



December 22, 2025

RE: Support for Braddock Road Trail Access & Corridor Improvements

To: Traffic & Parking Board

CC: Mayor, Vice Mayor, City Council, City Manager

Dear Traffic and Parking Board:

The Environmental Policy Commission (EPC) voted at our December 2025 meeting to write a letter in support of reconfiguring traffic lanes along Braddock Road, from West Street to Russell Road, to accommodate designated bicycle lanes, as part of the Braddock Road Trail Access and Corridor Improvements.

Decarbonizing transportation throughout the city is one of the EPC's key priorities. Per the Environmental Action Plan (EAP) 2040, *"The way people and goods move can negatively impact health and air quality, and can contribute to greenhouse gas emissions, which ultimately worsens climate change. Making transportation more efficient and less carbon-intensive can provide important economic, social, and environmental benefits."* Our key points:

- The city needs to decarbonize its transportation sector in order to meet climate goals as set out in the Environmental Action Plan (EAP 2040) and Energy & Climate Change Action Plan (ECCAP).
- Bicycle infrastructure is an impactful lever in reducing vehicle miles traveled and reducing transportation emissions across the City of Alexandria. This is further emphasized in the Alexandria Mobility Plan with sustainability as a guiding principle of the Transportation Master Plan.
- The EPC notes that residents on Braddock Road have access to nearby public transport and private off-street parking spaces for personal vehicles, as well as on-street parking on perpendicular side-streets.
- The city has committed to Vision Zero by 2028. For bike lanes to be effective, the city needs to make them safe. Bike lanes must be continuous and autonomous for user safety.

Alexandria needs to decarbonize its transportation sector in order to meet climate goals. In Alexandria, transportation represents the second greatest contributor to greenhouse gas emissions (29% from on-road traffic in Alexandria, higher than the national average of 22% from on-road traffic) and has not experienced significant reductions in emissions [since 2005](#). The City's next greenhouse gas reduction benchmark (-50% by 2030 from 2005 levels) is fast approaching. The EAP 2040 includes a Transportation goal to *"aggressively promote...low-carbon modes of transportation, consistent with the following level of precedence: 1) pedestrians, 2) bicyclists, 3) public transportation, 4) shared motor vehicles, 5) freight vehicles, and 6) private motor vehicles."*



While adding bike lanes to Braddock Road would result in removal of on-street public parking, the EPC notes that alternative parking exists off-street or on-street on perpendicular side streets. East Braddock Road is a thoroughfare that connects neighborhoods, like Beverley Hills, Del Ray, and Rosemont, to the nearest bus terminal and metro access point. Further, it appears at all of the ~60 residential homes on this stretch of Braddock Rd already have access to a personal off-street driveway, in addition to on-street parking along perpendicular side streets.

The 0.8-mile expanse of Braddock Road is a heavily-accessed neighborhood connector with average annual daily traffic (AADT) numbers around [10,000 vehicles](#). The corridor features ample public transport for accessible mobility alternatives to single-passenger vehicular transit. There are 4 free DASH bus routes (103NB, 104NB, 103SB, 104SB) and 2 Metrobus routes (A11SB, A12SB) with 10+ stops along either side of that stretch of Braddock Road. At the easternmost bookend of the route is Braddock Road metrostop. Isolated bike trails running north and south to the metro station provide easy access to public transport. However, bike lanes running east and west along Braddock Road are currently cohabitated by on-street parking, creating a safety concern for cyclists.

For bike lanes to be effective, the city needs to make them safe. A [study shared by the City of Alexandria](#) shows that “*protected bike lanes make travel safer for all roadway users.*” Alexandria made a commitment when it adopted Vision Zero to eliminate traffic-related injuries by 2028. There have been 21 reported traffic collisions on this 1-mile stretch since 2021. These incidents were preventable. Anecdotal experience from some members of the EPC who regularly bike an area of this road alongside the Naomi Brooks Elementary School’s weekly bike bus attests that the gaps between designated bike lanes in this congested area make it a high-risk area for cyclists to traverse.

For the protection and improvement of Alexandria’s environmental conditions for current and future Alexandrians, the Environmental Policy Commission expresses its support for the plan to add bike lanes to the stretch of Braddock Road between Russel and West intersections. Please do not hesitate to reach out with any questions.

Respectfully,

A handwritten signature in black ink, appearing to read "Marta Schantz".

Marta Schantz, Chair
Alexandria Environmental Policy Commission