenhower Partnership endorses the recommendations outlined by the Eisenhower Avenue Transportation Study that you presented to our Board on June 14, 2024.

The Eisenhower Partnership is made up of property owners, businesses, residents and others affiliated within the Eisenhower Avenue corridor and advocates for a future focused community built with economically vibrant, high-density, walkable neighborhoods that offer a strong sense of place. Throughout this process, we have identified issues related to safety and connectivity of this Corridor and the recommendations outlined will help to resolve both issues.

We endorse all items in the recommendations, but the recommendation related to the new street section for the western portion of Eisenhower Avenue is our top request to see come to fruition as we see this being most impactful for the Corridor. If this move forward and goes into the design phase, we would like you to consider the following items:

1. Addition of on-street parallel parking to the south side of the road. Many of our businesses on the west side of Eisenhower have parking issues during peak hours or when hosting large events. By including on-street parallel parking, this will allow for safe areas of overflow parking for the businesses.
2. We would like to see the addition of multiple safe crossings. As the area continues to grow and more people start living here and new businesses open there will be the need for more pedestrian connectivity from the north side to south side of the street. By providing more safe places to cross the street, it will lead to a more walkable community.
3. Additional safety measures at the curve in the road near Covanta. The curve in Eisenhower Avenue near Covanta has experienced a number of traffic incidents and we would like this area studied closely and have new/additional safety measures for vehicles, cyclists and pedestrians.
4. We would also like to note that this area still has many industrial uses and want to ensure the new road layout takes into account the vehicles that serve all of the business in this area.

*The Eisenhower Partnership advocates for a future focused community built with economically vibrant, high-density, walkable neighborhoods that offer a strong sense of place.*





We appreciate all your efforts to engage with the community on this transportation study and hope to see these recommendations get funded and implemented.

Sincerely,

The Board of the Eisenhower Partnership

A handwritten signature in blue ink, appearing to read "Neal Kumar".

**Neal Kumar**

President

A handwritten signature in dark red ink, appearing to read "Eli Goldman".

**Eli Goldman, PE**

Chair of the Advocacy Committee



**From:** [Peter Buck](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Eisenhower Avenue needs a makeover  
**Date:** Friday, July 19, 2024 10:02:44 AM

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

Good Morning,

My name is Peter Buck, I'm a resident of Alexandria, a retired Navy Chief, and the owner of a bicycle shop on Wheeler Ave called Handy Bikes. I'm writing to request your support in giving Eisenhower Avenue a makeover. Bicycle advocacy groups are asking cyclists to write in support of cycling infrastructure changes, which I fully endorse, but Eisenhower's issues are far deeper than that.

I'm sure that dozens of people will write to you with stories about the horrible condition of the road surface on Eisenhower near Van Dorn, complaints about the failing or nonexistent sidewalks, and grievances about speeding cars cutting people off as they try to save 3 minutes on their 53 minute commute. I have similar stories, including yesterday when I needed to get a package from my shop on Wheeler Ave over to the UPS center on Eisenhower. I watched a fire truck trying to respond to a call that got stuck in traffic on Van Dorn at Eisenhower because no one could move out of the way (literally, there was no room for people to move). I watched four cars make illegal right turns from Eisenhower to Van Dorn from the center turn lane, one of which almost hit a pedestrian in the process. I felt the front end of our van getting shaken apart by the broken and uneven pavement caused by the dozens of huge trash trucks going to/from the Covanta plant every day.

I often hear from drivers that "if cyclists want better infrastructure, they need to start following existing traffic laws first". As I just noted in an email to my customers, the wonderful thing is that both can be true at the same time. We can all do better to follow existing laws, AND we can make roads safer for everyone who uses them. We can have smooth pavement AND ask Covanta, UPS, and the bus systems to help pay for the damage their vehicles cause to that pavement. We can abolish "right on red" AND reprogram traffic signals to get more cars through. We can have visible road lines and signs for drivers AND include bike lanes or a sidewalk that has a bike lane (works great in Europe). We can have traffic enforcement through cameras or police officers AND have sidewalks that are safe and functional.

Alexandria has its work cut out for it on the west end of Eisenhower Avenue, and only a small percentage of it has anything to do with the deplorable conditions that cyclists and pedestrians face. Even if zero bike lanes, other cycling infrastructure, or sidewalks are put in place on Eisenhower, we can all agree that it is a disaster area that needs significant work. There is no reason for Eisenhower to be a four lane road rather than two lanes with a generous shared turn lane, and there is no reason to have a metro station there if people have to gamble with their lives to reach it. As a driver, I hate having to navigate from Duke St to Pickett to Van Dorn to Eisenhower. As a cyclist or pedestrian, I won't go anywhere near any of those roads. We can do better for all.

Thank you for your time and support,

Pete

---

*Peter Buck, MBA*

*HMC(FMF/CAC), USN(Ret)*

*Owner, Handy Bikes LLC*

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**From:** [Randy Cole](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Support Eisenhower Staff Recommendation  
**Date:** Thursday, July 18, 2024 9:51:14 PM

---

You don't often get email from randy.cole.n1@gmail.com. [Learn why this is important](#)

Hi Shiela,

Someday I hope we wont need to fight so hard to make positive change. But until then, please record me as supporting the Eisenhower staff recommendation we need this done.

- randy

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

Sent from my iPhone

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**From:** [Yamit Lavi](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Eisenhower Ave Cross Section Van Dorn Metro Safe Streets  
**Date:** Thursday, July 18, 2024 9:34:09 PM

---

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

Hello,

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

Thank you,  
Yamit Lavi

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**From:** [Andrew Ortiz](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Eisenhower Avenue proposal  
**Date:** Friday, July 19, 2024 4:24:20 PM

---

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

Good afternoon,

I live in near Del Ray and I frequently pop over to my credit union off of Eisenhower Avenue and the TD Bank off of Van Dorn. I've taken both Van Dorn and Eisenhower when traveling to and from Springfield and Franconia via bicycle.

I am always shocked at the lack of pedestrian and bicycle infrastructure and the high speeds of traffic.

I think the staff recommendations to increase pedestrian and bicycle infrastructure and reduce speeds are essential to enhancing life in Alexandria.

Reducing speeds will improve the lives of all citizens.

Thank you,

Andrew Ortiz  
408 Jackson Place  
Alexandria VA 22302  
SomeReport LLC  
(703)434-9829  
[andrew.ortiz@somereport.com](mailto:andrew.ortiz@somereport.com)

---

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**From:** [Ken Notis](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Docket Item #7,Lane Removal, Speed Limit Reduction, No Turn on Red Restrictions - Eisenhower Avenue between Van Dorn Street and Holmes Run Trail  
**Date:** Friday, July 19, 2024 4:27:12 PM

---

Ms. McGraw,

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

Ken Notis  
Chair, Alexandria Bicycle and Pedestrian Advisory Committee

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**From:** [Daniel Kuzmanovich](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Comment for Eisenhower Avenue Transportation Study-July 22 Traffic and Parking Board Meeting  
**Date:** Sunday, July 21, 2024 10:45:51 PM

---

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

Sheila,

Please treat the below as a comment for inclusion in the July 22nd.

Thank you for your consideration.

Best  
Daniel Kuzmanovich

Comment:

I encourage the committee to further investigate the relationship between Eisenhower Ave and Van Dorn st.

In particular, I suggest a further analysis be conducted on what the effect of the first recommendation re: Metro road would be on Van Dorn St to see if the proposed recommendation might actually worsen the conditions on both Eisenhower and Van Dorn st.

The majority of traffic on Eisenhower as it meets Van Dorn st stems from the two right turn lanes onto van dorn st. The left turn lane is much smaller component and the straight option onto Farrington Ave is rarely used given it has no outlet and the industrial nature of the buildings on Farrington Ave.

Rerouting the left turn from Van Dorn onto metro Ave would not reduce the right turn traffic and potentially would increase pedestrian risk on both Eisenhower and metro road for people seeking to access the metro. And if the right turn lanes at both Eisenhower-Metro road and Eisenhower-Van Dorn st become high traffic areas there is a risk of increased congestion in the right lane at both intersections, potentially worsening the issue for anyone looking to go from Eisenhower to van dorn st, regardless of which direction.

Further, metro road merges onto van dorn st in a right turn only lane designed for Farrington Ave. There is no real merge and insufficient space before the light with limited space after the light given the 395 bridge. Therefore, rerouting the left turn lane on Eisenhower onto metro road risks increasing traffic and accident at the metro road-van dorn st-Farrington Ave meeting point.

Given the complexity of the intersection and the potential to undermine pedestrian safety in what is part of an initiative to create it, I humbly request the committee further investigate the first recommendation pertaining to Eisenhower-Van Dorn st-Metro road and analyze if this recommendation might seem good on the surface but actually both exacerbate pedestrian risk and traffic, especially on Eisenhower.

Recommendation 1: Relocation of the southbound Van Dorn Street and westbound Eisenhower Avenue left turns at the intersection of Eisenhower Avenue and South Van Dorn



Street through Metro Road for improved traffic flow and less delay for vehicles and buses

On Mon, Jul 15, 2024, 10:33 AM FirstService Residential

<[Communications@mc.fsresidential.com](mailto:Communications@mc.fsresidential.com)> wrote:

Good morning Summers Grove Residents,

Please see the below information regarding the Eisenhower Avenue Transportation Study.

" Thank you all for your participation in the Eisenhower Avenue Transportation Study so far. After nearly a year of planning, analysis, engagement, and conceptual design, the project team has developed the following recommendations that will be considered by the City's Traffic & Parking Board at its **July 22 Public Hearing**:

Recommendations for Board consideration:

1. **Relocation of the southbound Van Dorn Street and westbound Eisenhower Avenue left turns at the intersection of Eisenhower Avenue and South Van Dorn Street through Metro Road for improved traffic flow and less delay for vehicles and buses**
2. **Construction of a southside sidewalk and a northside shared/cycle facility by reconfiguring the Eisenhower Avenue cross-section between Van Dorn Street and Van Dorn Metro**
3. **Redesign the roadway from Van Dorn Metro to Holmes Run Trail to include one travel lane in each direction, preservation of the center left turn lane, safe crossings with median islands, a protected two-way bike lane on the north side of the street, and on-street parking at key locations**
4. **Implement No Turn on Red restrictions at all signalized intersections to reduce conflicts between users and allow for Leading Pedestrian Intervals to be installed to enhance pedestrian safety**

Additional recommended features:

1. **Reduce the posted speed limit from 35 MPH to 25 MPH.**
2. **Add new crosswalks** at key locations to improve access for people walking and wheeling.
3. **Install protected bicycle lanes** to provide a dedicated space for people biking and scooting and to calm traffic.
4. **Install bus boarding islands** to improve bus boarding, ADA compliances, and mitigate conflicts.
5. **Improve Metro Road through the repaving program**
6. **Explore and further study a road reconfiguration between Holmes Run Trail and Telegraph Road**

Public comment will be received at the meeting. The public may submit comments in advance to Sheila McGraw at [sheila.mcgraw@alexandriava.gov](mailto:sheila.mcgraw@alexandriava.gov) no later than 24 hours before the meeting or make public comments through the conference call or in person on the day of the hearing. Visit the [Traffic & Parking Board webpage](#) for more information."

You may also visit [Traffic & Parking Board | City of Alexandria, VA \(alexandriava.gov\)](#) where you will be able to register to attend the July 22 Board meeting via Zoom, along with seeing other information about the Board matters.

Thank you,

Danielle McCauley CMCA, AMS  
Community Manager  
FirstService Residential  
[Danielle.McCauley@FSResidential.com](mailto:Danielle.McCauley@FSResidential.com)

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July 22, 2024

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

**Re: Eisenhower Avenue Transportation Study (Docket Item #7)**

Dear Chairperson Lewis,

I am writing on behalf of the Washington Area Bicyclist Association (WABA) and our more than 5,000 members across the City of Alexandria and the Washington metropolitan area to express our support for Interim Option 1 for the Eisenhower Avenue Transportation Study, echoing the sentiments of our partners at the Alexandria Bicycle & Pedestrian Advisory Committee (BPAC) and Alexandria Families for Safe Streets (Alexandria FfSS).

Option 1 best aligns with the project goals to reduce speeding, reduce vehicle crashes, provide separated space for roadway users, and add more pedestrian crossings. Providing two lanes for travel with a center turn lane reduces the complexity of the roadway, and will help reduce crashes for vehicles navigating this corridor. Adding more crossings and bicycle lanes will improve pedestrian and bicycle safety, reduce speeds, and make both sidewalks and bike lanes more comfortable. The Interim Option 1 aligns best to advance the City of Alexandria's Vision in the Small Area Plan.

1. **Safety:** The collection of proposed changes to Eisenhower Avenue will make for a meaningfully safer corridor. To wit, a narrower roadway (3 lanes vs. 5) discourages excessive and dangerous vehicle speeds and will be easier and safer to cross on foot or by bike. New dedicated bike and pedestrian facilities - in some sections additionally shielded from vehicle traffic by a parking lane - will provide for significantly more comfortable and safer transit for non-car travelers along this corridor.
2. **Connectivity:** Eisenhower Avenue is a critical corridor for bicyclists, scooters, and pedestrians across Alexandria. Right now, access to the Metro is difficult and there are limited bicycle facilities available. Pedestrian crosswalks require crossing 4 or 5 lanes, are difficult, and are infrequent. Option 1 provides multiple opportunities for pedestrian crossings to connect the planned Eisenhower West Small Area Plan redevelopments to each other. This short connectivity, paired with bike lanes between the Van Dorn and



Eisenhower Street Metros, is critical to support multimodal and public transit along the corridor.

3. **Sustainability:** Transportation is one of the leading causes of climate change and greenhouse gas emissions. Investing in protected bike lanes significantly reduces greenhouse gas emissions, lowers transportation costs, and prevents roadway deaths and serious injuries. Unfortunately, Alexandria has significant gaps in its infrastructure that discourage bicycles. We have an opportunity to address one such gap with this Eisenhower Avenue project.

In conclusion, WABA urges the City to choose Interim Option 1 for the Eisenhower Avenue Transportation Study as most consistent with the goals of this project and the safety of all roadway users. Further, we urge the City to reject Option 2 as inconsistent with this project's goals. Option 2 provides very limited pedestrian crossings, and so fails to address the feedback that pedestrian crossings are difficult and infrequent. Further, it fails to support the long term Small Area Plan's long term vision for the street. To achieve the Alexandria Mobility Plan and Eisenhower West Small Area Plan, we must change this road to better support all roadway users. Option 1 is a great first step in achieving these objectives.

Sincerely,

Kevin O'Brien, Virginia Organizer



**From:** [Brianna Calculofulger](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Eisenhower Multi-use trail  
**Date:** Monday, July 22, 2024 4:58:14 PM

---

Hello,

I am writing in support of the idea of adding a multi-use trail on the north side of Eisenhower. I bike along The trail currently along Eisenhower many days in order to get to school and so a more robust trail would be very helpful. The current trail also has many trip hazards, which are also hazardous on a bike.

Thanks,  
Brianna

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June 13, 2024

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

Attn: James Lewis, Chairperson

Subject: South Pickett Street Corridor Improvements

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

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

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

Sincerely,

Dane Lauritzen,

AFSS Board Member

On behalf of the Board of Directors - AFSS

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

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

---

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

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

---

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Hello again!

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

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

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

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

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

Thank you for your consideration of this important matter.

Sincerely,

Alex Skubel

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

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

Hi Ms. McGraw,

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

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

Thank you for your time,  
Andrea Camardella

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

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

#### Contact Information:

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

#### Service Questions:

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

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

---

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

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

---

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

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

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

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

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

Respectfully submitted,

/s/

Arthur Sash Impastato  
First Vice President

## Cameron Station Civic Association

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

---

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

Hello,

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

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

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

Thank you,  
Carolyn Dew

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

---

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

Greetings Ms McGraw,

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

Thank you.

Dear Board Members,

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

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

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

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

Respectfully submitted,

Elaine M Gullotta  
106 Cameron Station Blvd

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

---

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

Dear Ms. McGraw,

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

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

Thank you,

Ellen Clark

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

---

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

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

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

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

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

Respectfully submitted,  
Faith Kanno

---

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

---

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

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

Thank you

Concerned residents of Alexandria City

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

---

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

Dear Ms McGraw,

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

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

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

Respectfully submitted,

Janis Timberlake

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

---

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

Good afternoon,

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

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

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

Respectfully submitted,

Katie Bowen

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

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

Ms. McGraw:

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

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

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

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

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

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

I would appreciate a response on that.

Thank you,

Marta Campos  
futboljorge@yahoo.com

Sent from my iPhone!

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

---

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

Ms. McGraw,

Good evening.

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

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

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

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

---

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

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

Hi Shiela,

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

Please make picket safe for everyone and pass staffs recommendation

- randy

Sent from my iPhone

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

---

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

Deputy Director, Transportation

Department of Transportation & Environmental Services

**City of Alexandria**

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

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

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

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

Hi Hillary,

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

Alyia

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

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

---

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

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

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

Cameron Station.

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

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

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

Thank you!

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

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

[Alyia for Alexandria](#)



Hi Tom-

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





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

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

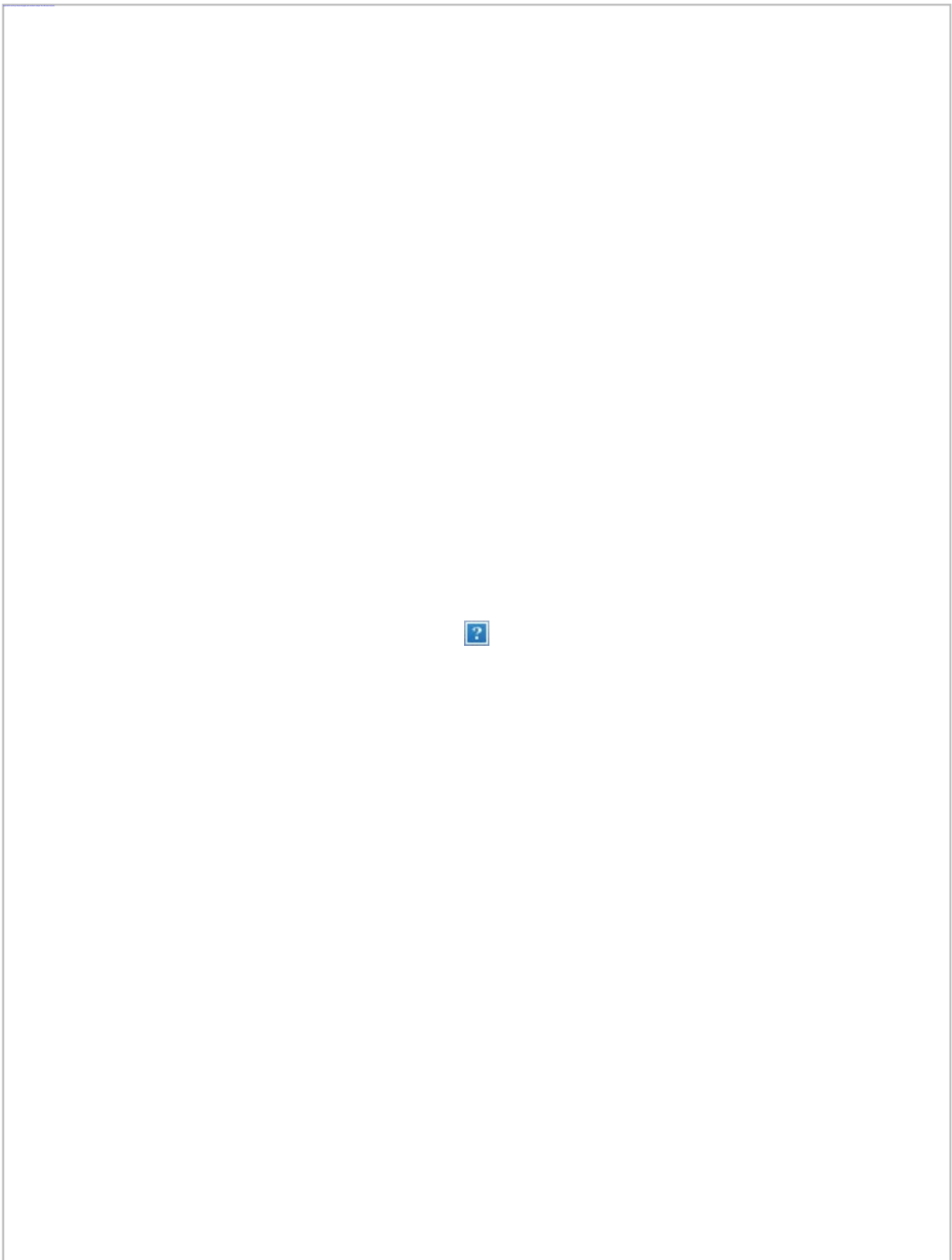
Additionally, city staff released the draft for the AlexWest Small Area Plan, which includes everything west of 395 and a part of Seminary Road just east of 395. In my meetings with residents, housing, tenants' rights, open space, and community spaces were their top concerns. To address these priorities,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

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

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



Alyia on *The Politics Hour* with Kojo Nnamdi.



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

Thank you for your continued support and engagement.

Onward to July,

Alyia Gaskins



Alyia Gaskins

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**Alyia for Alexandria**

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

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source.

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

---

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

Dear Members of the Traffic and Parking Board,

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

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

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

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

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

Thank you for considering my concerns.

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

---

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

---

Ms. McGraw,

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

Ken Notis  
Chair, Alexandria Bicycle and Pedestrian Advisory Committee

---

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

---

Chairman Lewis, Vice Chairperson Tucker and Board Members,

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

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

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

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

Respectfully submitted,

Fran Vogel  
41 N. Earley Street  
Alexandria, VA 22304

---

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

---

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

Hello Sheila,

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

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

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

Best,  
Frank Rathgeber

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

---

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

Dear Ms. McGraw,

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

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

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

Sincerely,

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



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

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

>

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

>

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

>

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

Thank you

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

---

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

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

Good morning,

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

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

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

Respectfully submitted,

Nathan McAfee

---

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

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

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

***It is a commercial thoroughfare.***

No road diet on South Pickett!

Roger Ritter  
Cameron Station

---

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

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

Hello Ms. McGraw,

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

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

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

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

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

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

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

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

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

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

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

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

Thank you for your time.

Best,  
Sherri

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

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

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

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

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

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

Respectfully,  
Sunny Pietrafesa  
Cameron Station

---

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July 22, 2024

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

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

Dear Chairperson Lewis,

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

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

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

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

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

Sincerely,

Kevin O’Brien, Virginia Organizer



WALSH COLUCCI  
LUBELEY & WALSH PC

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

July 22, 2024

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

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

Dear Mr. Lewis:

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

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

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

ATTORNEYS AT LAW

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

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

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

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

Very truly yours,

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

M. Catharine Puskar

July 22, 2024

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

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

RE: Proposed South Pickett Street Corridor Improvements

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

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

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

Sincerely,



Richard Greenberg  
Greenhill Realty Capital Corp.



July 19, 2024

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

Attn: James Lewis, Chairperson

Subject: Holland Lane Corridor Improvements

Alexandria Families for Safe Streets (AFSS) supports Option 3 for the Holland Lane Corridor Improvements. Option 3 is by far the best build option to achieve the project's objectives for safe, easy, and comfortable travel on Holland Lane for people who walk, use wheelchairs, carts, or strollers, bike or scoot, drive, are young or old, or have a disability. Option 3 gives the best support to bicyclists traveling Holland Lane, and best safety improvements to pedestrians. Option 3 also provides the best support for a planned future trail on south Holland Lane to Old Cameron Run Trail. The Holland Lane Corridor Improvements will 1) save lives, 2) connect a significant bike lane gap, and 3) help address climate change.

1. **Safety:** The proposed Holland Lane improvements will make the street safer. Currently there are few crosswalks and no bike facilities, coupled with a high crash risk for people crossing. The roadway has wide lanes, which encourages drivers to go fast in a location with numerous other users. Option 3 reduces lane widths, provides median refuges, reduces pedestrian crossing distances, and provides protected bike lanes to ensure the safety of cyclists and scooters. This is particularly important along Holland Lane, since there are already cyclists and scooters who use this road despite the danger and lack of facilities.
2. **Connectivity:** Holland Lane is an important link from King Street Station to Old Cameron Run Trail, with no existing bike infrastructure. Holland Lane provides the only access for bicyclists to the Whole Foods and the CVS on the north side of this location. It is also an important access point for bicyclists and scooters traveling to Carlyle and Eisenhower East to support the local businesses and restaurants, or visit local residents. In particular, bicyclists and scooters coming from King Street and Braddock Metro Stations are likely to access Carlyle and Eisenhower East through Holland Lane. Future connections are also planned that will link this infrastructure to Old Cameron Run Trail and the Mount Vernon Trail.
3. **Sustainability:** Transportation is one of the leading causes of climate change and greenhouse gas emissions. Investing in protected bike lanes significantly reduces

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





greenhouse gas emissions, lowers transportation costs, and prevents roadway deaths and serious injuries. Unfortunately, Alexandria has significant gaps in its infrastructure that discourage bicycles. Holland Lane is one such place, with no support for local residents in Old Town, Carlyle, or Eisenhower East.

In conclusion, AFSS urges the City to choose Option 3 for the Holland Lane Corridor Improvements as most consistent with the goals of this project and the safety of all roadway users. Further, we urge the City to reject the “no build” option as unsafe and inconsistent with this project’s goals. The “no build” option will leave Holland Lane with wide and unsafe lanes, with few crosswalks, and no bicycle facilities. To achieve the Alexandria Mobility Plan, we must change this road to better support all roadway users.

Sincerely,  
Dane Lauritzen,  
AFSS Board Member  
On behalf of the Board of Directors - AFSS

**From:** [Alek Becker](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Changes To Holland Lane  
**Date:** Wednesday, July 17, 2024 3:59:37 PM

---

I support the staff recommendation OPTION 3 , to redesign the street to maintain similar travel times as today while including one travel lane in each direction, safer crossings with median islands, a protected southbound bicycle lane on the west side of the street, and a protected two-way bicycle lane on the east side of the street next to African American Heritage Park. This would make this dense area safer for pedestrians, and also help move the City towards a connected low stress bike network.

This will also eliminate the deeply irritating and daily occurrence of people parking their cars in the travel lanes so they can go into Whole Foods or CVS. This will be a massive improvement and safety upgrade for all users.

Thank you,

Alek Becker

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**From:** [Alexander Skubel](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Support for Holland Lane Redesign Option 3 - Docket Item #9  
**Date:** Wednesday, July 17, 2024 12:18:42 PM

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Hello!

I'm writing to express my strong support for Option 3 of Docket Item #9 regarding Holland Lane's redesign, to be discussed at the upcoming Traffic and Parking Board meeting.

Option 3 offers a balanced approach that:

1. Improves pedestrian safety with median islands
2. Maintains efficient traffic flow
3. Enhances bicycle infrastructure with protected lanes
4. Integrates well with the African American Heritage Park

This design aligns with Alexandria's goals for safety, multimodal transportation, and community enhancement. It represents a forward-thinking solution that benefits all road users.

I urge the board to support Option 3 as the best choice for Holland Lane and our community.

Thank you for your consideration.

Sincerely,

Alex Skubel

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**From:** [Ameen Imam](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Bike lanes  
**Date:** Tuesday, July 16, 2024 10:41:45 AM

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I support the recommendation for OPTION 3. The street needs be redesigned to maintain similar travel times as today while including one travel lane in each direction, safer crossings with median islands, a protected southbound bicycle lane on the west side of the street, and a protected two-way bicycle lane on the east side of the street next to African American Heritage Park. This would allow for safe cycling for people seeking to bike more.

Thank you,  
Ameen  
Ameen Imam  
6381 Levtov Landing  
Alexandria VA 22312

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**From:** [Andrew](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Option 3 - Holland Lane support  
**Date:** Tuesday, July 16, 2024 10:35:51 PM

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Dear Ms. McGraw,

I endorse the staff's recommendation for OPTION 3, which involves redesigning the street to maintain current travel times. This plan includes one travel lane in each direction, safer crossings with median islands, a protected southbound bicycle lane on the west side of the street, and a protected two-way bicycle lane on the east side, adjacent to African American Heritage Park. Implementing these changes would enhance pedestrian safety in this densely populated area and contribute to a more interconnected, low-stress bike network within the City.

Thank you

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**From:** [Avery T](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Holland Lane Project Update  
**Date:** Friday, July 12, 2024 6:01:37 PM

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Hey Sheila, I just wanted to submit a comment saying that I'm very happy about the protected bike lanes. The current street setup is very unsafe for bikers and this will make a big difference. Hopefully next they'll put protected lanes all the way down Duke St!

Best,  
Avery (they/them/theirs)

Apologies for any errors, this was sent from my phone

On Fri, Jul 12, 2024 at 13:25 Alexandria Carroll <[Alexandria.Carroll@alexandriava.gov](mailto:Alexandria.Carroll@alexandriava.gov)> wrote:

Project Stakeholders,

Thank you all for your participation in the Holland Lane Corridor Improvements Project thus far. After nearly a year of planning, analysis, engagement, and conceptual design, the project team has developed the following recommendations that will be considered by the City's Traffic & Parking Board at its July 22 Public Hearing:

- Corridor Option 3: Redesign the street to maintain similar travel times as today while including one travel lane in each direction, safer crossings with median islands, a protected southbound bicycle lane on the west side of the street, and a protected two-way bicycle lane on the east side of the street next to African American Heritage Park.
- Holland Lane/Duke Street Option A: At the intersection of Holland Lane and Duke Street, preserve a northbound left turn lane and right turn lane to improve pedestrian safety and maintain traffic operations.

Public comment will be received at the meeting. The public may submit comments in advance to Sheila McGraw at [sheila.mcgraw@alexandriava.gov](mailto:sheila.mcgraw@alexandriava.gov) no later than 24 hours before the meeting or make public comments through the conference call or in person on the day of the hearing. Visit the [Traffic & Parking Board webpage](#) for more information.

Additional information, including FAQs from the last community engagement period, is available on the [project webpage](#).



Thank you again for your continued engagement, and have a nice weekend.

Alex Carroll (she/her)

Complete Streets Program Manager

City of Alexandria, Virginia

Department of Transportation & Environmental Services

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

Alexandria's 275 Birthday Logo



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

**From:** [Brianna Calculofulger](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Holland Lane  
**Date:** Wednesday, July 17, 2024 8:16:14 AM

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I support the staff recommendation OPTION 3 , to redesign the street to maintain similar travel times as today while including one travel lane in each direction, safer crossings with median islands, a protected southbound bicycle lane on the west side of the street, and a protected two-way bicycle lane on the east side of the street next to African American Heritage Park. This would make this dense area safer for pedestrians, and also help move the City towards a connected low stress bike network

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July 19, 2024

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

RE: Holland Lane Redesign

Dear Traffic and Parking Board,

I am writing on behalf of the Carlyle Community Council to voice our concerns about the proposed bike lanes project for Holland Lane. We understand that you will be voting on July 22nd on the Holland Lane Redesign project. We have had several lengthy conversations with Alexandria Carroll and Hillary Orr and a meeting with Jim Parajon, but we still feel that reducing the lanes on Holland from four to two to add bike lanes is not the right step forward for Holland Lane at this time. Although the City has talked to one business to our knowledge since our April letter (see attached) there are still several issues that are present. We are asking for you to please reconsider the lane reduction on Holland. We have outlined our concerns in more detail below.

Holland Lane is a four block long, four lane street on the east end of Carlyle that connects Eisenhower Avenue and Duke Street. Anyone who has spent time in Carlyle or shopped at Whole Foods would agree that the current configuration of traffic lanes is effective. City staff have been unable to articulate or provide credible data on why such a drastic change is needed. The crash data that has been provided is questionable, as Holland Lane has a lower incident rate than other streets in the City. If the number of lanes is reduced to one lane each way, it will create new safety and congestion concerns.

The Carlyle area was the first Coordinated Development District (CDD #1) in the City. An extensive amount of development went into the area. Streets were carefully planned, and we have the fortunate gift of space on Holland Lane. It is disheartening that the City can only offer reduction of lanes as a safety measure instead of looking for alternative ways to enhance the safety needs. Additionally, due to the projected growth rate for the area, the City has just spent a significant amount of money to widen Eisenhower Avenue, so it seems to reason reducing lanes on Holland Lane, which on average 9,000 cars travel on daily, is not a productive idea.

1. Vehicle backups at Duke Street:

City staff express concern about congested northbound traffic on Holland Lane. If that is of concern, removing one entire traffic lane would not ease congestion. It is our view that it will make it worse. Also, with there being no confirmed date on when the Duke Street light issue will be fixed, this reduction of lanes on Holland Lane will only create new safety and traffic concerns.

2. Apartment buildings at 309, 401, 501, & 601 Holland:

Firetrucks stop on Holland and block a lane when they are responding to calls. Bike lanes on this side will cause cars to have to use the lane on the opposite side. No consideration was given with regards to deliveries for these buildings as well. As each of them have loading docks often used for moving, but there are a lot of deliveries that cannot use the loading docks. Large tractor trailers cannot make it down the side streets and often stop outside of these buildings to unload on Holland. We understand that the area outside of these buildings is where the firetrucks are supposed to park, however often when calls are made several trucks arrive making parking in the circles only not possible. This is also the case with Police and any other emergency vehicle.



3. Pull off at African American Heritage Park:

This pull off area is used by the Police, tour buses going into Alexandria, delivery vehicle waiting area, AAHP landscaping company vehicles and several other companies servicing the park from both the City side of things and the Carlyle Council side. Removing this pull off will cause more traffic backups and issues.

4. Creates bike lanes to nowhere:

Currently and for the future, no bike lanes are planned to be installed on either Eisenhower Avenue or Duke Street – the two arterials that Holland Lane connects to. Therefore, it stands to reason that creating a biking area in the same lane as traffic, which would be indicated by the universally known painted bicycle symbol, would be a more appropriate way to spend scarce taxpayer money. After speaking with Alex Renew, it appears that the bike trail that the City says will be placed there in the next two years is far more off in the future than projected.

Alternatives:

The Carlyle Council supports sensible safety measures for bicyclists and pedestrians in Carlyle. In that spirit, we have identified alternatives to the City's overly ambitious and costly proposal to address safety. Our first alternative is to properly mark the three crosswalks that should be striped/lined on Holland that are currently not. These new and more visible crosswalks would make it easier for vehicle drivers to recognize where they need to stop for pedestrians and cyclists. This action is doable in the short term. Additionally, the Carlyle Council is willing to place two rapid flashing beacons at the major crosswalks to help with crossing safety. We also recommend updating the traffic study from a reputable traffic survey company in spring 2025 after these upgrades have been in place for a while to measure their impact.

Another alternative is to place bike lanes on or along the large sidewalks on the western perimeter of African American Heritage Park, instead of Holland Lane. AAHP is a very large and open space that could seamlessly carry the bike trail from Jamieson Avenue to Eisenhower Avenue in the near term and eventually over to Alex Renew.

If the City is determined to add bike lanes on Holland, then we would like you to not install traffic delineators that are often hit by vehicles and do not flow with the aesthetic of the area. Without traffic delineators, firetrucks and delivery trucks would be able to access and occupy the bike lane temporarily and access the apartment complexes properly. It would also allow the pull off area outside of AAHP to continue be utilized. We also strongly recommend that no bike lanes go on Holland Lane in front of Whole Foods. As they would only cause more accidents as a result.

In summation, we at the Carlyle Council see that the City believes there is a need for safer bicycle travel in Carlyle, and we are willing to provide that for our residents, workers, and visitors. We are not willing to do it at the expense of other existing purposes when there are plenty of other less intrusive options that provide the same outcome.

I am happy to answer any questions you may have. Thank you for your consideration of our concerns.

Sincerely,

Morgan Babcock  
TMP Coordinator and Council Manager

**From:** [CharlielPaul](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Holland Lane Public Comment  
**Date:** Sunday, July 14, 2024 10:42:38 PM

---

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

Dear Sheila McGraw,

I am writing to register my opinion on the matter of the Holland Lane Corridor Improvements Project.

As a resident of the Carlyle neighborhood, I regularly walk along this section of Holland Lane. I strongly support the proposed Corridor Concept Option 3 that the team has selected; this will make me feel safer on foot, build infrastructure towards a bike-friendly neighborhood, and leave room for beautification on the median.

I strongly support the team's recommendations, and would ask that the T&P Board adopt them.

I am happy to respond to any questions.

Best,  
Charles Paul  
Member, Carlyle / Eisenhower East Design Review Board

---

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**From:** [Charles Rademaker](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Holland Lane Project  
**Date:** Friday, July 12, 2024 1:54:10 PM

---

You don't often get email from crademaker1@gmail.com. [Learn why this is important](#)

Dear Ms McGraw,

The new design proposal for Holland Lane reads like a death trap. The addition of cycle lanes on both sides of the street is confusing, complicated and certain to cause cycle and automobile accidents. And for what purpose? There are NO pressing needs that need correction. The design proposal reads like a make-busy project that serves no necessary purpose.

Charles Rademaker  
Alexandria, VA

---

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**From:** [Cherie Cummings](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Comment on Holland Lane Project  
**Date:** Friday, July 19, 2024 12:03:40 PM

---

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

Good morning,

I'm writing to express my support for the staff recommendation of Option 3 for the Traffic and Parking Board's consideration of Holland Lane improvements. I have been a resident of the Carlyle neighborhood for more than 10 years and am a frequent user of the Holland Lane corridor as both a driver and a pedestrian. During the time I've lived here, I've witnessed more "close calls" between pedestrians and speeding and/or inattentive drivers in the crosswalks at Holland Lane and Jamieson Avenue and Holland Lane and Ballenger Avenue than I can count. I believe the proposed option to reduce vehicle travel lanes from 4 to 2 and the addition of median islands will improve safety for pedestrians in our neighborhood.

Thank you for your consideration and the opportunity to comment.

Sincerely,  
Cherie Cummings

Sent from my iPhone

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**From:** [Dustin Bales](#)  
**To:** [Alexandria Carroll](#); [Sheila McGraw](#)  
**Subject:** Re: Holland Lane Project Update  
**Date:** Saturday, July 13, 2024 9:37:13 AM

---

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

Hi Sheila

As an Alexandria resident, I strongly support Corridor Option 3.

Thanks,  
Dustin Bales  
39 Underwood Pl, Alexandria, VA 22304

On Fri, Jul 12, 2024 at 1:25 PM Alexandria Carroll <[Alexandria.Carroll@alexandriava.gov](mailto:Alexandria.Carroll@alexandriava.gov)> wrote:

Project Stakeholders,

Thank you all for your participation in the Holland Lane Corridor Improvements Project thus far. After nearly a year of planning, analysis, engagement, and conceptual design, the project team has developed the following recommendations that will be considered by the City's Traffic & Parking Board at its July 22 Public Hearing:

- Corridor Option 3: Redesign the street to maintain similar travel times as today while including one travel lane in each direction, safer crossings with median islands, a protected southbound bicycle lane on the west side of the street, and a protected two-way bicycle lane on the east side of the street next to African American Heritage Park.
- Holland Lane/Duke Street Option A: At the intersection of Holland Lane and Duke Street, preserve a northbound left turn lane and right turn lane to improve pedestrian safety and maintain traffic operations.

Public comment will be received at the meeting. The public may submit comments in advance to Sheila McGraw at [sheila.mcgraw@alexandriava.gov](mailto:sheila.mcgraw@alexandriava.gov) no later than 24 hours before the meeting or make public comments through the conference call or in person on the day of the hearing. Visit the [Traffic & Parking Board webpage](#) for more information.

Additional information, including FAQs from the last community engagement period, is available on the [project webpage](#).

Thank you again for your continued engagement, and have a nice weekend.

Alex Carroll (she/her)

Complete Streets Program Manager

City of Alexandria, Virginia

Department of Transportation & Environmental Services

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

Alexandria's 275 Birthday Logo



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

**From:** [Hannah Follweiler](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]A Safe and Sustainable Holland Lane  
**Date:** Tuesday, July 16, 2024 3:38:19 PM

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Hello Sheila McGraw,

I support the staff recommendation OPTION 3 , to redesign the street to maintain similar travel times as today while including one travel lane in each direction, safer crossings with median islands, a protected southbound bicycle lane on the west side of the street, and a protected two-way bicycle lane on the east side of the street next to African American Heritage Park. This would make this dense area safer for pedestrians, and also help move the City towards a connected low stress bike network

Thank you for your time,  
Hannah Follweiler

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**From:** [Ian Smith](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Holland Lane Support Option 3  
**Date:** Tuesday, July 16, 2024 9:37:38 AM

---

Hello,

I am writing in support of staff's recommendation of Option 3 for the upcoming changes to Holland Lane.

If Alexandria is serious about wanting to become a safer, more sustainable, and more financially forgiving city for its residents, expanding its bike network is a great option. That being said, a great bike network must be safe to use, be easy to access, and must actually lead cyclists to destinations they want to go.

Many drivers like to joke about "middle aged road cyclists wearing spandex", but we have to understand that those types of high-confidence cyclists may be the only demographic who is brave enough to use some of our roads without safe infrastructure. Many families with children, for example, will never bother taking bike trips if they don't feel safe. Option 3 actually looks like a really good design that will encourage lower-confidence cyclists to come here.

While Option 3 on Holland Lane is a fantastic start (being near a lot of new housing and a grocery store), it's also important that connecting roads like Duke Street and Eisenhower Avenue have safe infrastructure as well. Presumably, most cyclists who may use Holland Lane will use other roads to get there. I hope in the future that the city also considers making improvements to those roads.

Thank you!

---

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**From:** [Kevin Fox](#)  
**To:** [Alexandria Carroll](#); [Sheila McGraw](#)  
**Subject:** Re: Holland Lane Project Update  
**Date:** Friday, July 12, 2024 1:49:23 PM

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Exciting!

I won't be able to make the public hearing. I would like to just submit as a public comment in advance that I am in full support of the project team's recommendations. I live on Holland Lane and use it daily as a pedestrian, biker, and driver.

On Fri, Jul 12, 2024 at 1:25 PM Alexandria Carroll <[Alexandria.Carroll@alexandriava.gov](mailto:Alexandria.Carroll@alexandriava.gov)> wrote:

Project Stakeholders,

Thank you all for your participation in the Holland Lane Corridor Improvements Project thus far. After nearly a year of planning, analysis, engagement, and conceptual design, the project team has developed the following recommendations that will be considered by the City's Traffic & Parking Board at its July 22 Public Hearing:

- Corridor Option 3: Redesign the street to maintain similar travel times as today while including one travel lane in each direction, safer crossings with median islands, a protected southbound bicycle lane on the west side of the street, and a protected two-way bicycle lane on the east side of the street next to African American Heritage Park.
- Holland Lane/Duke Street Option A: At the intersection of Holland Lane and Duke Street, preserve a northbound left turn lane and right turn lane to improve pedestrian safety and maintain traffic operations.

Public comment will be received at the meeting. The public may submit comments in advance to Sheila McGraw at [sheila.mcgraw@alexandriava.gov](mailto:sheila.mcgraw@alexandriava.gov) no later than 24 hours before the meeting or make public comments through the conference call or in person on the day of the hearing. Visit the [Traffic & Parking Board webpage](#) for more information.

Additional information, including FAQs from the last community engagement period, is available on the [project webpage](#).

Thank you again for your continued engagement, and have a nice weekend.

Alex Carroll (she/her)

Complete Streets Program Manager

City of Alexandria, Virginia

Department of Transportation & Environmental Services

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

Alexandria's 275 Birthday Logo



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Kevin Fox



**From:** [Alexandria Carroll](#)  
**To:** [Sheila McGraw](#)  
**Subject:** FW: Holland Lane Project Update  
**Date:** Tuesday, July 16, 2024 9:47:40 AM

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Sheila – FYI for Holland.

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

---

**From:** (null) (null) <[softail180@yahoo.com](mailto:softail180@yahoo.com)>  
**Sent:** Monday, July 15, 2024 6:01 PM  
**To:** Alexandria Carroll <[Alexandria.Carroll@alexandriava.gov](mailto:Alexandria.Carroll@alexandriava.gov)>  
**Subject:** Re: Holland Lane Project Update

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Absolutely . Kirk Saunders . 9 S French st . I ride often in our city and find locations that need a little love in the safety dept . I'm retired and used to install traffic control & proper signage for road construction & water main breaks . Need an opinion , count me in . Peace

On Jul 15, 2024, at 3:38 PM, Alexandria Carroll  
<[Alexandria.Carroll@alexandriava.gov](mailto:Alexandria.Carroll@alexandriava.gov)> wrote:

Thank you for the comment! Would you like this to be shared with the Traffic & Parking Board?

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

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**From:** (null) (null) <[softail180@yahoo.com](mailto:softail180@yahoo.com)>  
**Sent:** Monday, July 15, 2024 11:13 AM  
**To:** Alexandria Carroll <[Alexandria.Carroll@alexandriava.gov](mailto:Alexandria.Carroll@alexandriava.gov)>

**Subject:** Re: Holland Lane Project Update

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This looks to be an awesome upgrade in bicycle & pedestrian safety & inclusion of all road users . I don't see bicycle riders riding on or to Duke st as it's way too dangerous . They will like me will use Jamison Ave from Holland Lane to West st . This would be a great time to make safety improvements on Jamison Ave also since the roadway is under construction for the tunnel project . Thanks for your efforts . Need some volunteers , hit me up

On Jul 12, 2024, at 1:25 PM, Alexandria Carroll  
<[Alexandria.Carroll@alexandriava.gov](mailto:Alexandria.Carroll@alexandriava.gov)> wrote:

Project Stakeholders,

Thank you all for your participation in the Holland Lane Corridor Improvements Project thus far. After nearly a year of planning, analysis, engagement, and conceptual design, the project team has developed the following recommendations that will be considered by the City's Traffic & Parking Board at its July 22 Public Hearing:

1. Corridor Option 3: Redesign the street to maintain similar travel times as today while including one travel lane in each direction, safer crossings with median islands, a protected southbound bicycle lane on the west side of the street, and a protected two-way bicycle lane on the east side of the street next to African American Heritage Park.
2. Holland Lane/Duke Street Option A: At the intersection of Holland Lane and Duke Street, preserve a northbound left turn lane and right turn lane to improve pedestrian safety and maintain traffic operations.

Public comment will be received at the meeting. The public may submit comments in advance to Sheila McGraw at [sheila.mcgraw@alexandriava.gov](mailto:sheila.mcgraw@alexandriava.gov) no later than 24 hours before the meeting or make public comments through the conference call or in person on the day of the hearing. Visit the [Traffic & Parking Board webpage](#) for more information.

Additional information, including FAQs from the last community

engagement period, is available on the [project webpage](#).

Thank you again for your continued engagement, and have a nice weekend.

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



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**From:** [Marjorie Colletta](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Holland Lane Project Update  
**Date:** Friday, July 12, 2024 4:28:17 PM

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Hello,

Thank you so much for all the work that went into making these choices. I am incredibly happy with the protected bike lanes in both directions. I regularly walk, bike and drive in the area since I live at 2121 Jamieson.

The only thing I would like to ask clarification on is about the Holland Duke interchange. At the right turn from Holland onto Duke will the bike lane still be protected or will cars be able to cross into it when making their right turn? If so, that feels very scary and unsafe and one reason people hesitate to get out of their cars is how unsafe they feel.

No matter how often people say cyclists and pedestrians ignore the laws when they do they rarely kill people, but when cars ignore the laws they do. Yesterday I was walking between my home and Wegmans and was cut off by drivers twice who just ignored the walk light and made their right and left turns. Luckily I was paying attention.

Anyway, thanks for doing this work!  
Marge Colletta

831-359-5366  
2121 Jamieson Ave. #1203, Alexandria

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**From:** [Michael Menchel](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Change Holland Lane  
**Date:** Wednesday, July 17, 2024 12:20:26 PM

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Forgot...  
Option 3  
Michael Menchel  
Boys and Girls Club Alexandria

On Wed, Jul 17, 2024, 12:18 PM Michael Menchel <[mpmenchel@gmail.com](mailto:mpmenchel@gmail.com)> wrote:

Good afternoon...  
I am a longtime volunteer at our local Boys and Girls Club and frequently take the kids bicycling along Holland Lane.  
The addition of biking lanes should slow down some auto speed and we hope this proposal comes to fruition.  
Please contact me if you need additional information.  
Michael Menchel  
Boys and Girls Club Alexandria  
401 N Payne St  
571/213-4609  
[mpmenchel@gmail.com](mailto:mpmenchel@gmail.com)

**From:** [Nancy Duley](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Holland Lane Recommendations  
**Date:** Wednesday, July 17, 2024 6:49:03 AM

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Hello,

I am a frequent bike commuter and sometimes driver in the Holland Lane area since 2005. I live in Fairfax County, but I work at a company located on Mill Road. The improvements to biking infrastructure and safety over the years is appreciated. I used to cross Holland Lane on Jamieson before there was a traffic light!

I support the staff recommendation OPTION 3 , to redesign the street to maintain similar travel times as today while including one travel lane in each direction, safer crossings with median islands, a protected southbound bicycle lane on the west side of the street, and a protected two-way bicycle lane on the east side of the street next to African American Heritage Park. This would make this dense area safer for pedestrians, and also help move the City towards a connected low stress bike network.

Thank you for your consideration,  
Nancy Duley  
Alexandria, VA

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**From:** [Randy Cole](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Support of Staffs Recommendation on Holland  
**Date:** Thursday, July 18, 2024 10:02:58 PM

---

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

Hi Shiela

We need a safer Holland. Staffs recommended changes are spot on to reduce speeding , make comfortable biking experience for all ages. Too bad city failed to require a complete street design when that entire development was first approved. We need to fix this now!

- randy

Sent from my iPhone

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**From:** [Tim Enright](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Holland Lane Should be Safe and Sustainable  
**Date:** Wednesday, July 17, 2024 8:50:41 AM

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

*To whom it may concern,*

*I support the staff recommendation OPTION 3 , to redesign the street to maintain similar travel times as today while including one travel lane in each direction, safer crossings with median islands, a protected southbound bicycle lane on the west side of the street, and a protected two-way bicycle lane on the east side of the street next to African American Heritage Park. This would make this dense area safer for pedestrians, and also help move the City towards a connected low stress bike network.*

Yours,

An Alexandria Taxpayer and Pedestrian

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**From:** [William Buschur](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Comment on Holland Lane Project  
**Date:** Friday, July 12, 2024 5:01:07 PM

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

Hello,

I am writing to provide a public comment for the July 22 Traffic and Parking Board hearing regarding the Holland Lane project.

I am strongly in favor of the project's team recommendation that the Traffic and Parking Board adopt Corridor Option 3 and Holland Lane/Duke Street Option A. The combination of these two changes will make these intersections safe to use for my daughter and I. We ride our bikes daily from our home in Carlyle to Lyles Crouch Elementary, crossing Holland Lane Jamieson Avenue, and daily must compete with multiton vehicles that recklessly pass and fail to yield on Holland Lane's overbuilt roadway.

The Options 3 and A will fix the issues we experience when using Holland lane and will make it safer for other families to use as well. I am delighted that the city would prioritize my family's safety by improving Holland Lane in this way and strongly endorse Corridor Option 3 and Holland Lane/Duke Street Option A.

Regards,

William Buschur  
2181 Jamieson Ave, Alexandria, VA 22314

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**From:** [Ken Notis](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Docket Item #9Lane Removal, Left-turn Lane Removal, No Turn on Red Restrictions - Holland Lane between Duke Street and Eisenhower Avenue  
**Date:** Friday, July 19, 2024 4:31:03 PM

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Ms. McGraw,

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

Ken Notis  
Chair, Alexandria Bicycle and Pedestrian Advisory Committee

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April 19, 2024

Honorable Mayor Wilson and Members of City Council  
Adriana Castañeda Director of T&ES and Staff  
City Hall  
301 King Street  
Alexandria, VA 22314

TOPIC: Holland Lane Bike Facilities

Dear Mayor Wilson, City Council Members, Adriana, and members of T&ES:

I am writing on behalf of the Carlyle Community Council to voice our concerns about the proposed bike lanes project for Holland Lane. Due to valid concerns regarding traffic congestion, the lack of communication and the timing of this proposal, we are asking for you to please reconsider the lane reduction on Holland. We have outlined our concerns in more detail below.

Holland Lane is a four block long, four lane street on the east end of Carlyle that connects Eisenhower Avenue and Duke Street. Anyone who has spent time in Carlyle or shopped at Whole Foods would agree that the current configuration of traffic lanes is effective. City staff have been unable to articulate or provide credible data on why such a drastic change is needed. The crash data that has been provided is questionable, as Holland Lane has a lower crash rate than other streets in the City. If the number of lanes is reduced to one lane each way, it will create new safety and congestion concerns. Additionally, due to the projected growth rate for the area, the City has just spent a significant amount of money to widen Eisenhower Avenue, so it seems to reason reducing lanes on Holland Lane, which over 7,000 cars travel on daily, is not a productive idea.

1. Vehicle backups at Duke Street:

City staff express concern about congested northbound traffic on Holland Lane. If that is of concern, removing one entire traffic lane would not ease congestion. It is our view that it will make it worse. Also, with there being no confirmed date on when the Duke Street light issue will be fixed, this reduction of lanes on Holland Lane will only create new safety and traffic concerns.

2. Office and retail community left out of the City's civic engagement process:

Carlyle is 80 percent office and retail space and only 20 percent residential. City staff have not taken any steps to personally reach out to these individuals. Whole Foods will be directly impacted by these proposed changes as traffic during business hours causes a severe backup onto Duke Street, yet the City has not contacted them directly. The cities feedback forum for this project is very skewed in the approach they have taken to highlight all of the benefits of adding these bike lanes with little regard for less intrusive changes with the same outcome.

Office space vacancies in Carlyle are higher than ever. Convenient access to office space is an important factor in economic development. Since the collapse of the arena deal, the City has claimed an ongoing commitment to economic development. It is hard to see how this project would benefit the economy as it will make accessing Carlyle more difficult for businesses or retailers interested in the area and their respective workers or customers. The development plan that is slated for Eisenhower East is coming up in the next few years.



Carlyle is already a cut through from Duke Street, taking away two lanes that connect Eisenhower Ave to the rest of the City will ensure that Holland Lane becomes backed up and more traffic will cut through Carlyle and cause pedestrian issues.

3. Creates bike lanes to nowhere:

Currently and for the future, no bike lanes are planned to be installed on either Eisenhower Avenue or Duke Street – the two arterials that Holland Lane connects to. Therefore, it stands to reason that creating a biking area in the same lane as traffic, which would be indicated by the universally known painted bicycle symbol, would be a more appropriate way to spend scarce taxpayer money.

4. Pedestrians will have to navigate bicycle traffic in addition to vehicle:

One option is for double bike lanes on the east side of Holland Lane. Although City staff have expressed concerns about pedestrian safety crossing Holland, this option means pedestrians will have to watch out for speedy cyclists in the bike lanes in addition to vehicle traffic before crossing.

Alternatives:

If the City is determined to add bike lanes in Carlyle, different options need to be considered. Bike lane paint could be installed on John Carlyle Street from Eisenhower Avenue to Duke Street. Cyclists could cross Duke Street more easily to access the King Street transit station. Cyclists could also ride on Jamieson Avenue over to the Duke Street tunnel connecting Carlyle to the metro. This tunnel was designed specifically to provide safe passage for pedestrians and cyclists to/from the King Street metro station. Bike lanes can also be placed on the large sidewalks of African American Heritage Park to fulfill this need. AAHP is very large and would naturally carry the trail from Jamieson Avenue and Alex Renew.

Another alternative is to place a rapid flashing beacon or two along Holland Lane at Ballenger Avenue and/ or at Emerson Avenue to offer pedestrians and cyclists safe passage to cross the street. Cyclists could then ride on Jamieson Avenue over to the pedestrian tunnel connecting to King Street metro station and avoid Duke Street altogether. Another suggestion is to stripe the crossing walk at Holland Lane and Emerson Avenue like we had suggested over a year ago to notify traffic that people are allowed to cross at the designated crosswalk that has never been painted.

In summation, we at the council see that the City believes there is a need for safer bicycle travel in Carlyle, and we are willing to provide that for our residents. We are not willing to do it at the expense of other things when there are plenty of other less intrusive options that provide the same outcome.

I am happy to answer any questions you may have. Thank you for your consideration of our concerns.

Sincerely,

Morgan Babcock  
TMP Coordinator and Council Manager



**From:** [James Lewis](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Fwd: July 22 T&P Meeting  
**Date:** Thursday, July 18, 2024 3:57:22 PM

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----- Forwarded message -----

From: **Stephen Morris** <[stephen.r.morris@gmail.com](mailto:stephen.r.morris@gmail.com)>  
Date: Wed, Jul 17, 2024 at 5:28 PM  
Subject: Re: July 22 T&P Meeting  
To: James Lewis <[jameslewisforalexcouncil@gmail.com](mailto:jameslewisforalexcouncil@gmail.com)>  
Cc: James Lewis <[james.calvin.lewis@gmail.com](mailto:james.calvin.lewis@gmail.com)>

Thanks, Jim. I appreciate your consideration. I submitted my response to the online form prior to the April deadline after having some concerns with the presentation they included on the project website. After seeing the docket writeup I thought it would be appropriate to reach out. From my experience as a fellow Commissioner I'm always skeptical of evidence presented when City Staff are pitching a project that uses public resources. I frequently used Holland Lane when I lived in Old Town from 2017-2019 and still use it occasionally to go to Whole Foods. I realize my email is a little long-winded but please hang in there, I hope you find it valuable as you prep for next week's meeting.

My primary concern with the initial [project presentation](#) was City Staff citing federal guidance that Holland is a 'great candidate for a road diet' because of the 7,000-9,000 vehicles per day volume. However, when you look at the actual guidance they're referring to, it's an [FAQ doc](#) with the question "What is the maximum traffic volume for a four-lane to three-lane Road Diet conversion?" All three of the proposed concepts would convert Holland Lane to two lanes. In the docket writeup they once again cite the FHWA guidance in support of this project despite the fact I pointed this out in my feedback. They even use the same statistics and benefits from the FHWA despite proposing a very different solution.

What initially sparked my skepticism of the project presentation, was that the 'no build option' only had drawbacks listed while each of the three proposed concepts had seven or eight benefits and just one potential drawback (shown as a warning sign in the slides). To me, one glaring benefit of the 'no build option' would be that it wouldn't cost anything. To be clear, I do support the city taking some sort of action on Holland Lane but to say that there are zero benefits of 'no build' demonstrates the marketing nature of the presentation. I believe it would be in the best interest of Alexandria if all project presentations like this included preliminary cost estimates and those should be taken into account during the selection process.

Lastly, I take umbrage with the representation of the Carlyle Council's 'Call to Action' in the docket materials. I was not aware of this campaign but city staff stated "they spread a lot of



incorrect or misleading information,” while failing to cite what that information was. In Attachment 5 on the docket they do include screenshots of the campaign outreach but it's not obvious to me what is incorrect or misleading. Again, I don't support the 'no build' option, I only feel the other three are overly complicated to address a quarter-mile 25 MPH stretch of road where one accident occurs for every 1.35M vehicular trips, according to the data city staff provided. As a taxpayer, it's extremely patronizing that city staff implies resident input received after citizens organized should not be taken into the same consideration. If anything, I think one could reasonably make the argument that city staff spread a lot of incorrect and misleading information in their project presentation as I've cited above.

I really don't want to come across as an anti-bike lane, keep everything the way it is, type of person. I'm not, I think we're within a year or two of each other and I'm also just trying to play an active role in the community my family and I call home. Actually, in this case I think bike lanes make a lot of sense and I included them in my recommendation on the online form, which I pasted below. However I do take exception when I see a presentation and docket materials like in this case. It feels like city staff are attempting to sell the electorate, the T&PB, and City Council on a large project just for the sake of doing a large project. One that individuals and departments can then flaunt as a major success on their resumes and LinkedIn feeds. The materials provided are clearly biased and they repeatedly cite misconstrued federal guidance. City staff should be providing us with a holistic view of the current situation and proposed solutions, each with honest pros/cons, not sales material which it feels like in this case. City staff should be working to identify the simplest, most-cost effective solution to reasonably address the project objectives. In this case, I firmly believe they have failed to do so.

Thanks again for your time in considering the above. From first hand experience, I understand the commitment required to serve on, let alone chair a Board, especially one with the workload of T&PB. Thanks for your service to Alexandria and hope to cross paths at some time. Unfortunately I won't be able to attend the July 22nd meeting as I'll be leaving on Sunday for a family vacation. Please feel free to share my input with other board members as you see fit. If you have any questions please don't hesitate to email or call/text me at 703.309.3692.

Regards,  
Stephen

Here was my recommendation submitted via the feedback form that I believe would address all of the project objectives with minimal costs to the city. I'm not a traffic expert by any means, but I am a strong believer in simple solutions for simple problems. Convert the east lane to a two-way bicycle lane. Add a dedicated turn lane to the center of the remaining three or make it two northbound lanes and one southbound. This would avoid

backups behind cars travelling north trying to turn left onto Jamieson, Ballenger, or Emerson. It's also what's actually shown in the 'federal guidance' they refer to. Lastly, put all-way stop signs at the Ballenger and Emerson intersections or add pedestrian HAWK signals. This would make it safer to cross and also reduce vehicle speeds if you have to stop two more times on that stretch. Given Holland Lane is already slated for resurfacing in FY2025 and new lane lines will need to be painted, the whole project could be completed at minimal cost while still addressing all the project objectives.

On Wed, Jul 17, 2024 at 2:43 PM James Lewis <[jameslewisforalexcouncil@gmail.com](mailto:jameslewisforalexcouncil@gmail.com)> wrote:

Hi Stephen,

Yes - I do monitor this email and feel free to send your comments.

I am CCing my personal email account since that's the account I use for T&PB.

Jim

On Wed, Jul 17, 2024 at 2:41 PM Stephen Morris <[stephen.r.morris@gmail.com](mailto:stephen.r.morris@gmail.com)> wrote:

Hi Jimmy,

Are you still monitoring this email? I'm a fellow Commissioner (IT Commission since 2021). I noticed the docket for the July 22nd meeting and wanted to share a few findings with you. I shared them with Staff through the online feedback form but noticed they did not include the open text responses in the docket, instead they only have charts they created to summarize responses.

If there is a better email address let me know. Otherwise I can send them to this one.

Thanks,  
Stephen

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July 22, 2024

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

**Re: Holland Lane Corridor Improvements (Docket Item #9)**

Dear Chairperson Lewis,

I am writing on behalf of the Washington Area Bicyclist Association (WABA) and our more than 5,000 members across the City of Alexandria and the Washington metropolitan area to express our support for the recommended Holland Lane Corridor Improvements, specifically Option 3, echoing the sentiments of our partners at the Alexandria Bicycle & Pedestrian Advisory Committee (BPAC) and Alexandria Families for Safe Streets (Alexandria FfSS).

Option 3 is by far the best build option to achieve the project's objectives for safe, easy, and comfortable travel on Holland Lane for people who walk, use wheelchairs, carts, or strollers, bike or scoot, drive, are young or old, or have a disability. Option 3 gives the best support to bicyclists traveling Holland Lane, and best safety improvements to pedestrians. Option 3 also provides the best support for a planned future trail on Holland Lane to Old Cameron Run Trail. The Holland Lane Corridor Improvements will 1) save lives, 2) connect a significant bike lane gap, and 3) help address climate change.

1. **Safety:** Simply put, the proposed Holland Lane improvements will make the street safer for all road users. At present, the street is overly wide which encourages excessive vehicle speeds and lacks safe facilities for both bicyclists and pedestrians. Narrowing the roadway and reducing the number of travel lanes will help to limit dangerous speeds while the addition of new and safer crossings and dedicated bike facilities will make this corridor easier and safer to navigate for non-car travelers. Given the large number of existing non-car travelers who use this corridor despite its lack of facilities, the improvements being contemplated are urgently needed.
2. **Connectivity:** Holland Lane is an important link from King Street Station to Old Cameron Run Trail, with no existing bike infrastructure. Holland Lane provides the only access for bicyclists to the Whole Foods and the CVS on the north side of this location. It is also an important access point for bicyclists and scooters traveling to Carlyle and Eisenhower East to support the local businesses and restaurants, or visit local residents. In particular,

bicyclists and scooters coming from King Street and Braddock Metro Stations are likely to access Carlyle and Eisenhower East through Holland Lane. Future connections are also planned that will link this infrastructure to Old Cameron Run Trail and the Mount Vernon Trail.

3. **Sustainability:** Transportation is one of the leading causes of climate change and greenhouse gas emissions. Investing in protected bike lanes significantly reduces greenhouse gas emissions, lowers transportation costs, and prevents roadway deaths and serious injuries. Unfortunately, Alexandria has significant gaps in its infrastructure that discourage bicycles. Holland Lane is one such place, acutely affecting local residents in Old Town, Carlyle, and Eisenhower East.

In conclusion, WABA urges the City to choose Option 3 for the Holland Lane Corridor Improvements as most consistent with the goals of this project and the safety of all roadway users. Further, we emphatically urge the City to reject the “no build” option as unsafe and inconsistent with this project’s goals. The “no build” option will leave Holland Lane with wide and unsafe lanes, with few crosswalks, and no bicycle facilities. To achieve the Alexandria Mobility Plan, we must make sometimes-hard choices to change this and other roads to better support all roadway users.

Sincerely,

Kevin O’Brien, Virginia Organizer



**From:** [Robin Famighetti](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Holland Lane Traffic  
**Date:** Monday, July 22, 2024 1:31:03 PM

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Thank you Sheila for addressing my concern.

### **PEDESTRIAN SAFETY**

**I can't support more bike lanes on public roads. As a pedestrian in Old Town I have noticed more bikers using sidewalks than travelling in the streets where they belong despite there being bike lanes in the street for their usage. You will be creating more traffic tie ups by limiting number of cars on the road by giving bikers a lane. On the sidewalks we are stepping aside for the bikers who shouldn't be there. That includes electric scooters and electric bikes. No motorized vehicle should be on a sidewalk.** When I reminded a biker that she should be using the street she said it wasn't safe in the street. **Like she isn't a menace to pedestrians who have been hit by bikers. Figure out how to restrict adult sidewalk biking because bike lanes aren't doing it.**

**Turning on Red** could work if people actually stopped to look to see if pedestrians were crossing the street. I nearly got hit by a driver turning from Jamieson onto Holland going to Duke Street. There was no acknowledgement from the driver who just sped on. The more trafficked streets like Henry and Patrick pose greater danger. I vote for **NO TURN ON RED.**

Robin

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

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Dear Curbside and Parking Program Manager Sheila McGraw,

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

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

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

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

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

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

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

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



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

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- Holland Ln: Concept Option 1: bike lanes and crossing improvements.

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

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

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

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Dear Curbside and Parking Program Manager Sheila McGraw,

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

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

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

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

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Dear Curbside and Parking Program Manager Sheila McGraw,

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

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

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

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Dear Curbside and Parking Program Manager Sheila McGraw,

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

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

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

Sincerely,  
Ms. Becky Tiffany  
750 Port St Apt 910 Alexandria, VA 22314-2489  
[rebeccatiffany@gmail.com](mailto:rebeccatiffany@gmail.com)

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

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Dear Curbside and Parking Program Manager Sheila McGraw,

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

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

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

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

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Dear Curbside and Parking Program Manager Sheila McGraw,

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

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

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

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

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

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

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

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Dear Curbside and Parking Program Manager Sheila McGraw,

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

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- Holland Ln: Concept Option 1: bike lanes and crossing improvements.

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- Duke Street Improvements: Cambridge Rd intersection, cycle track, and Wheeler Ave/S. Quaker Ln bus queue jump lane (recommended by vote of 6-1).

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

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

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

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



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

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Dear Curbside and Parking Program Manager Sheila McGraw,

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

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

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

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Dear Curbside and Parking Program Manager Sheila McGraw,

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

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

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

Dear Curbside and Parking Program Manager Sheila McGraw,

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I have personal experiences that support my requests above.

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

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

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

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

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

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

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Dear Curbside and Parking Program Manager Sheila McGraw,

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

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

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

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Dear Curbside and Parking Program Manager Sheila McGraw,

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

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

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

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Dear Curbside and Parking Program Manager Sheila McGraw,

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

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

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

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Dear Curbside and Parking Program Manager Sheila McGraw,

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

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

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

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

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Dear Curbside and Parking Program Manager Sheila McGraw,

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

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



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

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Dear Curbside and Parking Program Manager Sheila McGraw,

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

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

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

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

---

Hi Sheila,

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

Best,  
Asa

Dear Traffic and Parking Board members,

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

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

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

As always, thank you for your time and consideration.

Sincerely,

Asa Orrin-Brown

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source.

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

---

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

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

---

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

Hello Alex and Dan,

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

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

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

Daniel McMaster

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



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

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

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

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

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

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

Thank you for your consideration,

Kathryn Cahir

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

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Good Morning,

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

Respectfully,

Shantae Taylor  
Sent from my iPhone

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



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Dear Ms. McGraw,

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

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

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


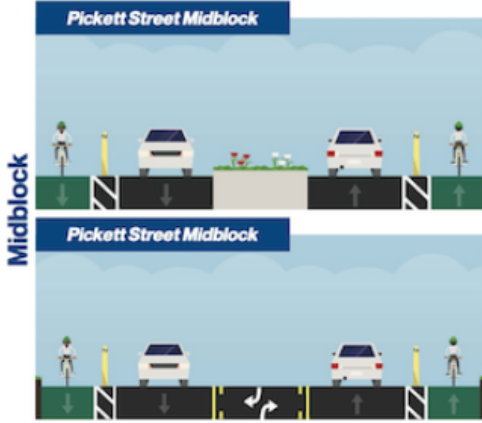
Existing Conditions	The Safe & Sustainable Design
	<p>Proposed Eisenhower Ave Cross-Section - Van Dorn to Metro</p> 



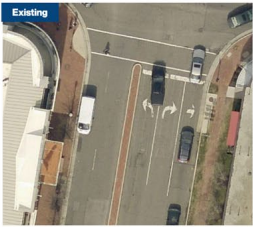
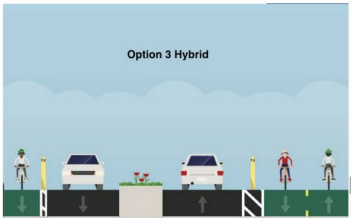
# Action Alert: South Pickett Street

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

Our Petition: A Safe and Sustainable S. Pickett Street

Existing Conditions	The Safe & Sustainable Design
	

## Holland Lane

Existing Conditions	The Safe & Sustainable Design
	

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source.

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

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Good evening,

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

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

Sincerely,  
Phoebe Coy

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