

Title: Support transit funding and improved bicycle safety laws

Jim Durham and Dane Lauritzen, Grassroots Alexandria  
[jimdurham48@outlook.com](mailto:jimdurham48@outlook.com), [dane.lauritzen@protonmail.com](mailto:dane.lauritzen@protonmail.com)

## Why It Matters

The Commonwealth of Virginia has a growing need to make funding available to local jurisdictions for bus transit. Investments in bus transit produce significant direct economic benefits, including congestion relief, transportation cost savings, and greater job accessibility. Transit in Virginia saves riders hundreds of millions annually in transportation costs, supports \$1.5 billion in earnings, and produces over \$2.5 billion in total annual benefits when compared to a scenario without public transit. Funding for bus transit also helps reduce carbon emissions and air pollution by providing an alternative to single-occupancy vehicles. In 2019, Virginia's public transit saved approximately 155,000 metric tons of carbon pollution, contributing to cleaner air and healthier communities.

Increasing funding for bus transit is essential to deliver safe, reliable, and equitable transportation, reduce congestion and pollution, boost economic opportunity, and enable modernization. In Alexandria for example, DASH has shortfalls in funding future capital expenses for replacement buses, buses for planned service improvements, and electrifying the bus fleet by 2037 and future DASH operational expenses. Without stronger investment from the Commonwealth, local jurisdictions cannot meet the mobility needs of Virginia's residents or achieve broader goals for sustainability and economic growth.

Bicycling is a popular activity in Virginia for transportation, recreation, tourism, and healthy exercise. Unfortunately, cyclist fatalities are on the rise due partly to outdated bicycle and roadway laws in Virginia. The National Highway Traffic Safety Administration (NHTSA) has concluded that the Safety Stop, a.k.a. Stop-as-Yield, "provides additional safety benefits for cyclists". Further, allowing bicycles to proceed with the walk signal affords bicyclists the safety benefits from a "leading pedestrian interval," at an intersection. Finally, allowing bicyclists to ride two abreast increases the visibility of bicyclists and provides adults the option of riding alongside children. Enacting a Safety Yield law, a Bicycle Proceed on Walk law, and restoring the provision of Code of Virginia 46.2-905 that previously allowed bicycling two abreast, will save lives, encourage riding, and enable police enforcement to be allocated to more important work.

As such, Alexandria strongly urges that the Commonwealth of Virginia should

- **Fund public transit** for Virginia transit to address shortfalls in funding, mobility needs of Virginia's residents, and achieve broader goals for environmental sustainability and economic growth.
- **Update bicycle laws** to allow riders to perform the Safety Stop, Bicycle Proceed on Walk signal, and riding two abreast on roads so that Virginia bicyclists have safer and more comfortable trips on our roadways.

**From:** [Alex Goyette](#)  
**To:** [TES-Traffic and Parking Board](#)  
**Subject:** [EXTERNAL]Support for Item 8 - Jordan Street  
**Date:** Monday, September 15, 2025 10:37:49 AM

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Good morning,

I'm writing with strong support for improvements on Jordan Street. We live on S Jordan, and the way that people fly down the hill between Venable and Holmes Run Parkway is downright scary, especially as a family with young children.

My only slight concern is staff's recommendation of stop signs at the S Jordan/Venable intersection instead of a traffic circle. Compliance with the existing stop sign on Venable is almost nonexistent; we constantly have to dodge cars that pull straight through the stop line into the crosswalk before turning toward Duke Street. I'm concerned that adding more stop signs won't have the same impact as a physical barrier like a traffic circle, which would actually force drivers to slow down.

I appreciate staff's note in their report that a resident (me!) flagged the issue of cars parking in the crosswalk at the bottom of S Jordan, going across Holmes Run Parkway. Cars congregate here in the evenings, blocking the crosswalk and resulting in a lot of littering of empty drink and fast food containers. A design solution would be much better than relying on spotty enforcement (alongside frequent "trash walks" to clean up the area with our kids); I hope staff will continue thinking through ways to address the issue.

This project will make Jordan Street much safer not only for residents like me but for the many people who walk up & down S Jordan on their way to the nearby parks, grocery stores, and bus stops. I'm very excited to see it move forward.

Thank you,  
Alex

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Alex Goyette  
111 S Jordan St  
[AlexMGoyette@gmail.com](mailto:AlexMGoyette@gmail.com)  
(410) 562-1281

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**From:** [Mary Nardelli](#)  
**To:** [TES-Traffic and Parking Board](#)  
**Subject:** [EXTERNAL]JORDAN STREET SOUTH  
**Date:** Friday, September 12, 2025 1:46:04 PM

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We can barely find parking for home owners. We can't afford parking spaces to be taken away. Already 4600 condo parks on most of the spaces in front of our homes. We were previously denied speed bumps and we desperately need.

Mary Nardelli

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