

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY, FEBRUARY 23, 2026 7:00 P.M.  
IN-PERSON AND VIRTUAL**

The February 23, 2026 meeting of the Traffic and Parking Board is being held in person in the City Council Chambers, Room 1305 at Del Pepper Community Resource Center, 4850 Mark Center Drive Alexandria, VA and electronically. All the members of the Board and staff are participating either in-person or from remote locations through a Zoom meeting. The meeting can be accessed by the public via Zoom through:

Register in advance for this webinar:

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Or an H.323/SIP room system:

H.323: 144.195.19.161 (US West) or 206.247.11.121 (US East)

Meeting ID: 964 2884 6351

Passcode: 915805

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Passcode: 915805

After registering, you will receive a confirmation email containing information about joining the webinar.

Public comment will be received at the meeting. The public may submit comments in advance to [trafficandparkingboard@alexandriava.gov](mailto:trafficandparkingboard@alexandriava.gov) no later than 24 hours before the meeting or make public comments through the conference call on the day of the hearing.

For reasonable disability accommodation, contact [trafficandparkingboard@alexandriava.gov](mailto:trafficandparkingboard@alexandriava.gov), Virginia Relay 711.

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY, FEBRUARY 23, 2026 7:00 P.M.  
IN-PERSON AND VIRTUAL**

**D O C K E T**

1. Announcement of deferrals and withdrawals.
2. Approval of the December 8, 2025, Traffic and Parking Board meeting minutes.
3. **PUBLIC DISCUSSION PERIOD**  
[This period is restricted to items not listed on the docket]
4. **WRITTEN STAFF UPDATES & PUBLIC HEARING FOLLOW-UP**
  - A. New Taxicab Company, City Cab, Update
  - B. Market Square Garage and Farmers Market Parking Update
  - C. On Street Disability Parking Spaces Update
  - D. EV Curbside Charging Pilot Update
  - E. July-December 2025 Daylighting Request Summary

**CONSENT ITEMS**

5. Residential Parking Permit District Boundary Adjustment – 220 South Peyton Steet
6. Parking Restrictions – Eisenhower Avenue between Metro Road and Clermont Avenue

**PUBLIC HEARING ITEMS**

7. Parking Removal and Additions – Old Town Circulator Parking Modifications at Bus Stops
8. Overnight Parking District – Beverley Hills
9. Travel Lane and Parking Modifications for the Braddock Road Corridor Improvements Project

**INFORMATION ITEMS**

**10. STAFF UPDATES**

**11. COMMISSIONER UPDATES**

**Next Meeting: Monday, March 23, 2026**

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY, DECEMBER 8, 2025, 7 P.M.  
IN-PERSON AND VIRTUAL MEETING**

**MINUTES**

**BOARD MEMBERS PRESENT:** Chair Ann Tucker, Vice Chair Casey Kane, Annie Ebbers, Lavonda Bonnard, Ashley Mihalik, Kursten Phelps, and Dane Lauritzen.

**BOARD MEMBERS ABSENT:** None

**STAFF MEMBERS PRESENT:** T&ES – Katie North, Division Chief; Sheila McGraw, Principal Planner; Alex Carroll, Principal Planner; Daniel Markham, Civil Engineer IV; Andre Williams, Civil Engineer III; Max Devilliers, Urban Planner III; and Jessica Brown, Civil Engineer I. Climate Action Office – Ryan Freed, Climate Action Officer; and Amy Posner, EV Planner.

1. Announcement of deferrals and withdrawals: None.
2. Approval of the October 27, 2025, Traffic and Parking Board meeting minutes:

**BOARD ACTION:** Mr. Kane made a motion, seconded by Ms. Phelps, to edit the minutes of the October 27, 2025, Traffic and Parking Board meeting to reflect that Ms. Ebbers was absent. Ms. Phelps made a motion, seconded by Ms. Ebbers, to approve the minutes of the October 27, 2025, Traffic and Parking Board meeting. The motion carried unanimously.

3. **WRITTEN STAFF UPDATES:** The Board received written staff updates on:
  - Parking Enforcement Pilot Contractor Program Update
  - Traffic and Parking Board Meeting Schedule 2026
4. **PUBLIC DISCUSSION PERIOD:** Rawley Vaughan testified in support of traffic calming measures along Braddock Road under and around the railroad tracks.

**CONSENT ITEMS**

Mr. Lauritzen moved, seconded by Ms. Phelps, to remove item #5 from the consent agenda with a friendly amendment from Mr. Kane to remove items #6, 8, and 9 as well. The amended motion passed unanimously.

**ISSUE:** Loading Zone Addition – 126 North Patrick Street

**DISCUSSION:** None.

**PUBLIC TESTIMONY:** None.

**BOARD ACTION:** Ms. Phelps made a motion, seconded by Ms. Ebbers, to recommend the Director of T&ES add a 40-foot-long loading zone at 126 North Patrick Street, 7 a.m. to 9 p.m., daily. The motion carried unanimously.

## **PUBLIC HEARING ITEMS**

### **5. ISSUE: Parking Removal – Crossing Improvements Near Schools Phase I**

**DISCUSSION:** Mr. Hayes presented the item to the Board. Mr. Kane asked if the exclusive pedestrian phase will operate throughout the day, which Mr. Hayes confirmed it would. Ms. Tucker asked if this would be the first diagonal crossing near a school, to which Mr. Hayes responded that the first was on Sanger Avenue near William Ramsay Elementary School. Alex stated that staff will develop standards for future diagonal crossings as well. Ms. Mihalik requested that the City consider adding more crossing guards citywide and would like to know the criteria for assigning crossing guards. Ms. Tucker asked if this project could be accomplished with two crosswalks instead of three, to which Mr. Hayes responded that the northern crossing is required and adding the diagonal crossing had no additional impact on parking but helped to meet existing pedestrian demand. Ms. Mihalik asked if it would be possible to reject just the northern crosswalk, to which Mr. Hayes responded that current designs would not allow for doing so.

**PUBLIC TESTIMONY:** Scarlett Scudder testified in opposition. Mr. Williams added that residents can apply for a permit to divert traffic with a detour to conduct housework but it would be costly.

Russell Anderson testified in support for the parking removal, the diagonal crosswalk, and the ‘No Turn on Red’ signage, but requested additional speed control/prevention measures.

Peggy Ashbrook testified in support.

**BOARD ACTION:** Ms. Ebbers made a motion, seconded by Mr. Lauritzen, to recommend the Director of T&ES:

- Remove two on-street parking spaces at the northwest corner of Commonwealth Avenue and Mount Ida Avenue; and
- Install No Turn on Red (NTOR) restrictions for southbound Commonwealth Avenue turning right onto westbound Mount Ida Avenue.

The motion carried six to one, with Ms. Tucker opposed.

### **6. ISSUE: No Turn on Red – Russell Road/Monroe Avenue/High Street**

**DISCUSSION:** None.

**PUBLIC TESTIMONY:** None.

**BOARD ACTION:** Mr. Kane made a motion, seconded by Ms. Phelps, to recommend the Director of T&ES install No Turn on Red restrictions at all approaches of the intersection of Russell Road, Monroe Avenue, and High Street. The motion carried unanimously.

7. **ISSUE:** Parking Removal - Capital Bikeshare Station Relocation 100 Block of South Royal Street

**DISCUSSION:** None.

**PUBLIC TESTIMONY:** None.

**BOARD ACTION:** Mr. Kane made a motion, seconded by Ms. Ebbers, to recommend the Director of T&ES to remove three (3) on-street parking spaces from the east side of the 100 block of South Royal Street for a Capital Bikeshare station during the City Hall renovation project. The motion carried unanimously.

8. **ISSUE:** Motorcoach Loading Relocation and Parking Restriction Modifications – 300 and 400 Blocks of King Street

**DISCUSSION:** Ms. McGraw presented the item to the Board. Mr. Kane raised a concern about the double parking that generally occurs on Royal Street to start occurring on King Street instead as a result of the relocation of the farmers market, to which Ms. North responded that she will notify Parking Enforcement of this potential issue.

**PUBLIC TESTIMONY:** Wellington Watts testified in support, but requested more motorcoach loading space on Royal or Pitt Streets, clearer signage, and pay-in-person options for motorcoach drivers parking on the street. Ms. Mihalik asked how Mr. Watts directs motorcoach drivers, to which he responded that he directs them to the Staff-made map online. Ms. Tucker asked staff for their thoughts, to which Ms. McGraw responded that staff would like to see how the current proposal works for the first few months and will make adjustments as needed working with Mr. Watts. Ms. Tucker asked when peak motorcoach loading occurs, to which Mr. Watts responded that it occurs in the evenings, usually after dinner. Mr. Kane asked if staff is working on a payment solution to address Mr. Watts' concerns, to which Ms. McGraw responded that staff is looking into solutions.

**BOARD ACTION:** Ms. Ebbers made a motion, seconded by Mr. Lauritzen, to recommend the Director of T&ES:

- Designate eight on-street parking spaces on the 400 block of King Street as Motorcoach loading only during the City Hall renovation project, and
- Add five metered parking spaces to the 300 block of King Street during the City Hall renovation project.

The motion carried unanimously.

9. **ISSUE:** Curb Cut Appeal – 1612 Princess Street

**DISCUSSION:** Mr. Williams presented the item to the Board. Mr. Kane noted that allowing the curb ramps to remain unchanged would be unsafe, particularly for persons with disabilities. Ms. Mihalik asked what staff observed with regards to driver speeds, to which Mr. Markham responded that no speeding was observed during the survey but staff could check speed data for a longer period. Mr. Kane asked staff to check with the Police Department about crashes in the immediate vicinity. Ms. Carroll suggested that the residents apply for the Neighborhood Transportation Improvements Program to address speeding concerns.

**PUBLIC TESTIMONY:** Paul Miller testified in support of permitting the curb cut. Tamara Adams testified in opposition of permitting the curb cut. Elliott Watts testified in opposition of permitting the curb cut and noted that the parking survey was conducted during the federal government shutdown and that City staff presence likely discouraged drivers from speeding. Jackie Gaither testified in opposition of permitting the curb cut.

**BOARD ACTION:** Ms. Ebbers made a motion, seconded by Mr. Lauritzen, to approve the curb cut application. The motion carried unanimously.

**10. ISSUE:** Administrative Approval Process - Electric Vehicle Charging Only Parking Requirements for Curbside Electric Vehicle Charging

**DISCUSSION:** Ms. Posner presented the item to the Board. Mr. Stout asked what staff found in other jurisdictions, to which Ms. Posner responded that Norfolk is the only other jurisdiction in Virginia to have a similar permit; other jurisdictions include DC, Portland (OR), Boston, and Seattle. Ms. Posner mentioned that the City would issue 5-year permits for a 2-year period, pause the issuance of permits, collect feedback, and make improvements before issuing additional permits. Mr. Kane would like the City to consider including commercial properties in the future and would like the \$25 citation fee for misusing the EV space to be increased. Mr. Kane also suggested to work with the Police Department to develop best practices for issuing citations and asked how this program relates to the Alexandria Mobility Plan, to which Ms. Posner responded that applications/sites would be reviewed by Transportation Branch staff to ensure siting doesn't affect future projects. Mr. Kane added that Small Area Plans should also be considered when reviewing applications, and that the term "Amenity Zone" should be further defined in the document. Mr. Kane requested that staff clarify how the lack of accessible off-street parking will be investigated as part of the review of these applications in the future. Mr. Stout asked how the City will ensure that inactive EV chargers are responsibly removed, to which Ms. Posner responded that those cases will be covered by the agreement with the vendor. Ms. Phelps asked how staff plans to ensure that the chargers are spread equitably across the city, to which Ms. Posner responded that staff is trying to solve the issue in numerous ways including via multifamily construction.

**PUBLIC TESTIMONY:** Steve Banashek testified in support. Don Burke testified in support.

**BOARD ACTION:** Ms. Ebbers made a motion, seconded by Mr. Kane, to defer the vote until ten EV parking spaces have been designated by the Board. The motion carried unanimously.

## **INFORMATION ITEMS**

- 11. STAFF UPDATES:** Ms. Carroll provided the Board with an update regarding the Complete Streets Annual Program. Ms. McGraw provided the board with an update on Personal Delivery Devices in the city. Ms. Tucker requested a presentation from the Police Department on License Plate Readers and the parking enforcement contractors. Mr. Kane requested a presentation on T&ES' Maintenance of Traffic procedure and enforcement.
- 12. COMMISSIONER UPDATES:** None.

## **ADJOURNMENT**

Ms. Phelps moved to adjourn the meeting, seconded by Ms. Ebbers. The motion carried unanimously. The meeting adjourned at 10:04 p.m.

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** February 23, 2026

**DOCKET ITEM:** 4

**ISSUE:** Written Staff Updates & Public Hearing Follow-up

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### **A. New Taxicab Company, City Cab, Update**

At the September Board meeting, the Board recommended the City Manager grant a Certificate of Public Convenience and Necessity to City Cab LLC to start a new cab company with 180 certificates. In December, the City Manager provided a Certificate of Public Convenience and Necessity to City Cab LLC with 80 certificates. Staff has been coordinating with City Cab to ensure they are complying with City Code requirements as they begin operations in the City. City Cab and other cab companies will be able to apply for an amendment to the number of vehicles authorized by their certificate through the biennial review process. The next biennial review will take place in fall 2026, and certificate holders who want to apply for an amendment to the number of vehicles authorized will need to do so no later than August 1, 2026 per City code. Staff provides advanced notice to the companies, giving them ample time to make their request.

### **B. Market Square Garage and Farmers Market Parking Update**

On February 9, the Market Square Garage closed to the public to allow for the start of the City Hall and Market Square Renovation. With the close of the Market Square Garage, free parking for the farmers market shifted to the Courthouse garage on Saturdays from 5 a.m. – 12:30 pm. Free parking for the farmers market is also available in the Tavern Square garage, 418 Cameron St., on Saturdays from 6:30 a.m. - 12:30 p.m. More about the City Hall renovation project can be found on the project website: [City Hall Renovation Project | City of Alexandria, VA](#).

In order to accommodate the City Council and other board and commission meetings now taking place at the Del Pepper Center, the garage will be free for visitors attending City Council and other board and commission meetings in the evenings on Saturdays. Visitors will need to take a ticket to enter and leave but will not be charged.

### **C. On-Street Disability Parking Spaces Update**

The annual recertification of all disability parking spaces on residential streets was successfully conducted—as stipulated by City Code—between October 1 and December 31. As a result of the recertification process, seven disability parking spaces on residential streets were removed in December, with 60 spaces remaining and confirmed to be needed by residents meeting the requirements.



Staff intends to bring updates to the City Code regarding the establishment of disability parking spaces (Sec. 5-8-117) before the Traffic and Parking Board this calendar year in an effort to improve the recertification and application processes for both staff and applicants.

#### **D. EV Curbside Charging Pilot Update**

At the December 2025 Board meeting, the Board provided recommendations on an administrative procedure for designating electric vehicle (EV) charging only parking for curbside EV charging. City Council is considering an update to the encroachment ordinance to add EV chargers as an allowable encroachment, a resolution to set fees, and an ordinance to adopt Virginia code to enable a traffic infraction of EV charging only parking. They approved it at their February 10 legislative meeting and will consider it for final approval at their public hearing on February 21st.

#### **E. July-December 2025 Daylighting Requests Summary**

Per the Board-approved administrative procedure for reviewing daylighting requests, Transportation staff met internally this winter to review the 7 requests received in the second half of 2025. This update is to inform the Board of how each request was evaluated using the Board-approved eligibility criteria (i.e., visibility, grade/topography, type/lack of intersection control, and curb radius) as well as the progress to date on those requests that met the criteria for advancement. This information was relayed to each requestor in December and staff did not receive feedback regarding the decisions made.

1. 2103 and 2106 North Earley Street
  - a. Approved, used in conjunction with the administrative approval procedure for removing parking at bus stops for ADA access to remove a total of 75 feet on the east side of the street and 90 feet on the west side
2. Duncan Avenue at Leslie Avenue
  - a. Approved, removed 20 feet of parking on the east side of the street on either side of the crosswalk
3. Commonwealth Avenue at Spring Street
  - a. Approved, removed 20 feet of parking on the west side of the street immediately north of Spring Street and 20 feet of parking on the east side of the street immediately south of Spring Street
4. Commonwealth Avenue at Myrtle Street
  - a. Approved, removed 20 feet of parking on the east side of the street immediately south of East Myrtle Street
5. Madison Street at North Alfred Street
  - a. Approval not needed—Code prohibits parking within 15 feet of fire hydrants. ‘No Parking’ sign installed
6. North Patrick Street at Madison Street
  - a. Approved two out of three locations; daylighting on west side of North Patrick Street unnecessary for one-way northbound at one-way eastbound due to lack of conflicts. Removed 20 feet of parking on east side of North Patrick Street immediately south of Madison Street and 20 feet of parking on north side of Madison Street immediately west of North Patrick Street
7. Commonwealth Avenue at Luray Avenue

- a. Approval not needed—Code prohibits parking within 15 feet of fire hydrants. ‘No Parking’ sign installed

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** February 23, 2026

**DOCKET ITEM:** 5

**ISSUE:** Residential Parking Permit District Boundary – 220 South Peyton Street  
DSUP Project

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**REQUESTED BY:** Director of T&ES

**LOCATION:** 224 South Peyton Street

**STAFF RECOMMENDATION:** That the Board recommends the Director adjust the boundary for Residential Permit Parking (RPP) District 4 to remove the property at 224 S. Peyton Street.

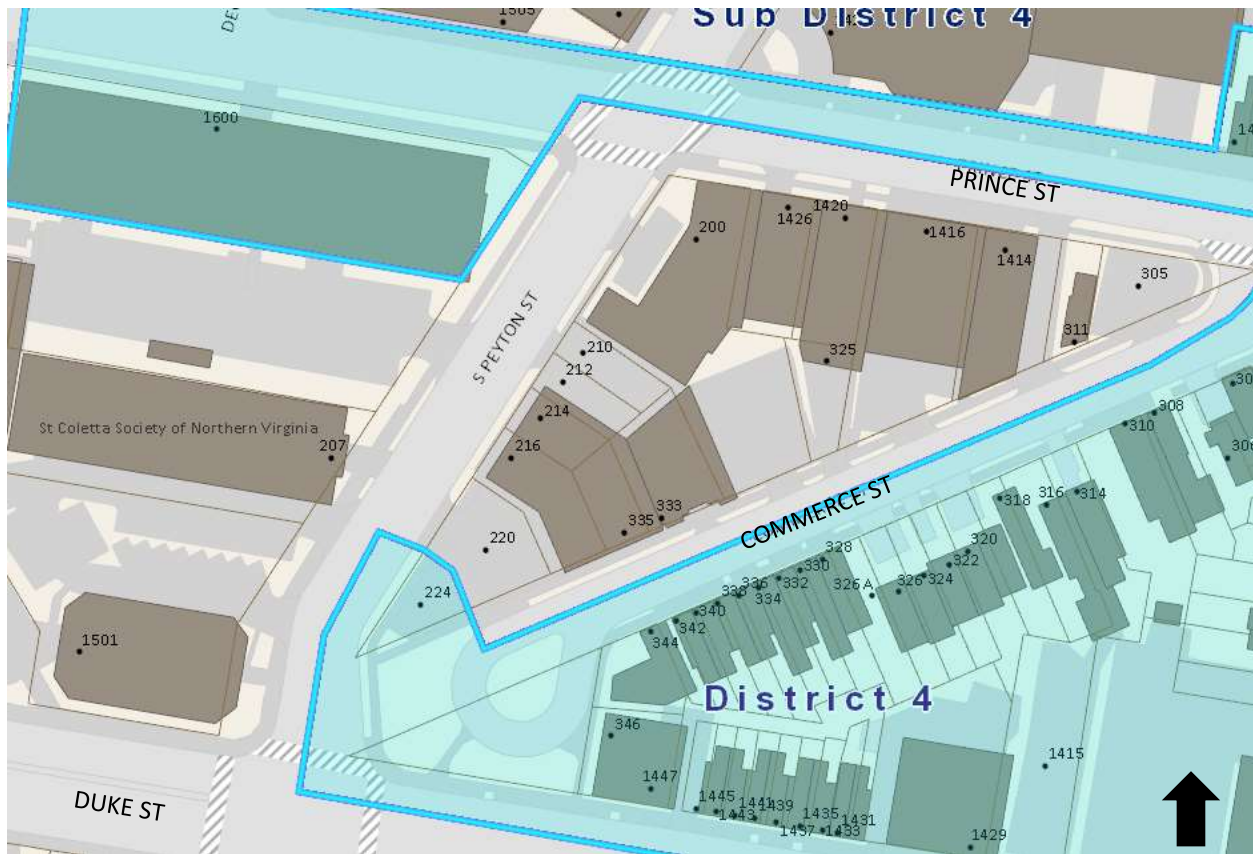
**BACKGROUND:** The property at 220 and 224 South Peyton Street is a surface parking lot with frontage on South Peyton Street and Commerce Street. The two parcels are proposed for redevelopment into an eight-unit residential building with ground floor office space. The proposed building will not have any off-street parking, which staff supports due to the transit-rich and walkable neighborhood. However, despite no residential uses being on the property, half of the property is within RPP District 4 (224 South Peyton) and half is outside the district (220 South Peyton Street) (Attachment 1). Once redeveloped, the parcels will be combined and if the boundary remains unchanged, this will lead to confusion about RPP eligibility for the future residents since the district boundary will bifurcate the building.

**DISCUSSION:** Section 5-8-74(b) allows the Director of T&ES to propose changes to the RPP Districts to “resolve administrative irregularities” or “remove non-residential properties.” During the development review process, staff discussed two options for this property – either adjust the boundary to include the entire property or adjust the boundary to exclude the entire property. Parking was a noted concern from many of the existing residents near the property and they requested residents of this building not be eligible for district parking. The parking in front of the building on South Peyton Street is potentially planned to be metered in the future, which would mean the only district parking spaces are in front of other residential buildings, leading to additional parking pressure in the neighborhood.

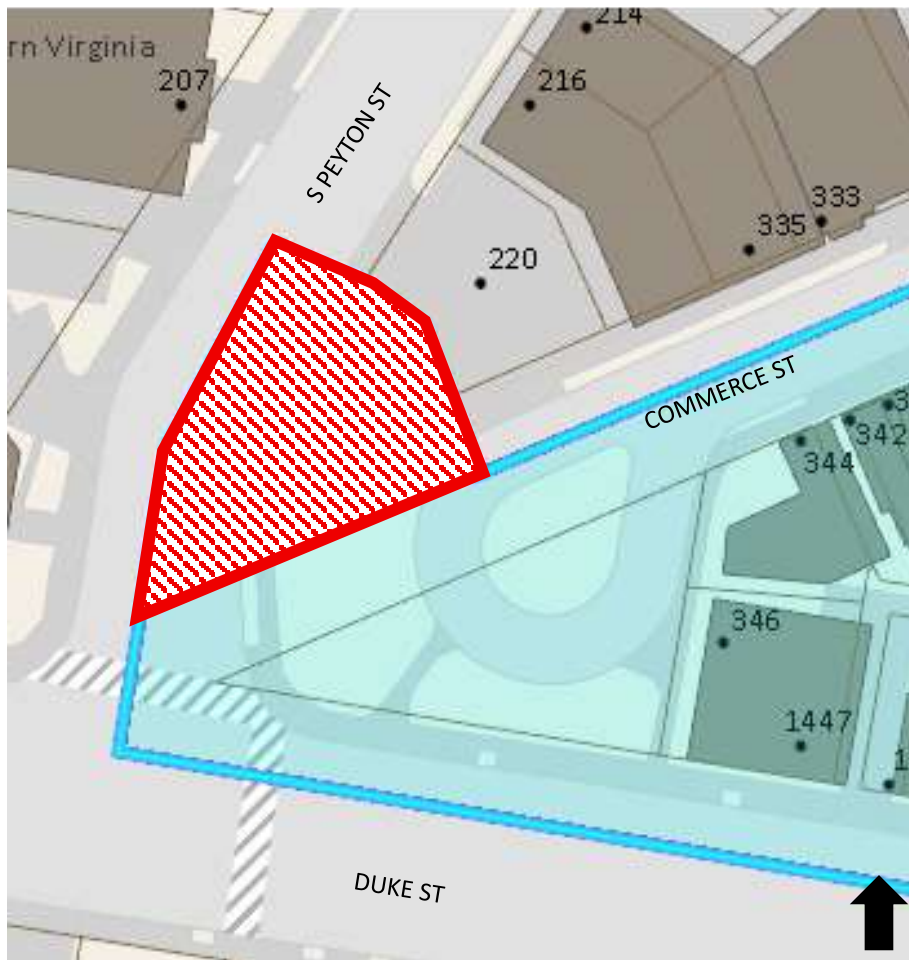
Staff recommends adjusting the boundary of District 4 to completely remove the new development from the parking district (Attachment 2). This will ensure district parking is available for existing residents and encourage the developer to market this building to car-free households as proposed.

**OUTREACH:** Outreach for this project was conducted during the development review process led by Planning and Zoning. The Planning Commission discussed this project at the January 6, 2026 meeting and the City Council discussed it at the January 24, 2026 meeting. This docket item is an administrative change to memorialize the changes to the parking district that were discussed during review of this project.

## ATTACHMENT 1: PROPERTY LOCATION AND EXISTING RPP DISTRICT BOUNDARY



## ATTACHMENT 2: PROPOSED BOUNDARY ADJUSTMENT



Red hatched area to be removed from District 4 boundary.

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** February 23, 2026

**DOCKET ITEM:** 6

**ISSUE:** Parking Restrictions – Eisenhower Avenue between Metro Road and Clermont Avenue

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**REQUESTED BY:** Staff

**LOCATION:** South side of Eisenhower Avenue between Metro Road and Clermont Avenue

**STAFF RECOMMENDATION:** That the Board recommend the Director of T&ES add 2-hour parking restrictions from 8 a.m. to 5 p.m., Sunday to Saturday to the south side of Eisenhower Avenue.

**BACKGROUND:** Eisenhower Avenue is a principal arterial that runs east-west between Van Dorn Street and Holland Lane (Attachment 1). The western portion of the street, between Van Dorn Street and Clermont Avenue is a five-lane undivided roadway with a mix of commercial, industrial, and high-density residential. This area is expected to see more development of high-density residential over the next decade. In particular, the former Victory Center site is under development and will add several hundred more residents to the corridor in the next few years.

In July 2024, the Traffic and Parking Board reviewed a proposal for this segment of Eisenhower Avenue that included a number of improvements, including lane removals, a speed limit reduction, and no turn on red restrictions. The proposal was developed under VDOT's Project Pipeline Process and applied for Smart Scale funding, which the City was not successful in securing. However, the City has since applied for a Northern Virginia Transportation Authority (NVTA) grant to move the project forward and will receive a final recommendation in the Spring.

At the July 2024 meeting, the Board recommended all proposed improvements, including the removal of travel lanes and the addition of parking. In their recommendation, the Board recommended the parking be metered, but no specific times for the restrictions were approved.

**DISCUSSION:** While full implementation of the new Eisenhower Avenue cross section is contingent on future funding, staff proposes advancing the addition of parking in the interim. Based on a traffic and lane configuration analysis, this would involve removing one eastbound travel lane and converting it to on-street parking. Staff recommends implementing two-hour parking restrictions from 8 a.m. to 5 p.m. to promote turnover and discourage long-term parking. These hours align with standard timed parking across the City, allowing for consistent and efficient enforcement. If evening turnover issues arise, staff can evaluate extending the hours.

As part of the July 2024 action, the Board recommended that these spaces be metered. While staff supports metering in the long term, expanding meter infrastructure to the western portion of the City is not recommended at this time due to coordination and funding requirements. Instead, staff proposes installing the spaces now to partially advance the corridor plan and evaluating metering in the future once parking demand is better understood.

Should the board approve, approximately 100 on-street spaces would be added with time restrictions to discourage long-term parking, support turnover, and provide additional parking for nearby businesses and new residents in Spring 2026.

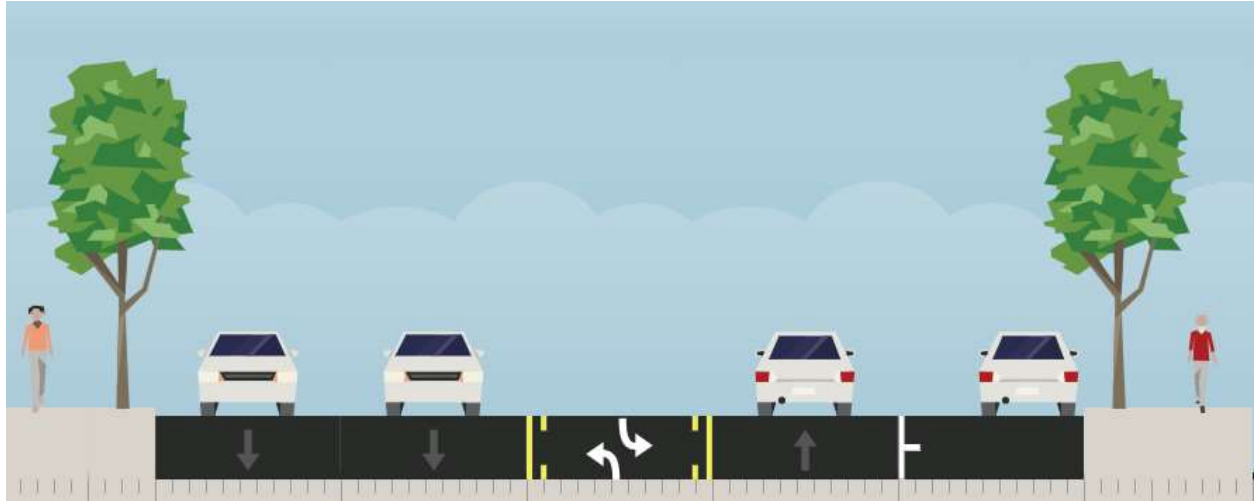
**OUTREACH:** Extensive outreach was conducted in 2024 when the plans for the corridor were presented to the Board. On January 8, 2026, staff presented to the Eisenhower Partnership to ensure they are aware the parking will be implemented in Spring 2026. During that meeting, there were no significant concerns discussed. Staff has also coordinated with Alexandria Police Department to ensure they are aware of potential additional parking and enforcement effort.



## ATTACHMENT 1: LOCATION



**ATTACHEMNT 2: PROPOSED LOCATION FOR PARKING RESTRICTIONS**  
**(Looking eastbound towards Old Town)**



# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** February 23, 2026

**DOCKET ITEM:** 7

**ISSUE:** Parking Removal and Additions – Old Town Circulator Parking Modifications at Bus Stops

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**REQUESTED BY:** Staff

**LOCATION:** Madison Street, Montgomery Street, North Fairfax Street

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

- Remove up to 12 on-street parking spaces and add 8 on-street parking spaces on North Fairfax Street,
- Remove up to up to 3 on-street parking spaces and add 9 on-street parking spaces on Montgomery Street,
- Remove up to 9 on-street parking spaces and add 7 on-street parking spaces on Madison Street.

**BACKGROUND:** The Old Town Circulator (OTC) Stop Rebalancing project aims to improve bus performance, enhance passenger mobility, and support ADA accessibility upgrades for all users on North Fairfax Street, Madison Street, and Montgomery Street. The OTC corridor is one of the highest-ridership routes in the City (Attachment 1). DASH Lines 30 and 31 combine along this route to provide 15 minute or better headways between King Street and Braddock Road Metro Stations, serving residents, businesses, and tourists (Attachment 2). In Fiscal Year 2025, DASH experienced another record year of growth with 5.7 million riders. The continued ridership growth underscores the need for strategic improvements.

The current stop configuration is inefficient, with average stop spacing of 598 feet, which is well below the 1,320-foot average for urban areas. This inefficient stop spacing contributes to slower travel times and reduced reliability. The proposed approach also aligns with and leverages new development along the corridor. While some parking removal may be necessary to support ADA accessibility improvements at bus stops, parking will be restored at other locations along the corridor. Pursuing stop rebalancing in advance of the City's Madison Street Corridor Complete Streets project is critical to informing safety enhancements and ensuring coordinated, cost-effective investments that benefit both riders and the broader community. This project advances goals from the Alexandria Mobility Plan (2021), which establishes that all bus stops must be fully accessible per the Americans with Disabilities Act (ADA).

**DISCUSSION:** Rebalancing along the corridor will result in the removal of up to ten (10) bus stops, and the addition of five (5) bus stops (Attachment 3). The new bus stop configuration will provide improved stop spacing that includes better bus stop pairs, speeds up buses, and enhances the rider experience.

To advance City goals of improved accessibility, parking removal is mandated to achieve ADA compliance at all bus stops along the corridor. The project team acknowledges the importance of on-street parking in Old Town and worked closely with DASH to identify opportunities to add parking back along the corridor as well. The proposed list of corridor parking modifications is below and depicted on Attachment 4:

- Remove two (2) on-street parking spaces along the 200 block of North Fairfax Street,
- Remove two (2) on-street parking spaces along the 300 block of North Fairfax Street,
- Add four (4) on-street parking spaces along the 300 block of North Fairfax Street,
- Remove two (2) on-street parking spaces along the 400 block of North Fairfax Street,
- Remove three (3) on-street parking spaces along the 500 block of North Fairfax Street,
- Add four (4) on-street parking spaces along the 600 block of North Fairfax Street,
- Remove three (3) on-street parking spaces along the 800 block of North Fairfax Street,
- Add two (2) on-street parking spaces along the 300 block of Montgomery Street,
- Remove three (3) on-street parking spaces along 700 block of Montgomery Street,
- Add seven (7) on-street parking spaces along the 800 block of Montgomery Street,
- Add seven (7) on-street parking spaces along the 1300 block of Madison Street,
- Remove three (3) on-street parking spaces along the 1200 block of Madison Street,
- Remove three (3) on-street parking spaces along the 700 block of Madison Street,
- Remove three (3) on-street parking spaces along the 300 block of Madison Street.

**OUTREACH:** T&ES staff posted public notice signs at the sites of the proposed parking removal locations in January 2026. Staff received nine public comments (see Attachment 5).

DASH posted flyers and sent digital alerts to notify customers about proposed bus stop relocations in December 2025. These flyers were posted for 15 days. DASH provided a letter of support for the proposed parking modifications (Attachment 6).

## ATTACHMENT 1: LOCATION (AERIAL)

Project Area



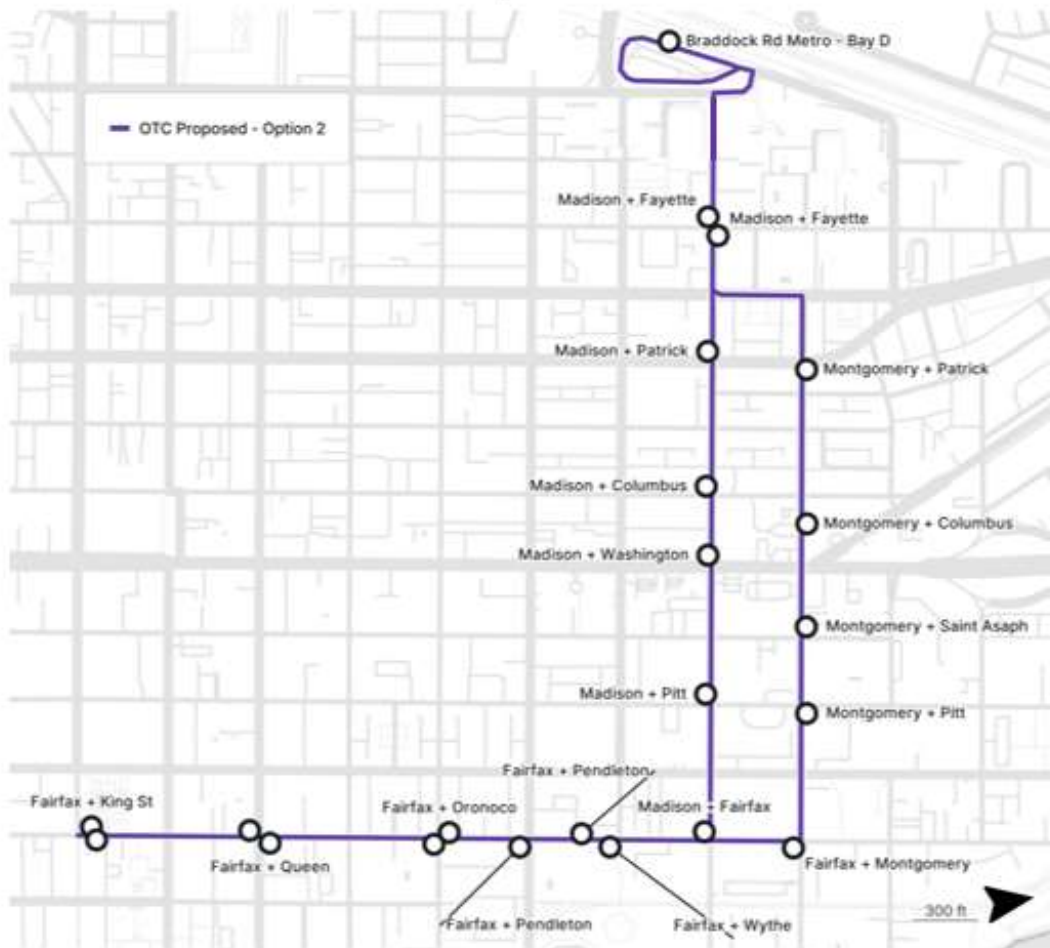
## ATTACHEMNT 2: EXISTING OLD TOWN CIRCULATOR BUS STOPS

### Current



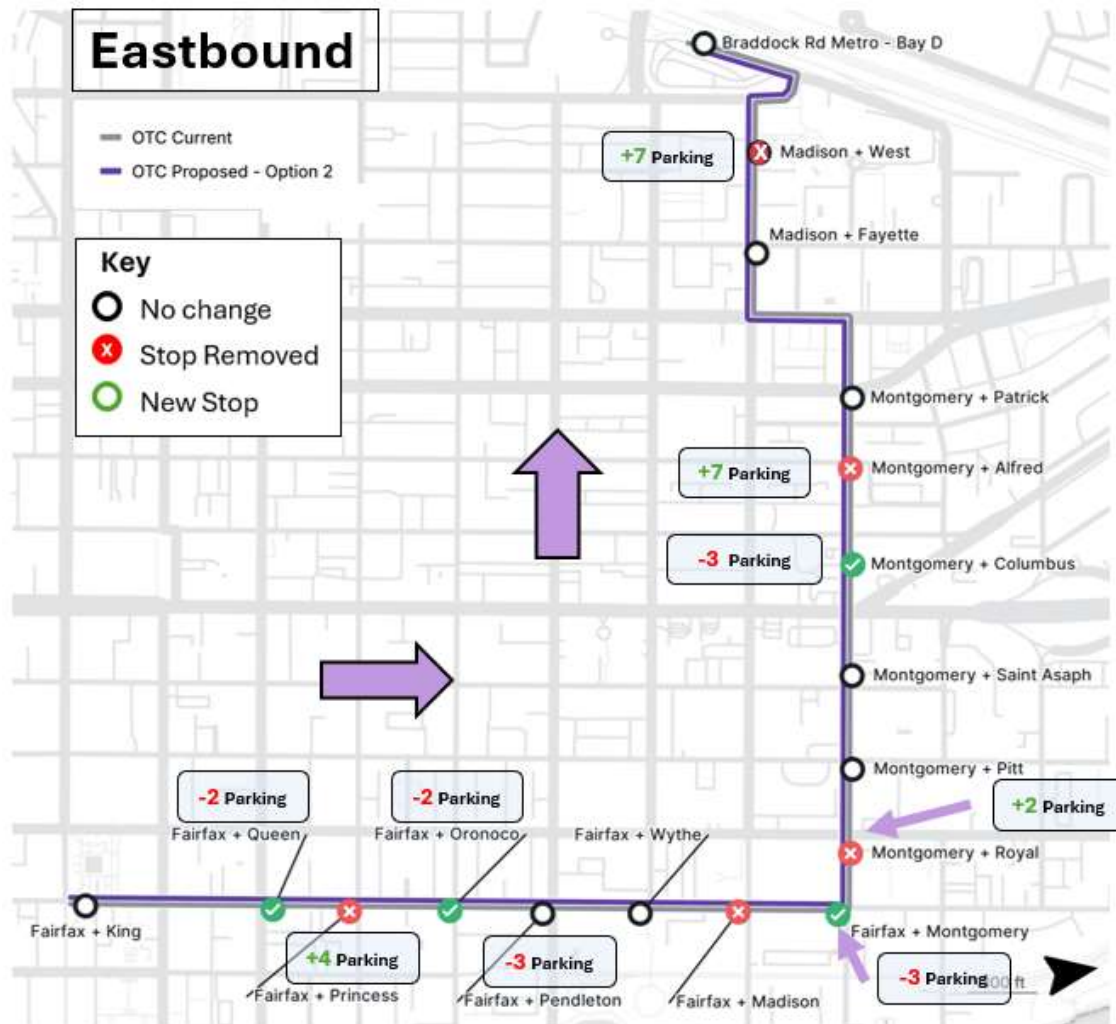
## ATTACHMENT 3: PROPOSED OLD TOWN CIRCULATOR BUS STOPS

### Proposed



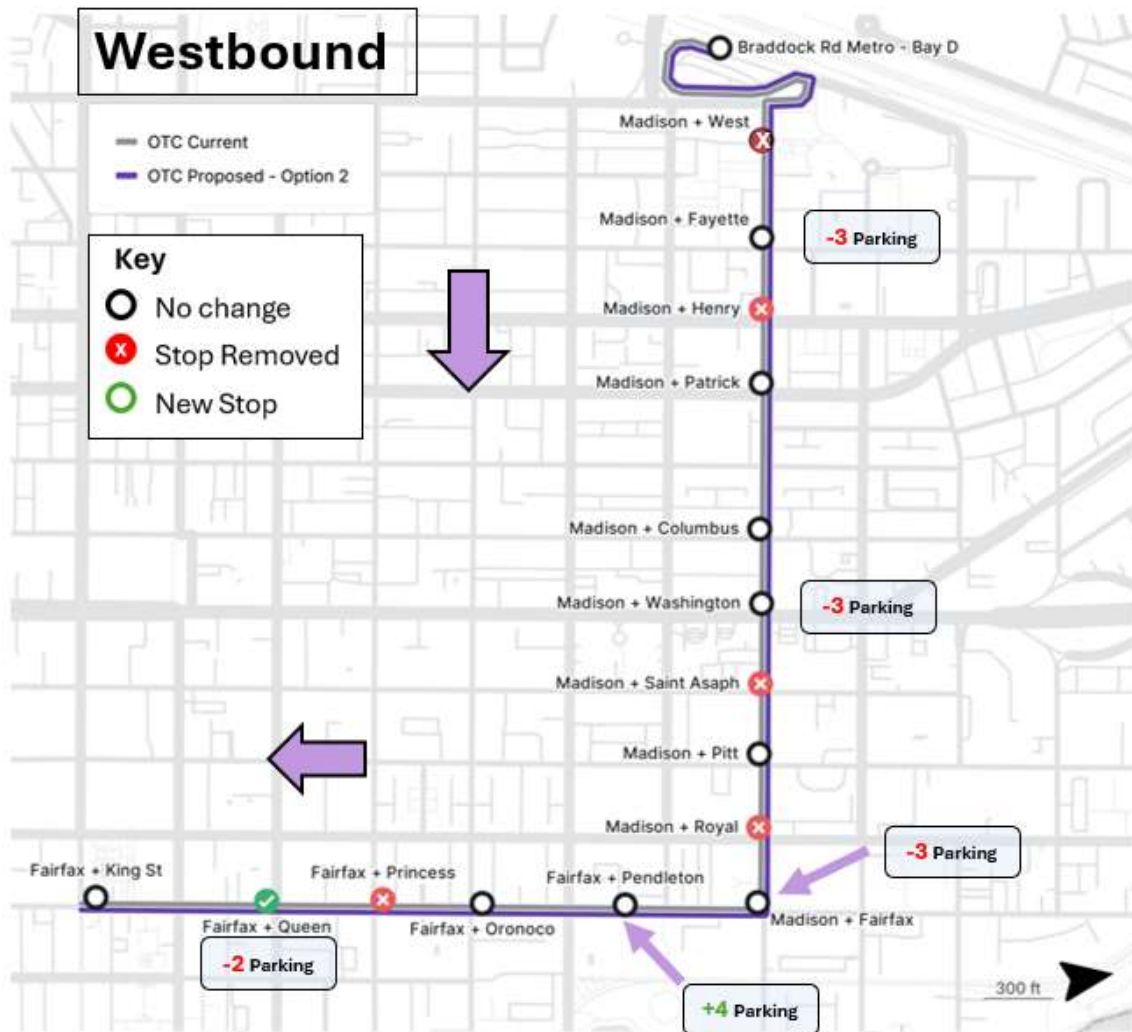
## ATTACHMENT 4: PROPOSED OLD TOWN CIRCULATOR BUS STOP PARKING MODIFICATIONS

### Proposed Eastbound Old Town Circulator Bus Stop Parking Modifications





## Proposed Westbound Old Town Circulator Bus Stop Parking Modifications



## ATTACHMENT 5: COMMUNITY ENGAGEMENT SUMMARY

### Public Comments Received

Today, there are too many bus stops in Old Town. This looks like it will do a good job of making changes for the better - speeding up buses and making sure that people of all abilities can safely get on the bus. Keep the bus stop at Madison and Pitt Streets. There is a bench there. It makes it comfortable to sit and wait for the bus while I have groceries with me. The current bus stop across from harris teeter (at saint asaph) is HORRIBLE - no seating, parked cars blocking the sidewalk, and a big pole right in the way. This plan makes a lot of sense by getting rid of that bus stop. The bus shouldn't stop every block. Right now, it seems like it stops every block. Going every other block looks like what DASH is trying to do. I like that. Please make this happen! Thank you for considering these comments.

1/23/2026 03:57 PM

[View full response](#) [Add tags▼](#)

No more parking in front of bus stops!!! It is not safe! The bus driver can't see me if there is a car parked there! I support this project!!!

1/22/2026 05:24 PM

[View full response](#) [Add tags▼](#)

My name is Tim Chase, and my wife Pam and I live at 224N Fairfax Street. We became aware of this rebalancing effort via the sign you posted in front of 226N Fairfax Street. Dash buses are an important part of our Alexandria transportation system, and I understand the importance of balancing the locations for stops to make this work as effectively and efficiently as possible. To best serve the community, these stops should be appropriately spaced, as near as possible to where population density is the highest, and positioned to minimize traffic disruption. With all of this in mind, I ask for your consideration for this new stop on the Westbound route to be in the 300 block of North Fairfax where it will be closer to planned higher density housing proposed at 301 North Fairfax Street and the apartments in the 400 and 500 blocks of North Fairfax. There's a potential space mid-block that would better serve the higher density housing and would provide better ADA compliance. It also would reduce the traffic impacts and potential hazards - with the addition of this stop and the proposed Eastbound stop at the at the beginning of the 300 block of North Fairfax, we'll have the potential for two buses to stop with their back ends on the edge of the intersection at the same time (with the highest probability being during rush hour). This arrangement will impair visibility and put foot traffic at risk while also jamming up traffic. Thanks for your consideration.

1/22/2026 05:05 PM

[View full response](#) [Add tags▼](#)

I fully support this project. Please make these changes. Thank you.

1/21/2026 01:57 PM

[View full response](#) [Add tags▼](#)

The Dash plan for the OTC route concludes with a total of 13 Eastbound stops and 12 Westbound stop, for a total of 25 OTC stops. We propose an alternative plan that concludes with 10 Eastbound stops and 9 Westbound stops, totaling 19 – a reduction of 6 additional stops. Along much of the Eastbound and Westbound routes we used the City’s GIS measuring tool to show the distances between the stops proposed by Dash and those that we propose. In our alternate plan, Dash and the City will establish bus stop spacing that is roughly twice that of the Dash Board’s plan, and moves closer to the NACTO target average of 1320 feet without ever exceeding it. Eastbound Stops would include: Fairfax/King, Fairfax/Queen, Fairfax/Oronoco, Fairfax/Wythe, Fairfax/Montgomery, Montgomery/St. Asaph, Montgomery/Patrick, Madison/Fayette, Madison/West, and Braddock Road Metro. Westbound stops would include: Braddock Road Metro, Madison/West, Madison/Patrick, Madison/Columbus, Madison/St. Asaph, Madison/Fairfax, Fairfax/Pendleton, Fairfax/Princess, and Fairfax/King. We believe that our alternative plan (we can make a map available with all stop separation measurements): • better meets Dash’s stated objectives for spacing, ADA access, more frequent and reliable service, and improved ridership; • continues to support neighborhoods that are likely to be high ridership blocks; • more conveniently supports new riders expected from the residential developments at 333 and 301 N. Fairfax Streets (that will encompass the entire block bordered by Fairfax, Princess, Lee and Queens streets); • keeps the stops near Harris Teeter for the convenience of riders with heavy grocery bags; and • imposes the least negative impact on parking space removal and encroachment on active driveways. In our alternative plan, Dash and the City will establish bus stop spacing that is roughly twice that of the Dash Board’s plan, moving Alexandria closer to the 1320-foot NACTO target average. We will present this full plan and graphics to the Transportation and Parking Board meeting on January 26. Respectfully, Scott Corzine, 300 Queen Street

My name is Christopher Brown and I want to comment on the proposed new bus stop at Fairfax and Queen. I have lived at 226 North Fairfax Street for 36 years. The proposed location of a new bus stop in front of my home is inappropriate. In addition to eliminating several parking spaces the location will block my driveway. It will also conflict with a very large Sycamore tree and a planted garden both of which when combined with my front steps (that are on my property) cause the sidewalk to narrow to a width that only allows the passage of one person at a time. Introducing a bus stop and the additional people at this choke point is ill advised. And should a shelter ever be considered for this location in the future it would not be possible. There are other more suitable options such as placing the relocated stop mid-block between Queen and Princess in front of the commercial building there or by maintaining the Fairfax and Princess stop and eliminating the Fairfax and Oronoco. These options would also meet the goal of "speeding up " the route by reducing the number of stops. I appreciate your consideration.

1/20/2026 05:40 PM

[View full response](#) [Add tags▼](#)

Finding parking in Old Town is already hard enough. However, if parking is also being restored as the website claims, then I support this project.

1/16/2026 03:14 PM

[View full response](#) [Add tags▼](#)

This will make taking DASH much easier in Old Town. Please make these changes!

1/9/2026 12:15 PM

[View full response](#) [Add tags▼](#)

On the westbound route, the Madison and Saint Asaph stop is the closest to Harris Teeter, which is the major grocery store in our area. Please consider dropping one of the adjacent stops instead.

1/8/2026 07:24 PM

[View full response](#) [Add tags▼](#)

## ATTACHMENT 6: SUPPORT LETTER

Alexandria Transit Company (DASH)



Date: January 14, 2026  
To: Ann Tucker, Chairperson for the Traffic and Parking Board, City of Alexandria  
From: Stevie Mathews, Director of Planning and Scheduling, DASH  
Subject: Letter of Support – OTC Stop Re-Balancing Project

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Dear Chair Tucker,

On behalf of the Alexandria Transit Company (DASH), I am pleased to express our support for the Old Town Circulator (OTC) Stop Re-Balancing Project.

This effort builds upon previous bus stop improvements implemented along King Street between King Street–Old Town Metrorail Station and City Hall/Market Square, which simplified stop spacing and improved consistency for DASH customers. The proposed OTC Stop Re-Balancing Project represents a logical and complementary next phase, extending these principles along the Old Town Circulator corridor between King Street–Old Town and Braddock Road Metrorail Stations.

DASH supports the project's goals to improve stop spacing, enhance ADA accessibility, and improve on-time performance by reducing closely spaced or under-utilized stops. These changes align with best practices in transit operations and directly support a more reliable, accessible, and customer-friendly transit experience. The proposed installation of ADA-compliant boarding pads, along with enhanced amenities such as seating, lighting, and micromobility accommodations, would further improve safety and comfort for riders.

The Old Town Circulator corridor plays an important role in DASH's overall service network, connecting residents, visitors, and employees to key destinations and regional transit. Improvements that enhance reliability, accessibility, and clarity along this corridor benefit both riders and operations and support broader City goals related to mobility, equity, and sustainability.

DASH appreciates the opportunity to support this project and looks forward to continued coordination as planning and implementation progress. Please do not hesitate to contact me if additional information would be helpful.

Sincerely,

Stevie Mathews  
Director of Planning and Scheduling  
Alexandria Transit Company (DASH)

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** February 23, 2026

**DOCKET ITEM:** 8

**ISSUE:** Overnight Parking District – Beverley Hills

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**REQUESTED BY:** Residents of Beverley Hills Neighborhood

**LOCATION:** Beverley Hills Neighborhood  
400-600 blocks of Tennessee Avenue  
3300-3600 blocks of Old Dominion Boulevard  
300-500 blocks of Kentucky Avenue  
3500-3600 blocks of Norris Place  
3500 block of Halcyon Drive  
500 block of North Overlook Drive

**STAFF RECOMMENDATION:** That the Board recommend the City Manager approve the creation of a Restricted Overnight Parking District in the Beverley Hills neighborhood.

**BACKGROUND:** For several years, residents of the Beverley Hills neighborhood expressed interest in being part of a Residential Permit Parking (RPP) district due to the reported increase in the number of vehicles—particularly larger commercial-looking vehicles—being parked on the streets of the neighborhood for long periods of time. Staff worked with the residents of Beverley Hills for the last four years to employ other solutions to address their concerns, including an increase in parking enforcement. However, resident concerns persist.

Staff worked with the residents to develop a proposed boundary for a new RPP district, however, residents relayed that long-term on-street parking occurred primarily overnight and the City typically reserves RPP restrictions lasting until 2 a.m. for blocks adjacent to commercial areas with nightlife, of which Beverley Hills has none. As a result, Beverley Hills residents opted to petition for creating a Restricted Overnight Parking District (ROPD) instead to mitigate the number of vehicles unregistered with the City from being able to park on ten of the neighborhood's blocks closest to West Glebe Road (Attachment 1).

In a ROPD, overnight parking is prohibited from midnight to 6 a.m. nightly on blocks with posted overnight parking restrictions, unless the vehicle is either registered with the City or displays a Guest or Visitor permit. Section 5-8-82 of the City Code details the necessary steps for petitioning for and establishing a new ROPD, which includes that all property within the district



must be zoned for residential use, no property should be included in an existing RPP district, and the proposed district must include a minimum of 200 on-street parking spaces.

**DISCUSSION:** Staff measured the parking lanes on each of the ten blocks to determine the number of legal on-street parking spaces per block—which excludes ‘No Parking’ zones, parking within 15 feet of fire hydrants, parking within 20 feet of the intersections of curb lines, and parking in front of driveways—and found that the proposed district would encompass 417 total on-street spaces on public right-of-way, which far exceeds the minimum requirement of 200 spaces.

Residents of Beverley Hills submitted the completed petition on November 18, 2025 (Attachment 2). To comply with the petitioning requirements for creating this district, residents were required to collect signatures of support from at least two-thirds—or 93—households included in the proposed district. Residents of ten blocks in Beverley Hills worked together to collect 95 signatures of support for the creation of a new ROPD covering ten blocks in the neighborhood home to 139 households (Attachment 3).

To be eligible for creating a new ROPD, at least one survey would need to confirm that on each block within the proposed district at least 25% of the parked vehicles are not registered with the City. The parking survey was conducted on Wednesday, January 14, from 12 a.m. to 2 a.m., per the requirements stipulated by City Code.

The lowest percentage of unregistered vehicles on a given block was 36%, with the average being 60%. Parking occupancy is not an eligibility requirement for creating a new ROPD, however, to provide additional context for the on-street parking conditions on these ten blocks, the survey found that the lowest occupancy on a given block was 26%, with the average occupancy being 59%.

Block	# of Vehicles	Parking Spaces	Parking Occupancy	# of Vehicles Registered w/City	% Unregistered Vehicles
600 b/o Tennessee	18	34	53%	6	67%
500 b/o Tennessee	23	29	79%	9	61%
400 b/o Tennessee	24	43	56%	12	50%
3600 b/o Old Dominion	18	19	95%	8	56%
3300-3500 b/o Old Dominion	60	87	69%	22	63%
500 b/o Kentucky	15	29	52%	8	47%
300 b/o Kentucky	16	56	29%	7	56%
3500-3600 b/o Norris	24	40	60%	6	75%
3500 b/o Halcyon	11	42	26%	7	36%
500 b/o N Overlook	29	38	76%	3	90%

The City Code stipulates that the Board and the City Manager consider the following factors in making their decision about the creation of a new overnight parking district:

- the availability of off-street parking in the district,

- the degree of congestion or utilization of on-street parking typical in the district during the restricted hours, such as geographic features of the area as may impact access to, or availability of, parking during the restricted hours,
- the likely effect of the establishment of the district on surrounding areas within the city, and
- such additional factors as the board or city manager reasonably determine are relevant to its consideration of the matter.

Given that each of the ten blocks meets the eligibility requirements for creating a new ROPD and the overall conditions of the on-street parking within the proposed district on a Tuesday night/Wednesday morning in January, staff recommends that the Board support the creation of this new district. While most of the homes in the proposed district do have off-street parking, the establishment of this district will ensure vehicles that are not registered in Alexandria are not using the public streets to store their vehicles. If approved for a new district, staff will add signage with overnight parking restrictions to all of the blocks within the new district.

**OUTREACH:** In addition to the door-to-door canvassing conducted by the neighborhood residents, City staff posted one public notice about the proposal on each of the ten blocks in the proposed district and also notified the North Ridge Civic Association about the proposal via email on January 20 and February 12, 2026. As of the posting of this docket, staff had not heard back.

## ATTACHMENT 1: LOCATION, PROPOSED DISTRICT BOUNDARY





## ATTACHMENT 2: PETITION

Our neighborhood has been significantly impacted by the influx of out-of-state and non-Alexandria-resident vehicles parked on our streets, including a high number of observed commercial construction and Lyft/Uber vehicles. In a recently filed police incident, one such Lyft driver offered money to a six-year-old girl.

This situation has not only led to inconvenience but also posed a potential danger to our children and others in our community. The presence of numerous parked cars around corners makes it difficult for children, including those walking to St. Rita's, Grace Episcopal, Charles Barrett, and Beverley Hills Church Preschool, to see approaching traffic, increasing the risk of accidents. Additionally, fire engines and other vehicles, including garbage trucks, may not be able to navigate between the parked vehicles on the narrow streets.

Apart from safety concerns, many non-resident drivers frequently leave behind litter on our streets and in our yards, diminishing the cleanliness and aesthetic value of our community environment. As residents who care deeply about our neighborhood, it is disheartening to witness the degradation of what used to be a pristine and safe environment.

The higher volume of cars and impeded sight lines has been a suspected cause of several accidents and damaged cars at the intersection Old Dominion/N. Overlook/Tennessee, which tends to fill up first.

Residents have spoken to the authorities about these problems. There is little, however, that the police can do. With the exception of vehicles with commercial signage, anyone is free to park vehicles in any legal space on city streets. And the police do not have the resources, on a regular basis, to monitor late-night partying, littering, or vehicles sometimes parked in illegal spaces.

Implementing an overnight parking system would be a practical solution to these challenges. By restricting parking to residents, both in our neighborhood and nearby neighborhoods, we can ensure that our children and vehicles can safely navigate our streets, reduce litter, and maintain the quality of life we have come to cherish.

This petition seeks to convince the City of Alexandria of the urgent need for a parking system in our neighborhood. Such a system would not only protect our residents but also enhance the overall well-being of our community and neighboring communities.

# ATTACHMENT 3: SUPPORT SIGNATURES

1 of 15 Pages of Support Signatures



## Petition for Creating an Overnight Parking District

We the undersigned residents hereby request that the City create a restricted overnight parking district on the following blocks/streets: Tennessee E. of Halcyon to Norris Pl., Norris Pl., Kentucky Ave., Old Dominion from Tennessee to Halcyon, North Overlook from Tennessee to Halcyon, and Dominion from W. Glebe to Tennessee. Tenn from Halcyon to Cameron Hill & off of Halcyon from Overlook to Tennessee

We understand that, if approved, only vehicles registered with the City of Alexandria will be able to park on the above blocks/streets between the hours of 12:00 midnight to 6:00 am. Visitors, contractors, and in-home service providers will not be allowed to park on the street during these times unless a valid visitor pass is displayed on the vehicle.

Resident Name (Printed)	Resident Signature	Address	Email (Optional)	Date
Geff Hoesch		402 Tennessee Ave.	gfhoesch@hsnmail.com	10/23/25
Ellen Barabos		401 Tennessee Ave	ellen.mcgowan624@gmail.com	10/23/25
Andrew Davidson		399 Tennessee Ave	Cameron Davidson	10/23/25
Crystal Wallace		404 Tenn. Ave		10/23/25
Dina Baker		415 Tennessee Ave	dina.s.baker@gmail.com	10/23/25
Margaret Talbot		411 Tennessee Ave		10/23/25
Nicholas Mazur		409 Tennessee	nicholas.mazur@stantec.com	10/23/25
Michael Chid		413 Tennessee		10/23/25
Severo Glomb		408 Tennessee		10/23/25
Tessa Sykes		405 Tennessee		10/23/25

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** February 23, 2026

**DOCKET ITEM:** 9

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

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**REQUESTED BY:** Staff

**LOCATION:** Braddock Road between West Street and Russell Road

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

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

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

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

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

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

- The City’s 2016 Pedestrian & Bicycle Master Plan called for improving access to trails and specifically called for improvements where the Potomac Yard Trail and Metro Linear Trail meet Braddock Road.
- That plan also called for a bicycle lane connection east of Russell Road to connect to the existing bicycle lanes west of Russell Road and highlighted pedestrian safety and access improvements needed on Braddock Road between Russell Road and Commonwealth Avenue.
- The Virginia Department of Transportation has identified Braddock Road as a priority area for pedestrian and bicycle access improvements in its statewide transportation plan.
- In 2023, the City completed a Safe Routes to School Walk Audit for George Washington Middle School, which cited the need for improvements on Braddock Road, particularly near the Metrorail station.
- The City has received consistent community feedback and requests over the years requesting crosswalk improvements in this area.

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

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

### Existing Conditions Summary

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

<b>Actual Speeds</b>	The 85 <sup>th</sup> percentile speed is 29-32 MPH.
<b>Traffic Volumes</b>	~13,000 vehicles per day
<b>Crashes</b>	Between 2019 and 2023, there were 17 crashes in the project area, 16 of which occurred at intersections. Of these, 8 resulted in injury. 1 crash involved a person walking. The most common crash types were rear-ends and angle crashes, largely resulting from failure to yield and driver inattention. (Attachment 2) Notably, a woman was killed walking at the intersection of Braddock Road and Commonwealth Avenue in 2015.
<b>Parking</b>	<ul style="list-style-type: none"> <li>• Russell Road to Commonwealth Avenue: On-street parking present on both sides of the street</li> <li>• Commonwealth Avenue to Mount Vernon Avenue: On-street parking generally present on the north side of the street, with occasional spaces on the south side</li> <li>• Mount Vernon Avenue to West Street: On-street parking present on the south side of the street next to Yates Corner and at West Street intersection</li> <li>• Residential Permit Parking District 6 encompasses a portion of the project area. The boundaries are Commonwealth Avenue to the west, Mount Vernon Avenue and Leslie Avenue to the east, Monroe Avenue to the north, and Oak Street to the south. The district restricts parking to no more than 3 hours between 8 a.m. and 5 p.m. except for District 6 permitholders.</li> </ul>
<b>Walking Environment</b>	<p>Sidewalks are present on both sides of the street and are generally 4-6 feet wide. In most cases, there is no buffer between the sidewalk and the street.</p> <p>Crosswalks are present at all signalized intersections, though crossing distances are long (up to 95') due to the skewed nature of the intersections, the crosswalk alignment, multi-legged intersections, and/or the presence of multiple turn lanes. The length of these crossings creates concern about prolonged exposure of people crossing the street to moving traffic.</p> <p>Multiple midblock crossings are also present, including two near the Braddock Road Metrorail Station, one of which has a flashing pedestrian beacon. These crosswalks have a median refuge, but do require crossing two travel lanes at a time. This creates concerns about the risk of multiple-threat crashes, where a driver in one lane stops, but obscures the view for the driver in the next lane, who may not stop. Drivers were observed failing to yield to people in the crosswalk.</p>
<b>Biking/Scooting Environment</b>	The Potomac Yard Trail and the Metro Linear Trail both intersect Braddock Road on either side of the Braddock Road Metrorail Station. These are highly-used trails by people walking, running, biking, and scooting.











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

### Concept Design Options Considered

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


<i>Corridor Options</i>		
<i>Location</i>	<i>Option</i>	<i>Concept</i>

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

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



		vehicle lane in each direction instead of two significantly reduces the crossing distance for both uncontrolled crosswalks near the Metro and virtually eliminates the thread of a multiple-threat pedestrian crash, where a driver in one lane stops, and the driver in the next lane does not.
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<i>Intersection Options*</i>		
<i>Intersection</i>	<i>Option</i>	<i>Concept</i>
<b><i>Braddock Road/ Russell Road/ West Alexandria Avenue</i></b>	<i>Existing</i>	 <p>This is an unconventional intersection with numerous legs that create additional signal timing needs and potential conflict points. The lane configurations are as follows:</p> <ul style="list-style-type: none"> <li>• Russell Road (southbound): 1 left/through/right lane</li> <li>• Russell Road (northbound): 1 left/through/right lane</li> <li>• and 1 northbound lane</li> <li>• Braddock Road (eastbound): 1 left-only lane, 1 through lane, 1 eastbound right-only lane</li> <li>• Braddock Road (westbound): 1 left-only lane, 1 through/right lane</li> </ul>



- West Alexandria Avenue (westbound only): 1 left/through/right lane

4A




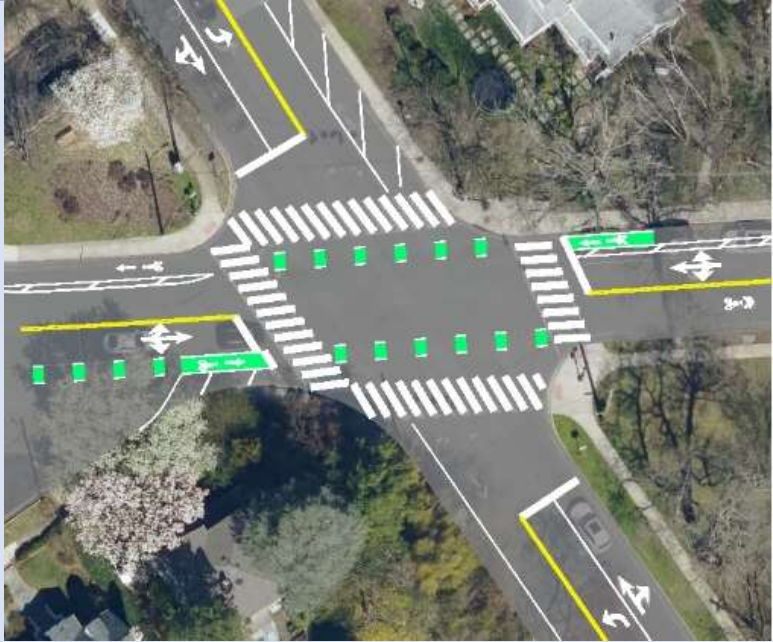

Option 4A makes the intersection more compact by consolidating the eastbound left with the eastbound through lane on Braddock Road. Painted curb extensions are also included where the lanes are overly wide. The direction of West Alexandria Avenue is reversed to eastbound only to minimize signal timing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

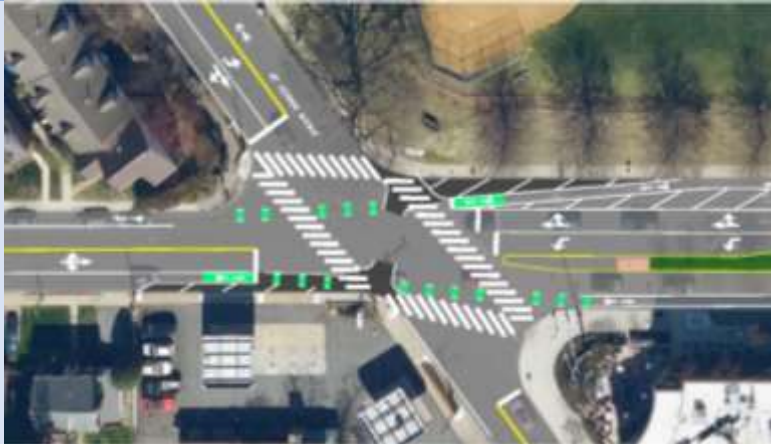

Note that the reversal of West Alexandria Avenue was removed from consideration.

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

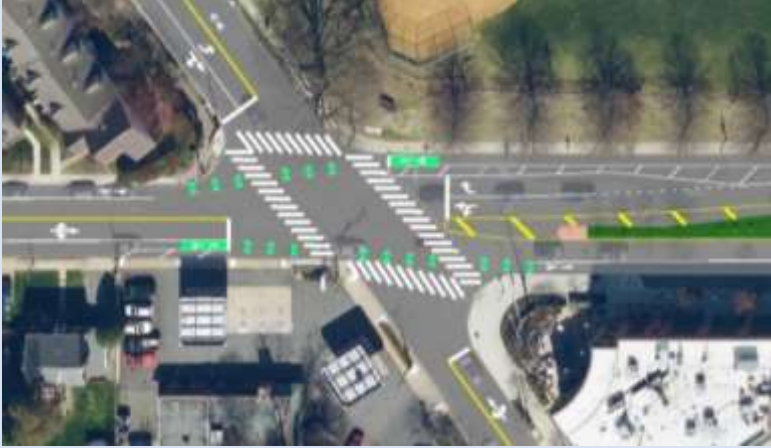


		<p>intersecting streets within close proximity. The lane configurations are as follows:</p> <ul style="list-style-type: none"> <li>• Braddock Road (eastbound): 1 left/through/right lane</li> <li>• Braddock Road (westbound): 1 left-only lane, 1 through/right lane</li> <li>• Commonwealth Avenue (northbound): 1 left-only lane, 1 through/right lane</li> <li>• Commonwealth Avenue (southbound): 1 left-only lane, 1 through-right lane</li> <li>• West Glendale Avenue (eastbound): 1 left/right lane</li> <li>• East Glendale Avenue (westbound): 1 left/right lane</li> </ul>
	5A	 <p>Option 5A involves consolidating turn lanes on the northbound, southbound, and westbound approaches to allow space for continuous bicycle lanes on both Braddock Road and Commonwealth Avenue. This would require removing approximately 4 on-street parking spaces on the west side of Commonwealth Avenue. This option also aligns the through movements on both streets and reduces pedestrian exposure in the intersection.</p>

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

		<p>Braddock Road and Mount Vernon Avenue is a skewed intersection resulting in longer than typical crossings for all users. The lane configurations are as follows:</p> <ul style="list-style-type: none"> <li>• Braddock Road (eastbound): 1 left-only, 1 through/right</li> <li>• Braddock Road (westbound): 1 left-only, 1 through-only, 1 right-only, 1 bike lane</li> <li>• Mount Vernon Avenue (northbound): 1 left/through/right</li> <li>• Mount Vernon Avenue (southbound): 1 left-only, 1 through/right</li> </ul>
6A	 <p>Option 6A consolidates the westbound through and right lane and the eastbound left-only and through/right lanes to allow for a separated bicycle lane to continue through the intersection.</p>	
6B	 <p>Option 6B reroutes the westbound bike lane between the through and right-only lane to position people biking to be able to get through the intersection.</p>	



	6C**	 <p>Option 6C is a modified version of Option 6A where the westbound left-only and through lanes are consolidated, and a right-only is preserved. The bicycle movement would be governed by a bicycle signal whose phasing is separate from the westbound right turns.</p>
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*\* Multiple alternatives were developed for the signalized intersections in the project area. Each intersection alternative can be paired with any of the corridor alternatives. For the purposes of this summary, the versions of each intersection alternative are shown as paired with the partial on-street parking/bike lane corridor option.*

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

## **Traffic Analysis**

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

## **Parking**

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

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

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

## **Bike Lanes**

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

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

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



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

## Recommendation

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

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

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

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

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<sup>1</sup> U.S. Department of Transportation, Federal Highway Administration. (2021). Bicycle lanes (Report No. FHWA-SA-21-051). [https://highways.dot.gov/sites/fhwa.dot.gov/files/Bicycle%20Lanes\\_508.pdf](https://highways.dot.gov/sites/fhwa.dot.gov/files/Bicycle%20Lanes_508.pdf)

<sup>2</sup> American Association of State Highway and Transportation Officials, *Guide for the Development of Bicycle Facilities* (5th ed., 2024), <https://store.transportation.org/item/collectiondetail/267?srsId=AfmBOoqvGYeXIDZz8iHLJaTBqtRZsrFfG0HgclYqbwjXVtGAeM2Bn4CP+>

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

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

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

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

The project team had several additional community meetings:

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

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

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

### **Changes in Response to Community Feedback**

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

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

## ATTACHMENT 1: PROJECT LOCATION



Figure 1. Map of Project Area



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





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



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

## ATTACHMENT 2: CRASH MAP



## ATTACHMENT 3: CONCEPT DESIGN OPTIONS

### Braddock Road Trail Access & Corridor Improvements Design Options - September 2025

**1A**





## Braddock Road Trail Access & Corridor Improvements

Design Options - September 2025

**1B**



## Braddock Road Trail Access & Corridor Improvements

Design Options - September 2025

**2A**



## Braddock Road Trail Access & Corridor Improvements

Design Options - September 2025

**2B**

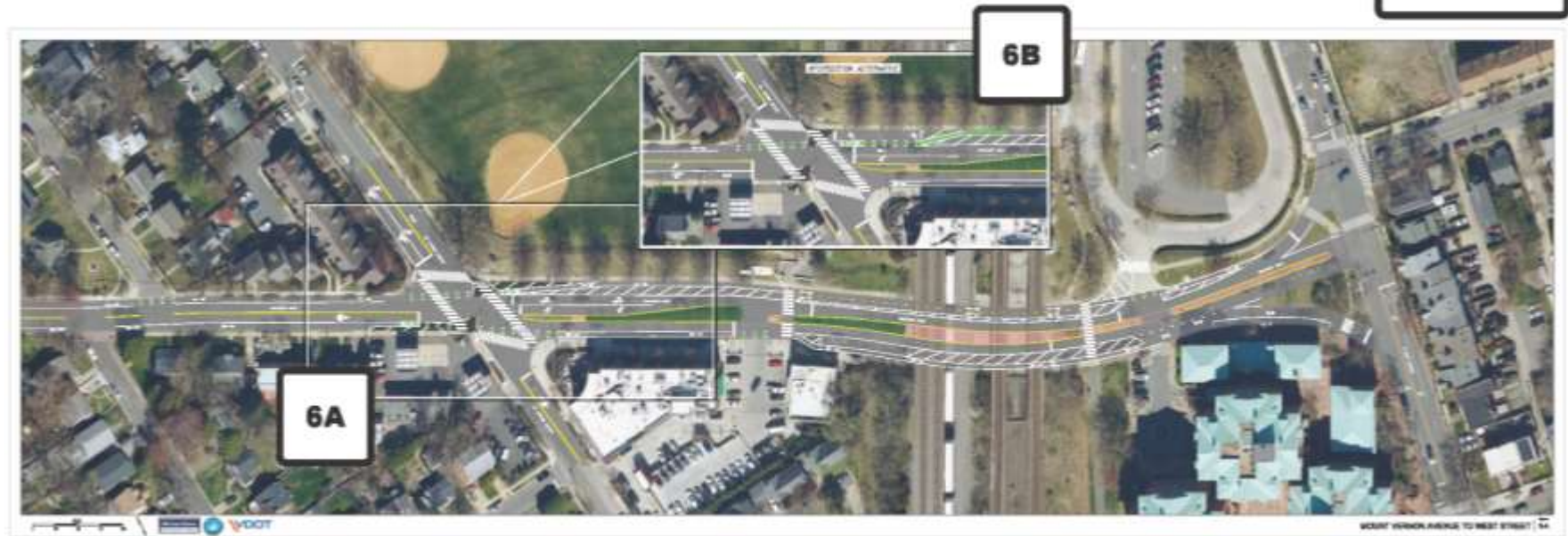




## Braddock Road Trail Access & Corridor Improvements

Design Options - September 2025

3



## ATTACHMENT 4: TRAFFIC ANALYSIS

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

Commonwealth Avenue																																								
Lane Group	Eastbound (sec/veh)								Westbound (sec/veh)								Northbound (sec/veh)								Southbound (sec/veh)								Overall Intersection Delay (sec/veh)							
	Existing PM		Future No Build		Option 5A		Option 5B		Existing PM		Future No Build		Option 5A		Option 5B		Existing PM		Future No Build		Option 5A		Option 5B		Existing PM		Future No Build		Option 5A		Option 5B									
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	PM	NB	SA	SB				
	Braddock Road								Braddock Road								Commonwealth Ave								Commonwealth Ave															
Left	15.4	B	15.6	B	17.0	B	16.5	B	12.3	B	12.3	B					8.2	A	8.4	B					8.4	A	8.1	A	8.2	A			8.3	A	Delay	Delay	Delay	Delay		
Thru					17.0	B	16.5	B	14.9	B	15.0	B	15.9	B	15.4	B	19.4	B	19.8	B	14.3	B			19.7	B	21.7	C	22.3	C	15.1	B	22.3	C	16.8	17.1	15.6	17.6		
Right	12.4	B	12.8	B																														LOS	LOS	LOS	LOS			
																																	B				B			

Mount Vernon Avenue																																													
Lane Group	Eastbound (sec/veh)										Westbound (sec/veh)										Northbound (sec/veh)										Southbound (sec/veh)										Overall Intersection Delay (sec/veh)				
	Existing PM		Future No Build		Option 5A		Option 5B		Option 5C*		Existing PM		Future No Build		Option 5A		Option 5B		Option 5C*		Existing PM		Future No Build		Option 5A		Option 5B		Option 5C*																
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	PM	NB	5A	5B	5C								
	Braddock Road										Braddock Road										Mt. Vernon Avenue										Mt. Vernon Avenue														
Left	23.9	C	24.4	C					22.1	C			17.6	B	17.9	B	15.6	B	16.0	B											38.1	D	38.9	D	47.8	D			35.5	D	Delay	Delay	Delay	Delay	Delay
Thru					23.6	C			27.5	C			31.0	C	32.0	C			25.2	C	28.5	C			43.9	D	44.1	D	45.8	D	39.5	D	39.3	D			32.9	C	33.2	C	30.1	30.8	30.7	31.7	28.1
Right	35.4	D	36.4	D					27.8	C			8.3	A	8.5	A			15.2	B	14.9	B																	LOS	LOS	LOS	LOS	LOS		
																																									C				

## ATTACHMENT 5: PARKING ANALYSIS

Project ID: 25-260194  
City: Alexandria, VA

Date: 10/21/25  
Day: Tuesday

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

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

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



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

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

Project  
ID: 25-260194

Date: 10/22/2025

City: Alexandria, VA

Day: Wednesday

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

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

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

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

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

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

Prepared by National Data & Surveying Services

## Parking Study

Project ID: 25-260194

Date: 10/23/2025

City: Alexandria, VA

Day: Thursday

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

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



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

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

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

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

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

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

Prepared by National Data & Surveying Services

## Parking Study

Project ID: 25-260194

Date: 10/25/2025

City: Alexandria, VA

Day: Saturday

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

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



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

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

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

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

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

Prepared by National Data & Surveying Services

## Parking Study

**Project ID:** 25-260194  
**City:** Alexandria  
 , VA

**Date:** 10/26/2025

**Day:** Sunday

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

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

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



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

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

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

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

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

ATTACHMENT 6: PREFERRED CONCEPT DESIGN









## ATTACHMENT 7: COMMUNITY OUTREACH

*Community Outreach Period #1: Spring 2025*

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

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

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

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

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

Answered	208	
Skipped	82	
Response Date	Responses	
Mar 23 2025 12:55 PM	It's a nice area with plenty of houses	
Mar 23 2025 10:11 AM	Walking path of the Potomac yard linear trail	
Mar 22 2025 11:25 PM	It's a main road that is usually easy to navigate	
Mar 22 2025 08:27 PM	very little - there's not much space for bikes and pedestrians, traffic can back up pretty bad, and it is a mess by metro	
Mar 22 2025 05:39 PM	Direct access to walking and biking trails	
Mar 22 2025 03:25 PM	It is convenient to access a lot of other locations. Both linear trails are also great for walking to walk and for getting places.	
Mar 21 2025 12:23 PM	I enjoy walking and biking on both Metro Linear Trail and Potomac Yard Trail. Both trails are quiet, scenic, and safe from car traffic, and they create connections to other areas (especially north toward Potomac Yard).	
Mar 21 2025 06:26 AM	It's a very challenging area to travel through during rush hours. Not sure there's anything to like.	
Mar 20 2025 10:48 AM	I live in this area and I like the immediate access to Potomac Yard and Metro Linear Trail. As a cyclist, runner, and generally active person, these trails are vital to my quality-of-life and one of the reasons why I chose to live here.	
Mar 20 2025 07:18 AM	The Braddock road median between Potomac Trail and Mt Vernon Rd is excellent, with fewer lanes for a pedestrian to need to cross. Plus it's often beautified for neighborhood appeal. The pedestrian crossing signal near the Metro station is highly functional, but cars seem to go fast enough to not reduce speed for pedestrians.	
Mar 19 2025 10:22 PM	It's peaceful and easy to cross as a pedestrian at the one lighted crossing!	
Mar 18 2025 07:05 PM	The walking path is nice from Braddock metro , walking from metro on Braddock is non descriptive. Point A to point B	
Mar 18 2025 06:58 PM	It's relatively wide and provides easy access to the trails and neighborhoods.	
Mar 18 2025 06:11 PM	No speed bumps. Wide roads. No road diets. Minimal government intervention.	
Mar 18 2025 06:09 PM	It is well lit and I appreciate the volume of foot traffic makes it feel safe to travel at all hours.	
Mar 18 2025 01:01 PM	It's less congested than the King Street metro area to get to Old Town.	
Mar 18 2025 12:09 PM	Quick access to multiple well-managed trails for running and walking. Having close access to a Metro station that allows me to commute in and out of DC is also convenient	
Mar 18 2025 10:50 AM	Like the trail for running	

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

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

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

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



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

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

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

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

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

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

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

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

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

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



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

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

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

Mar 05 2025 11:03 PM	The road is too narrow. Absolutely absurd that access to Old Town is all but impossible for several hours a day.
Mar 05 2025 02:45 PM	School bus drivers are aggressive with bicyclists
Mar 05 2025 01:46 PM	Inattentive or distracted drivers
Mar 05 2025 12:17 PM	<p>Enough drivers do NOT stop, even when required to, that it makes crossing on foot or bike potentially treacherous. Particularly at:</p> <ol style="list-style-type: none"> <li>1. Braddock &amp; Commonwealth</li> <li>2. Braddock at Little</li> <li>3. Braddock&amp; Mt. Vernon</li> <li>4. Braddock &amp; linear trail</li> <li>5. Braddock pedestrian crosswalk at Metro</li> </ol>
Mar 05 2025 09:25 AM	<p>Drivers who stop on Braddock to drop off and pick up middle school students at Potomac yard trail.</p> <p>The sidewalks along Braddock between trail and metro are not wide enough for walkers and strollers or wheel chairs to share safely while drivers speeding down the street.</p>
Mar 04 2025 08:27 PM	Cars don't always stop for pedestrians in the crosswalk and it's very dangerous.
Mar 04 2025 04:22 PM	Travel distance for walking between Lena's and GWHS across Braddock is too far
Mar 04 2025 11:44 AM	Insufficient bike lanes (How are bike lanes featured in zero suggested entries???? Do you truly think that people like me don't exist? Or don't deserve safety?)
Mar 04 2025 09:10 AM	I have almost been struck twice in the crosswalk at the intersection of W. Braddock and Hancock after getting off of the bus by careless drivers.
Mar 04 2025 08:40 AM	It can be difficult and unsafe to turn left from Valley Drive onto Braddock. The signal at Cameron Mills is not well timed and causes traffic backups. It is very unsafe for bikers and walkers from Kenwood Ave to Commonwealth Ave- while there are sidewalks and bike lanes, drivers go too fast and do not act like it is a shared space.
Mar 04 2025 08:21 AM	When the light at Braddock and Commonwealth changes, the pedestrians and the cars all move at the same time, and those cars that are making a turn do not stop for pedestrians in the walkway. They try to turn in front of the pedestrian.
Mar 03 2025 09:33 PM	Biking is very uncomfortable.
Mar 03 2025 08:08 PM	The amount of litter and trash beneath the train overpass is unpleasant to look at.

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

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

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



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

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

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

<b>Answered</b>	<b>192</b>	
<b>Skipped</b>	<b>98</b>	

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

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

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

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

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

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

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



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

Mar 11 2025 09:54 PM	The bike trail has utility covers throughout it. the sidewalks are frequently too narrow for two people too walk without someone having to step off. Cars and trucks park in the bike lanes when the lane is on the road and or if there is construction
Mar 11 2025 06:31 PM	The sidewalk running underneath the metro tracks that connects PY trail to the metro station
Mar 11 2025 08:16 AM	The pedestrian beacon is not always respected by drivers. Can be dangerous.
Mar 10 2025 02:27 PM	The two pedestrian crossings on Braddock Road - one by the 7-11 and one just to the east of the metro overpass have always felt dangerous to me - both as a predestination and as a driver. It may not be visually pleasing or possible from an engineering standpoint but a pedestrian overpass would make a huge difference.
Mar 10 2025 11:29 AM	Cars go quickly on the area between Mt Vernon and Russell Road, which would feel much safer if there were a dedicated bike lane.
Mar 10 2025 11:23 AM	We live at 902 Mt. Vernon Ave and use Braddock Rd in the project area at least once per day. We avoid the Mt. Vernon/Braddock intersection as both pedestrians and drivers. The current signal timing is confusing and results in long wait times when we try to cross as pedestrians. It results in vehicle traffic that results in daily backups from Braddock up Mt. Vernon past Spring St, which causes issues in us leaving our driveway during the evening. During off-peak hours, we still avoid that intersection as drivers because the signal times cause long waits compared to using back streets.
Mar 10 2025 10:44 AM	Buses and cars frequently pull into the bike lane in front of bikes and scooters. The bus stop under the metro bridge on braddock road is a poor location for a bus stop. Too many people waiting (typically after school) so hard to walk past there on the sidewalk and challenging to use the bike lane with the bus stopping in the lane.
Mar 10 2025 08:00 AM	Cars go through too many red lights at Braddock and commonwealth
Mar 10 2025 07:37 AM	The crosswalks by 7-11 and Braddock metro are dangerous to pedestrians. Two suggestions: raise the crosswalks to sidewalk level to slow cars and improve visibility of walkers; and make the section from West St to Mt Vernon a school zone when GW kids are going to school/home.
Mar 09 2025 08:10 PM	Can we get the electric scooters off the Potomac yard and metro linear trail? Especially when there is a street running alongside!
Mar 09 2025 06:23 PM	<p>Many sections could be improved:</p> <ul style="list-style-type: none"> <li>- Braddock between West and Ramsey should be a 15 MPH school zone WITH SPEED CAMERAS for GWMS. This will help calm aggressive driving around the two crosswalks by the metro tracks &amp; Mt Vernon while hundreds of kids are crossing. Alternatively but RED LIGHT signals at these crosswalks when pedestrians request them.</li> <li>- Many people speed down Braddock between Russell and West. Traffic calmers or speed</li> </ul>

	<p>humps (like on Commonwealth) are very much needed. Speed cameras would be fantastic along most of Braddock.</p> <ul style="list-style-type: none"> <li>- Add crosswalk across Braddock at Little—costs nothing but paint, and people need a convenient crossing place between Spring and Mt Vernon</li> <li>- Bikelanes are functionally non-existent West of Mt Vernon. Painting a bike on the lane does nothing to protect riders, child or adult. I know the street is not wide—do the best you can with the space using this guide: <a href="https://nacto.org/publication/urban-bikeway-design-guide/">https://nacto.org/publication/urban-bikeway-design-guide/</a></li> <li>- Lots of people rider scooters on the sidewalk around the metro stop. Perhaps better/more signs and cleaner bike lane access for scooters would move them onto the street where they belong.</li> <li>- The “no right on red” signs at Braddock/Mt Vernon don’t work. Replace the red lights with red arrow lights, and put cameras up to ticket runners.</li> <li>- Some property owners don’t trim bushes along the sidewalk, especially on the southside of Braddock west of Mt Vernon. How can we get them to free up sidewalk space?</li> <li>- Crossing Braddock at West St is always dangerous because cars turning onto Braddock from the north/Wythe have a high speed cutout right turn, and cars from the south are fighting to turn left through two ill-timed signals. Suggest adding a pedestrian-only cycle when requested by button/camera so ALL cars stop for pedestrians to cross in any direction between each car cycle.</li> </ul>
Mar 09 2025 06:03 PM	The crosswalk near my house which does not have flashing lights (spring and Braddock where you can cross on Braddock) Same even where are even for where there are flashing lights for pedestrians.
Mar 09 2025 04:48 PM	The ped crossing light at intersection at Braddock and Russell (crossing Braddock) is fast (really have to scurry across).
Mar 09 2025 04:33 PM	Monroe Avenue; Commonwealth Ave; Russel Ave
Mar 09 2025 03:48 PM	All of Braddock Road in the area is scary to bike in. Drivers go fast because it is one of the few roads without traffic calming, stop signs, or stop lights. There aren't any marked or signaled crosswalks from Russel Road to Commonwealth. The sidewalks are narrow and in poor

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

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

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

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



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

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

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

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

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

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

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

<b>Answered</b>	<b>148</b>	
<b>Skipped</b>	<b>142</b>	

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



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

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

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

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

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

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



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



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

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

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

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

*Community Comment Period #2: Fall 2025*

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

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

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

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

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

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

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

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

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

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



Provides comfortable places for people to bike or scoot	15.57 %	90	8.82%	51	13.67 %	79	11.07 %	64	50.17 %	290	0.69 %	4	578	3.72
Makes it easier to get to bus stops and the Metro	7.48%	43	4.52%	26	16.52 %	95	26.78 %	154	44.00 %	253	0.70 %	4	575	3.96
Minimizes traffic congestion	17.04 %	99	11.70 %	68	22.55 %	131	17.04 %	99	30.81 %	179	0.86 %	5	581	3.33
Reduces crashes	2.75%	16	2.58%	15	14.80 %	86	24.78 %	144	53.53 %	311	1.55 %	9	581	4.26
Improves access to nearby trails	10.05 %	58	11.27 %	65	15.94 %	92	21.49 %	124	39.86 %	230	1.39 %	8	577	3.71
											<b>Answered</b>			<b>584</b>
											<b>Skipped</b>			<b>3</b>

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

	1 Strongly Dislike		2 Dislike		3 Neutral		4 Like		5 Strongly Like		I don't know		Total	Weighted Average
A buffered uphill bike lane for people traveling westbound towards Russell Road.	21.27%	114	7.09%	38	9.51%	51	17.16%	92	43.28%	232	1.68%	9	536	3.55
A shared travel lane for bicycles and motor vehicles traveling eastbound towards Commonwealth Avenue.	34.02%	182	24.30 %	130	22.99 %	123	11.03%	59	6.36%	34	1.31%	7	535	2.3

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

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

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

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

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

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

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

	1 Strongly Dislike	2 Dislike	3 Neutral	4 Like	5 Strongly Like	I don't know	Total	Weighted Average
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A buffered bike lane for people traveling westbound towards Russell Commonwealth Avenue.	21.82%	115	7.21%	38	9.11%	48	16.70%	88	44.02%	232	1.14%	6	527	3.55
A shared travel lane for bicycles and motor vehicles traveling eastbound towards Mount Vernon Avenue.	33.59%	177	24.48%	129	21.44%	113	13.28%	70	6.26%	33	0.95%	5	527	2.34
Parking removal on the north side of Braddock Road between Commonwealth Avenue and Mount Vernon Avenue.	26.43%	139	7.03%	37	20.15%	106	13.69%	72	31.18%	164	1.52%	8	526	3.16
Some parking preserved along the south side of Braddock Road between Commonwealth Avenue and Mount Vernon Avenue.	20.42%	107	15.84%	83	29.01%	152	18.70%	98	13.74%	72	2.29%	12	524	2.89
											Answered			528
											Skipped			59

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

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

										Answered	517
										Skipped	70

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

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

### Q10. Do you have any comments on the Braddock and Russell Road intersection options?

Answered	190
Skipped	397

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



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

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

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

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

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

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



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



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

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

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

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

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

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



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



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

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

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

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

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

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

pedestrian s, and cyclists													
											Answered		495
											Skipped		92

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

<b>Answered</b>	<b>157</b>
<b>Skipped</b>	<b>430</b>

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

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

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



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

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

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

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

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

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



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



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

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

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

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

Answered	172
Skipped	415

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

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

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

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

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



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

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

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

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

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

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



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



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

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

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

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

## ATTACHMENT 8: COMMUNITY ORGANIZATION LETTERS

**Bryan Hayes**

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

Bryan,

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

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

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

Ken Notis  
Chair, Alexandria BPAC

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## Good Shepherd Lutheran Church

BUILDING A BIGGER TABLE

September 29, 2025

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

Re: Braddock Road Trail Access and Corridor Improvements Project

Dear Mr. Hayes,

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

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

### Community Role

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

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

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

### Transportation Realities

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

100 W Luray Ave, Alexandria, VA 22301 | [www.gslutheran.net](http://www.gslutheran.net) | 703-548-8608 | Rev. Kate Costa, Pastor



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

#### **Accessibility Concerns**

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

#### **Alignment with Project Goals**

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

#### **Request to Preserve On-Street Parking on Braddock Road**

We respectfully request that the City's final design options:

1. Preserve on-street parking on Braddock Road in the immediate vicinity of Good Shepherd Lutheran Church.
2. Expand handicap-accessible parking options near our entrance.
3. Ensure that safety improvements do not inadvertently restrict community access.

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

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

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

Best regards,



Scott Baker  
Congregation President  
Good Shepherd Lutheran Church



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







**ROSEMONT  
CITIZENS  
ASSOCIATION**

P.O. Box 2873  
Alexandria, VA 22301-2873  
[info@rosemontcitizens.org](mailto:info@rosemontcitizens.org)

November 21, 2025

Alexandria Traffic and Parking Board  
Ann Tucker, Chair  
c/o Alexandria City Hall  
301 King Street  
Alexandria, VA 22314  
[trafficandparkingboard@alexandriava.gov](mailto:trafficandparkingboard@alexandriava.gov)

Dear Chair Tucker and Members of the Board:

I write on behalf of the Rosemont Citizens Association ("RCA") regarding the Braddock Road Trail Access and Corridor Project ("Project"), which I understand is to be presented to the Board by City staff at a future meeting of the Board. As you may know, the RCA promotes the interests and welfare of its members, which include approximately 1,800 households in the Rosemont neighborhood of Alexandria, and the vast majority of the Project would be implemented within the boundaries of Rosemont.

A matter of specific concern that has been identified is that one of City staff's proposals is to remove either some or all of the parking along Braddock Road between Russell Road and Commonwealth Avenue (Options 1A and 1B). At the RCA's general membership meeting on November 19, 2025, the following resolution was adopted:

**The Rosemont Citizens Association opposes the removal of parking spaces on Braddock Road between Russell Road and Commonwealth Avenue.**

We appreciate your attention to this matter, and anticipate that many members of the RCA will appear in person and/or submit written comments regarding this and other elements of the Project.

Sincerely,

Jol Silversmith  
President, RCA

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



**ROSEMONT  
CITIZENS  
ASSOCIATION**

P.O. Box 2873  
Alexandria, VA 22301-2873  
[info@rosemontcitizens.org](mailto:info@rosemontcitizens.org)

January 27, 2026

Alexandria Traffic and Parking Board  
Ann Tucker, Chair  
c/o Alexandria City Hall  
301 King Street  
Alexandria, VA 22314  
[trafficandparkingboard@alexandriava.gov](mailto:trafficandparkingboard@alexandriava.gov)

Dear Chair Tucker and Members of the Board:

I write on behalf of the Rosemont Citizens Association ("RCA") regarding the Braddock Road Trail Access and Corridor Project ("Project"), which I understand is to be presented to the Board by City staff at a future meeting of the Board.

As you may know, the RCA promotes the interests and welfare of its members, which include approximately 1,800 households in the Rosemont neighborhood of Alexandria, and the vast majority of the Project would be implemented within the boundaries of Rosemont.

A matter of specific concern that has been identified is that one of City staff's proposals is to remove either some or all of the parking along Braddock Road in Rosemont. As previously reported, at the RCA's general membership meeting on November 19, 2025, the following resolution was adopted:

**The Rosemont Citizens Association opposes the removal of parking spaces on Braddock Road between Russell Road and Commonwealth Avenue.**

At the RCA's general membership meeting on January 22, 2026, the following additional resolution was adopted

**The Rosemont Citizens Association opposes the removal of parking spaces on Braddock Road between Mount Vernon Avenue and Commonwealth Avenue.**

We note that Alex Carroll of the City joined us at the meeting, and provided information about the project; members of the Rosemont community also asked questions and raised issues that we hope will be addressed as part of the staff's work before it is presented to the Board.

We appreciate your attention to this matter, and anticipate that many members of the RCA will appear in person and/or submit written comments regarding this and other elements of the Project.

Sincerely,

Jol Silversmith  
President, RCA



## ROSEMONT CITIZENS ASSOCIATION

P.O. Box 2873  
Alexandria, VA 22301-2873  
[info@rosemontcitizens.org](mailto:info@rosemontcitizens.org)

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

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

Good morning, Alex,

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

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

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

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

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



February 12, 2026

To: Traffic and Parking Board, T&ES Staff, City Council

Re: Braddock Road Corridor Improvements

To whom it may concern,

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

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

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

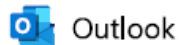
-

We arrived at the statement above after nearly a year of direct engagement with city staff regarding this project, including two walking tours of the area. In early February, Alex Carroll joined our Traffic Calming Committee meeting (conducted via zoom) to answer resident and neighbor questions regarding the staff recommendation. We invited the entire DRCA membership to attend this meeting, or to submit feedback or questions via email. We also directly reached out to all members of our association with Braddock Road addresses to personally invite them to attend or give feedback ( $\frac{1}{3}$  of them did). The committee formed the position above based on this feedback and our prior engagement.

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

Thank you,

Tim Laderach  
DRCA President



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**RE: Braddock Road - Open House and Questions**

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**From** Anne.Malinee@lw.com <Anne.Malinee@lw.com>

**Date** Sun 9/14/2025 10:09 PM

**To** LFields@KSLAW.com <LFields@KSLAW.com>; Bryan Hayes <bryan.hayes@alexandriava.gov>

**Cc** anne.malinee@gmail.com <anne.malinee@gmail.com>; lukefields@gmail.com <lukefields@gmail.com>

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

Mr. Hayes,

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

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

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

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

Regards,  
Anne Malinee



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

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

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

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

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

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

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

---

**Lucas M. Fields**

*Partner*

T: +1 202 626 2399 | [lfields@kslaw.com](mailto:lfields@kslaw.com) | [Bio](#) | [vCard](#)

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



[kslaw.com](http://kslaw.com)



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**[EXTERNAL]Braddock Road plan**

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**From** Dana Lawhorne <danalawhorne@verizon.net>

**Date** Sun 9/14/2025 11:54 PM

**To** Bryan Hayes <bryan.hayes@alexandriava.gov>

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

Hi Bryan,

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

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

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

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

Dana

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

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

Mr. Hayes:

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

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

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

Thank you for your service to the City.

Mark Jinks  
316 Crown View Drive  
Alexandria

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

You don't often get email from [amj47@verizon.net](mailto:amj47@verizon.net). [Learn why this is important](#)

Hello,

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

Sincerely,

Roberta Jackson

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

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

Hi Bryan,

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

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

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

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

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

Thanks for considering the above!

Alana

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

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Dear Mr. Hayes,

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

I really hope the City rethinks this.

Thank you,

Katie Blaszak



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

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Mr. Hayes,

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

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

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

I can be reached at [slgogol@icloud.com](mailto:slgogol@icloud.com) or 505-264-3126.

Respectfully,  
Sandra Gogol

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

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Hi Bryan,

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

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

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

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

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

Melissa



**Michele Schoeppe**

24 W. Braddock Road  
Alexandria, VA 22301

**September 20, 2025**

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

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

Dear Mr. Hayes:

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

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

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

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

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

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

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

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

Thank you, Michele Schoeppe

**Subject:** [EXTERNAL]The city's proposed changes to the Braddock Rd corridor

**Date:** Saturday, September 20, 2025 at 4:27:16 PM Eastern Daylight Time

**From:** Nancy Haney <haneynn@gmail.com>

**To:** Bryan Hayes <bryan.hayes@alexandriava.gov>

**CC:** Joe <haneyjoe95@gmail.com>

**Category:** Public Comment

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

Hello Bryan,

My husband and I live on Braddock Rd and were unable to attend the September 17 meeting at GW Middle School. We are writing to ask the city to please keep our on street parking.

Also, we oppose the plan to reverse the direction of traffic on W Alexandria Ave.

Thank you.

Nancy & Joe Haney  
26 W Braddock Rd

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

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Mr. Hayes –

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

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

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

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

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

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

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

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

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

Stephen Gregory Cottrell

24 W. Braddock Road

Alexandria, VA 22301

[gcottrell@ymail.com](mailto:gcottrell@ymail.com)

703-447-7592

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

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

Hello Bryan,

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

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

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

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

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



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

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Mr. Hayes,

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

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

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

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

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

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

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

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

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

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

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

Thank you very much for your consideration.

Karin Fangman  
206 East Alexandria Avenue  
703-966-6448



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

You don't often get email from [rjl@allorama.org](mailto:rjl@allorama.org). [Learn why this is important](#)

Dear Bryan,

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

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

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

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

-Rob  
9 E Spring Street



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

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Mr Hayes,

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

1. Cars failing to fully stop at intersections and not seeing bikers, pedestrians, runners, and scooter users.
2. Excessive speeding on 25 mph roads.

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

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

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

Thank you for considering these concerns.

Sincerely,

Jennifer Witebsky  
703 317 7838

From John Porter <john.porter@acps.k12.va.us>

Date Mon 9/29/2025 12:29 PM

To Bryan Hayes <bryan.hayes@alexandriava.gov>

Cc porterjohn02@gmail.com <porterjohn02@gmail.com>; Bonnie Porter <bonnieporter513@gmail.com>

Mr. Hayes,

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

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

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

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

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

Sincerely,

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

From Tory Waltrip <torywaltrip@gmail.com>

Date Mon 9/29/2025 3:45 PM

To Bryan Hayes <bryan.hayes@alexandriava.gov>

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Hi Bryan,

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

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

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

Thank you!

Tory Norwood  
103 W Luray Ave

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

**Categories:** Public Comment

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

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

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

Respectfully,  
Nancy Crowley

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

**Categories:** Public Comment

You don't often get email from snorwood90@gmail.com. [Learn why this is important](#)

Hi Bryan,

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

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

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

Best,  
Stewart

--

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



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

**Categories:** Public Comment

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Mr. Bryan Hayes

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

Dear Mr. Hayes,

Re: Braddock Road Trail Access and Corridor Improvements Project

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

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

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

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

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

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

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

Thank you for your consideration.

Amy Hadley

Community Outreach chair, Good Shepherd Lutheran Church

(202) 487-8705



**From:** Siegal <siegalwriter@gmail.com>  
**Sent:** Thursday, October 2, 2025 2:02 PM  
**To:** Bryan Hayes  
**Subject:** [EXTERNAL]Braddock Rd project

**Categories:** Public Comment

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

We live in the 100 block of West Luray, facing the Good Shepherd Lutheran Church. My husband, Glenn, attended the GW meeting recently and saw map references to curtailing parking on W. Braddock Road.

No city reps at the meeting seemed to have any idea of how this limitation would work regarding adjoining streets.

Good Shepherd often has day and evening programs where their participants occupy many of the available W. Braddock Rd spaces on both sides of that road between Russell Rd and Commonwealth Ave, as well as Hancock and the two blocks of West Luray. W. Braddock Rd residents occupy the rest. At least three residents of the south side of W. Braddock park on our block of W. Luray daily, probably because they don't have enough driveway space for extra cars.

We don't even have a driveway, but do have two cars, which we pay hefty property taxes for in Alexandria. We've lived here since 1978 and have rarely had parking issues on our street until this past year.

So, if existing parking spaces on Braddock Rd are to give way to bike lanes, WHERE are all the daily vehicles using those spots going to go?

Someone at the meeting flippantly told my husband that we could apply for residential parking permits at an extra cost. That does nothing to address the church parking needs, or those of company visiting the homes along these roads.

Please let us know the city's thought processes on this aspect of the Braddock Rd changes.

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



*Ann Cameron Siegal*  
writer/photographer

[siegalwriter@gmail.com](mailto:siegalwriter@gmail.com)  
703-517-0860

October 2, 2025

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

Re: Braddock Road Trail Access and Corridor Improvements project

Dear Mr. Hayes,

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

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

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

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

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

Thank you for your effort and consideration of this matter.

Sincerely,  
Richard Crowley  
912 Enderby Drive  
Alexandria, VA. 22302  
[Rcrowley912@comcast.net](mailto:Rcrowley912@comcast.net)  
571-259-0907

---

**From:** Rob Hargis <robhargis2@gmail.com>

**Sent:** Friday, October 3, 2025 10:49 AM

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

You don't often get email from [robhargis2@gmail.com](mailto:robhargis2@gmail.com). [Learn why this is important](#)

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

We reside at 116 West Alexandria Avenue.

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

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

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

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

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

Please include this correspondence in the official project record.

Regards,  
Rob and Jennifer Hargis  
116 W Alexandria Avenue

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**From:** Charles Dorsey <chasdorsey@aol.com>

**Sent:** Friday, October 3, 2025 11:00 AM

**To:** Michael Moon <michael.moon@alexandriava.gov>; Bryan Hayes <bryan.hayes@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Ryan Knight <Ryan.Knight@alexandriava.gov>; Christopher Ziemann <christopher.ziemann@alexandriava.gov>; Hillary Orr <Hillary.Orr@alexandriava.gov>; TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>

**Subject:** [EXTERNAL]FOR RECORD: OPPOSITION to traffic flow reversal on W. Alexandria Avenue



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

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

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

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

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

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

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

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

Please include this correspondence in the official project record.

Regards,  
Barbara and Charles Dorsey  
10 West Alexandria Avenue

---

**From:** Anne.Malinee@lw.com <Anne.Malinee@lw.com>

**Sent:** Friday, October 3, 2025 11:27 AM

**To:** TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>; Michael Moon <michael.moon@alexandriava.gov>; Hillary Orr <Hillary.Orr@alexandriava.gov>; Christopher Ziemann <christopher.ziemann@alexandriava.gov>; Ryan Knight <Ryan.Knight@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Bryan Hayes <bryan.hayes@alexandriava.gov>

**Cc:** LFields@KSLAW.com

**Subject:** [EXTERNAL]FOR RECORD: OPPOSITION to traffic flow reversal on W. Alexandria Avenue

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

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

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

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

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

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

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





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

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

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

Please include this correspondence in the official project record.

Regards,  
Anne Malinee

---

**From:** Joe Rancour <[joerancour@gmail.com](mailto:joerancour@gmail.com)>

**Sent:** Friday, October 3, 2025 12:56 PM

**To:** TES-Traffic and Parking Board <[TrafficandParkingBoard@alexandriava.gov](mailto:TrafficandParkingBoard@alexandriava.gov)>; Michael Moon <[michael.moon@alexandriava.gov](mailto:michael.moon@alexandriava.gov)>; Hillary Orr <[Hillary.Orr@alexandriava.gov](mailto:Hillary.Orr@alexandriava.gov)>; Christopher Ziemann <[christopher.ziemann@alexandriava.gov](mailto:christopher.ziemann@alexandriava.gov)>; Ryan Knight <[Ryan.Knight@alexandriava.gov](mailto:Ryan.Knight@alexandriava.gov)>; Alexandria Carroll <[Alexandria.Carroll@alexandriava.gov](mailto:Alexandria.Carroll@alexandriava.gov)>; Bryan Hayes <[bryan.hayes@alexandriava.gov](mailto:bryan.hayes@alexandriava.gov)>

**Cc:** Kimberly D. Rancour <[kimrancour@gmail.com](mailto:kimrancour@gmail.com)>

**Subject:** [EXTERNAL]OPPOSITION to traffic flow reversal on W. Alexandria Avenue - FOR RECORD

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

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

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

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

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

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

Thank you,

Joe and Kim Rancour  
109 W. Alexandria Ave

---

**From:** Luke Fields <LFields@KSLAW.com>

**Sent:** Friday, October 3, 2025 12:56 PM

**To:** TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>; Michael Moon <michael.moon@alexandriava.gov>; Hillary Orr <Hillary.Orr@alexandriava.gov>; Christopher Ziemann <christopher.ziemann@alexandriava.gov>; Ryan Knight <Ryan.Knight@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Bryan Hayes <bryan.hayes@alexandriava.gov>

**Cc:** Anne.Malinee@lw.com; anne.malinee@gmail.com; lukefields@gmail.com

**Subject:** [EXTERNAL]FOR RECORD: OPPOSITION to traffic flow reversal on W. Alexandria Avenue

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

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

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

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

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

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

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

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

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



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

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

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

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

I am pleased to discuss. Thanks.

---

**Lucas M. Fields**

*Partner*

T: +1 202 626 2399 | [lfields@kslaw.com](mailto:lfields@kslaw.com) | [Bio](#) | [vCard](#)

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



[kslaw.com](http://kslaw.com)

---

**From:** kkuehnast@aol.com <kkuehnast@aol.com>

**Sent:** Friday, October 3, 2025 1:11 PM

**To:** TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>; Michael Moon <michael.moon@alexandriava.gov>; Hillary Orr <Hillary.Orr@alexandriava.gov>; Christopher Ziemann <christopher.ziemann@alexandriava.gov>; Ryan Knight <Ryan.Knight@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Bryan Hayes <bryan.hayes@alexandriava.gov>

**Subject:** Re: West Alexandria Avenue FOR RECORD: OPPOSITION to traffic flow reversal on W. Alexandria Avenue

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

To whom it may concern,

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

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

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

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

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

Sincerely yours,

Kathleen Kuehnast Family  
7 West Alexandria Avenue

---

**From:** Kathy Upchurch <kathy25u@gmail.com>

**Sent:** Friday, October 3, 2025 1:59 PM

**To:** TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>; Michael Moon <michael.moon@alexandriava.gov>; Hillary Orr <Hillary.Orr@alexandriava.gov>; Christopher Ziemann <christopher.ziemann@alexandriava.gov>; Ryan Knight <Ryan.Knight@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Bryan Hayes <bryan.hayes@alexandriava.gov>

**Cc:** robhargis2@gmail.com

**Subject:** [EXTERNAL]W Alexandria Ave traffic reversal - opposition

You don't often get email from [kathy25u@gmail.com](mailto:kathy25u@gmail.com). [Learn why this is important](#)

I reside at 105 West Alexandria Avenue.

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

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

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

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

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

Please include this correspondence in the official project record.

Regards,  
Kathleen Upchurch  
10 W Alexandria Ave

---

**From:** Jennifer Hargis <stonehouse116@gmail.com>

**Sent:** Friday, October 3, 2025 2:48 PM

**To:** Bryan Hayes <bryan.hayes@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Ryan Knight <Ryan.Knight@alexandriava.gov>; Christopher Ziemann <christopher.ziemann@alexandriava.gov>; Hillary Orr <Hillary.Orr@alexandriava.gov>; Michael Moon <michael.moon@alexandriava.gov>; TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>

**Subject:** [EXTERNAL]West Alexandria Ave. Traffic Reversal/Braddock Corridor Revision



You don't often get email from [stonehouse116@gmail.com](mailto:stonehouse116@gmail.com). [Learn why this is important](#)

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

I reside at 116 West Alexandria Avenue.

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

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

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

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

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

Please include this correspondence in the official project record.

Regards,  
Jennifer Hargis

---

**From:** Drew Robbert <a\_robber@comcast.net>

**Sent:** Friday, October 3, 2025 4:18 PM

**To:** TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>; Michael Moon <michael.moon@alexandriava.gov>; Hillary Orr <Hillary.Orr@alexandriava.gov>; Christopher Ziemann <christopher.ziemann@alexandriava.gov>; Ryan Knight <Ryan.Knight@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Bryan Hayes <bryan.hayes@alexandriava.gov>

**Cc:** Kim Robbert <kim\_robber@comcast.net>

**Subject:** [EXTERNAL]FOR RECORD: OPPOSITION to traffic flow reversal on W. Alexandria Avenue

You don't often get email from [a\\_robber@comcast.net](mailto:a_robber@comcast.net). [Learn why this is important](#)

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

We reside at 110 West Alexandria Avenue.

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

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

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

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

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

Please include this correspondence in the official project record.

Regards,

Kim and Drew Robbert  
110 W. Alexandria Ave.

---

**From:** Leigh Borghesani <leighborghesani@gmail.com>

**Sent:** Friday, October 3, 2025 5:55 PM

**To:** Hillary Orr <Hillary.Orr@alexandriava.gov>; Bryan Hayes <bryan.hayes@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Ryan Knight <Ryan.Knight@alexandriava.gov>; Christopher Ziemann <christopher.ziemann@alexandriava.gov>; TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>; Michael Moon <michael.moon@alexandriava.gov>

**Subject:** [EXTERNAL]FOR RECORD: OPPOSITION to traffic flow reversal on W. Alexandria Avenue

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

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

We reside at 112 West Alexandria Avenue.

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

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

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

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

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

Please include this correspondence in the official project record.

Regards,  
Leigh Borghesani and Neal Ashby  
112 W Alexandria Avenue

---

**From:** Mary and Phillip Battey <mgbandjpb@gmail.com>

**Sent:** Friday, October 3, 2025 6:12 PM

**To:** Bryan Hayes <bryan.hayes@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Ryan Knight <Ryan.Knight@alexandriava.gov>; Christopher Ziemann <christopher.ziemann@alexandriava.gov>; Hillary Orr <Hillary.Orr@alexandriava.gov>; Michael Moon <michael.moon@alexandriava.gov>; TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>

**Cc:** Mary & Phillip Battey <mgbandjpb@gmail.com>

**Subject:** [EXTERNAL]West Alexandria Avenue reversal proposal

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

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

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

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

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

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

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

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

Please include this correspondence in the official project record.

Regards,  
Mary and J. Phillip Battey

---

**From:** Kim Michael <kimberlymmichael@gmail.com>

**Sent:** Friday, October 3, 2025 8:56 PM

**To:** Bryan Hayes <bryan.hayes@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Ryan Knight <Ryan.Knight@alexandriava.gov>; Christopher Ziemann <christopher.ziemann@alexandriava.gov>; Hillary Orr <Hillary.Orr@alexandriava.gov>; TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>; Michael Moon <michael.moon@alexandriava.gov>

**Subject:** [EXTERNAL]Opposition to Street Reversal - West Alexandria Ave

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

Hello all,

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

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

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

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

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

Please include this correspondence in the official project record.

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

---

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

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

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

We reside at 113 West Alexandria Avenue.

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

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

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

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

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

Please include this correspondence in the official project record.

Regards,  
Philip Hopko and Adriana Barturen  
113 W Alexandria Avenue

---

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

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

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

We reside at 108 West Alexandria Avenue.

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

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

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

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

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



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

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

Please include this correspondence in the official project record.

Regards,  
Tom and Nancy Lacey  
108 W Alexandria Avenue

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

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

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

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

ALL,

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

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

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

Short-term/near-future solutions could include:

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

Longer-term, more permanent solutions under investigation in addition to those listed above:

- \*Permanent "bulges" with signage on the south and north sides of the W. Alexandria crosswalk to add more visibility, deterrence, and protection. This would possibly narrow the driving lane to one car width wide.

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

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

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

---

**From:** Margaret Janowsky <margarettjanowsky@gmail.com>

**Sent:** Tuesday, November 4, 2025 6:54 PM

**To:** Dana Lawhorne <danalawhorne@verizon.net>; LINDA M MILLS <lindamary21@aol.com>; Laurent Janowsky <ljanowsky1960@gmail.com>; Tory Waltrip <torywaltrip@gmail.com>; brittneydepiano@gmail.com; Kiana Fussner <kianafussner@gmail.com>; Ann S

<siegalwriter@gmail.com>; jwitebsky@gmail.com; Monica.Marie.DeAngelo@gmail.com; caitlinbeth@comcast.net; Stewart Norwood <snorwood90@gmail.com>; Sarah.e.dores@gmail.com; Nancy Haney <haneynn@gmail.com>; haneyjoe95@gmail.com; don\_niss2@hotmail.com; amy\_bedell@hotmail.com; Tom Hyde <thyde@millerandsmith.com>; Mschoeppe@yahoo.com; Greg Cottrell <greg.cottrell@ymail.com>; jfeins1@gmail.com; Nancy Lopez <lopezfamilyva@gmail.com>; rileydepiano@gmail.com; dylan.d.jones@gmail.com

**Cc:** Bryan Hayes <bryan.hayes@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>

**Subject:** [EXTERNAL]Braddock Rd Meeting October 30th

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

Dear Braddock Rd Neighbors,

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

In addition to Bryan & Alex, the attendees at the meeting were:

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

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

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

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

actions to take on the Braddock Road Project at the **Traffic and Parking Board Meeting on Monday, December 8, from 7-9 pm.** There is a Zoom option (you must register ahead of time) or you may attend in person. *The public may submit written comments in advance of the meeting (until 3 pm on December 8).* We believe the In-Person option will be more impactful but attendance by Zoom is better than not at all.

***When asked, we did not get a clear answer as to when we will know if this item will be put on that day's docket. However, it may be worthwhile to attend proactively.***

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

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

Best, Margaret Janowsky

---

From: Wendell Anderson <wanderso4951@verizon.net>

Sent: Monday, November 24, 2025 8:52 AM

To: TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>; Michael Moon <michael.moon@alexandriava.gov>; Hillary Orr <Hillary.Orr@alexandriava.gov>; Christopher Ziemann <christopher.ziemann@alexandriava.gov>; Ryan Knight <Ryan.Knight@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Bryan Hayes <bryan.hayes@alexandriava.gov>  
Subject: [EXTERNAL]Braddock Road between Russell and Commonwealth

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

I am a member of Good Shepherd Lutheran church and strongly oppose the proposal to remove parking on Braddock Road between Russell Road and Commonwealth Avenue eliminating these spaces—especially the designated handicap spot in front of Good Shepherd Lutheran Church—would sharply reduce her accessibility to the church. The only handicap-accessible entrance is on Braddock Road, and Hancock and Luray Avenues in the area around the church lack sidewalks making access impossible for her. Even putting bike lanes on the church side, would mean she would need to cross busy Braddock Road a dangerous situation with her limited mobility.

I support safe and efficient streets for all users, but installing bike lanes at the expense of on-street parking along this busy corridor is an unsound approach.

Sincerely,

Wendell Anderso4951 Brenman Park Dr

#308

Alexandria Va 22304

## Address

---

**From:** Cheryl Malloy <cpmalloy72@gmail.com>

**Sent:** Saturday, November 29, 2025 4:47 PM

**To:** TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>; Michael Moon <michael.moon@alexandriava.gov>; Hillary Orr <Hillary.Orr@alexandriava.gov>; Christopher Ziemann <christopher.ziemann@alexandriava.gov>; Ryan Knight <Ryan.Knight@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Bryan Hayes <bryan.hayes@alexandriava.gov>

**Subject:** [EXTERNAL]Parking along Braddock Road

You don't often get email from [cpmalloy72@gmail.com](mailto:cpmalloy72@gmail.com). [Learn why this is important](#)

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

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

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

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

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

Please include this correspondence in the official project record.

Sincerely,  
Cheryl Malloy  
516 Fontaine Street  
Alexandria, VA 22302

--

[cpmalloy72@gmail.com](mailto:cpmalloy72@gmail.com)

**From:** Nancy Lopez <lopezfamilyya@gmail.com>

**Sent:** Thursday, December 4, 2025 12:18 PM

**To:** TES-Traffic and Parking Board <TrafficandParkingBoard@alexandriava.gov>; Michael Moon <michael.moon@alexandriava.gov>; Hillary Orr <Hillary.Orr@alexandriava.gov>; Christopher Ziemann <christopher.ziemann@alexandriava.gov>; Ryan Knight <Ryan.Knight@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Bryan Hayes <bryan.hayes@alexandriava.gov>

**Subject:** [EXTERNAL]Braddock Road Trail Access & Corridor Improvements Project

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

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

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

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

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

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

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

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



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

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

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

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

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

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

Please include this letter in the project record.

With appreciation for your service to our community,

Nancy Lopez  
5 West Oak Street  
202-297-6220

---

**From:** Siegal <siegalwriter@gmail.com>

**Sent:** Monday, January 19, 2026 7:43 PM

**To:** Margaret Janowsky <margarettjanowsky@gmail.com>

**Cc:** Dana Lawhorne <danalawhorne@verizon.net>; LINDA M MILLS <lindamary21@aol.com>; Laurent Janowsky <ljanowsky1960@gmail.com>; Tory Waltrip <torywaltrip@gmail.com>;

brittneydepiano@gmail.com; Kiana Fussner <kianafussner@gmail.com>; jwitebsky@gmail.com; Monica.Marie.DeAngelo@gmail.com; caitlinbeth@comcast.net; Stewart Norwood <snorwood90@gmail.com>; Sarah.e.dores@gmail.com; Nancy Haney <haneynn@gmail.com>; haneyjoe95@gmail.com; don\_niss2@hotmail.com; amy\_bedell@hotmail.com; Tom Hyde <thide@millerandsmith.com>; Michele Schoeppe <Mschoeppe@yahoo.com>; Greg Cottrell <greg.cottrell@ymail.com>; jfeins1@gmail.com; Nancy Lopez <lopezfamilyya@gmail.com>; rileydepiano@gmail.com; dylan.d.jones@gmail.com; Bryan Hayes <bryan.hayes@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>

**Subject:** Re: Braddock Rd parking photos

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

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







---

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

You don't often get email from [spats23@gmail.com](mailto:spats23@gmail.com). [Learn why this is important](#)

Hi Alex:

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

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

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

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

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

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

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

Thank you for taking the time.

Best regards,

Dina-Maria Deringer  
121 E Walnut St

---

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

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

Dear Alex,

I did not have a chance to thank you in person, but thank you SO much for your thoughtful and clear presentation about the changes proposed for Braddock Road.

I love Alexandria and take advantage of walking and biking around our city as much as I can. I feel that anything we can do to introduce bike infrastructure, pedestrian safety measures and traffic calming is very, very welcome.

Last night you were calm and clear during some uninformed pushback and I appreciate how difficult that can be. You don't have the easiest job, especially when citizens are in fear of losing their beloved parking.

I had a whole speech prepared for the discussion, but alas, we didn't have much discussion before jumping into an up or down vote. Please keep up the fight to make our streets safer for ALL road users.

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

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

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



Hello Alex,

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

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

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

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

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

Thank you,  
Dwight Horkheimer

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

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

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

Alex,



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

At the RCA meeting, you twice referenced bike count data collected for the Braddock Corridor project and noted that you would make it available.

We noted that a parking study was posted to the project page along with traffic analysis and crash reporting.

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

Thanks in advance,  
Rob

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**From:** Brittney DePiano <[brittneydepiano@gmail.com](mailto:brittneydepiano@gmail.com)>

**Sent:** Tuesday, January 27, 2026 8:13 AM

**To:** TES-Traffic and Parking Board <[TrafficandParkingBoard@alexandriava.gov](mailto:TrafficandParkingBoard@alexandriava.gov)>; Michael Moon <[michael.moon@alexandriava.gov](mailto:michael.moon@alexandriava.gov)>; Hillary Orr <[Hillary.Orr@alexandriava.gov](mailto:Hillary.Orr@alexandriava.gov)>; Christopher Ziemann <[christopher.ziemann@alexandriava.gov](mailto:christopher.ziemann@alexandriava.gov)>; Ryan Knight <[Ryan.Knight@alexandriava.gov](mailto:Ryan.Knight@alexandriava.gov)>; Alexandria Carroll <[Alexandria.Carroll@alexandriava.gov](mailto:Alexandria.Carroll@alexandriava.gov)>

**Subject:** [EXTERNAL]Braddock Corridor Project - Resident Concern

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

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

I reside at 115 W Braddock Rd.

I strongly oppose the proposal to remove parking on Braddock Road between Russell Road and Commonwealth Avenue. Eliminating these spaces—especially the designated handicap spot in front of Good Shepherd Lutheran Church—would sharply reduce accessibility for congregants, community groups, and visitors with mobility limitations. The only handicap-accessible entrance is on Braddock Road, and Hancock and Luray Avenues lack sidewalks, making on-street parking essential. Many who rely on this parking would lose access to worship, meetings, and community events.

My husband and I currently have one off street parking spot and rely on the parking in front of our house on the north side of W Braddock road for our everyday life activities. I park in front of our house to load and unload groceries safely, for my elderly family members to safely visit and access my home and while we are planning to have a family, I am concerned about not being able to get my kids in and out of the car safely if I can no longer park in front of my house. One of the deciding factors in choosing this neighborhood without two designated off street parking spots was because of the ample parking available on the street in front of our house. We are two full time working professionals that need to have two vehicles. We rarely see cyclists using this portion of Braddock (intersection of W Braddock and Russell) so it is hard to understand how the benefit to the minority who primarily use the street for recreational purposes outweighs the concerns and of the full time residents who reside in the impacted area.

Additionally, Braddock is a main emergency route and buffered bike lines would severely congest / impact traffic flow during emergencies. We see emergency vehicles multiple times a day.

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

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

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

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

Please include this correspondence in the official project record.

Sincerely,

Brittney & Riley DePiano

115 W Braddock Rd. Alexandria, VA 22301

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From: Rob Hargis <robhargis2@gmail.com>

Sent: Tuesday, February 3, 2026 10:06 AM

To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>

Subject: Re: [EXTERNAL]Request for Braddock Road Corridor Project bike count study and data you cited at the RCA on Thursday, 22 January

Alex,

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

Thanks,  
Rob

> On Feb 3, 2026, at 9:32 AM, Alexandria Carroll <[Alexandria.Carroll@alexandriava.gov](mailto:Alexandria.Carroll@alexandriava.gov)> wrote:

>

> Hi Rob,

>

> That is correct, and thanks.

>

> Are you referring to the option that was discussed for the bike route to be located on a parallel street, e.g. Luray Avenue or Glendale Avenue?

>

> Alex Carroll, AICP (she/her)

> Complete Streets Program Manager

> City of Alexandria, Virginia

> Department of Transportation & Environmental Services

> Office: 703.746.4408

> Cell: 703.213.8190

> alexandriava.gov

>

> -----Original Message-----

> From: Rob Hargis <[robhargis2@gmail.com](mailto:robhargis2@gmail.com)>

> Sent: Monday, February 2, 2026 3:56 PM

> To: Alexandria Carroll <[Alexandria.Carroll@alexandriava.gov](mailto:Alexandria.Carroll@alexandriava.gov)>

> Subject: Re: [EXTERNAL]Request for Braddock Road Corridor Project bike count study and data you cited at the RCA on Thursday, 22 January

>

> Thanks Alex. That confirms we didn't see bikes on the west side of the data. Thank you.

>

> Also, we should discuss an alternative that's been raised a few times but hasn't gotten traction. It supports several goals: increased biker safety, decreased bike-vehicle co-congestion, preserves most of the existing parking on Braddock, and supports the "least distance" routing you mentioned two Thursdays ago. We should discuss since it doesn't appear to be anywhere in the City's consideration.

>

> Thanks again,

> Rob

**From:** Rob Hargis <robhargis2@gmail.com>

**Sent:** Friday, February 6, 2026 1:43 PM

**To:** Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>

**Subject:** [EXTERNAL]26 East Braddock Road does not have any off-street parking no matter how enthusiastic you insist that it does. Engage the owner.

Alex,

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

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

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

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

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

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

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

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

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

If you do find a driveway there that the owner overlooked, she and the neighbors concerned for her will be thrilled.

Please keep us posted. We are rooting for you to find it!

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

---

DISCLAIMER: This message was sent from outside the City of Alexandria email system.  
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28 East Braddock Road DOES have a driveway:





Regards,  
Rob

---

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

You don't often get email from [ecb404@gmail.com](mailto:ecb404@gmail.com). [Learn why this is important](#)

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

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

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

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

Thanks.

-Edward Blau  
404 Underhill Place  
22305

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

You don't often get email from [stonehouse116@gmail.com](mailto:stonehouse116@gmail.com). [Learn why this is important](#)

Alex,

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

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

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

---

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

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

Hi Alex,

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

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

Thanks again!

-James Miceli

---

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

jpak@aol.com; ljanowsky1960@gmail.com; crissy.stubbs@gmail.com

**Subject:** Concerns Re: Braddock Road Update

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

Hi Alex,

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

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

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

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

Alex,

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

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

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

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

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

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

Braddock Road Project Stakeholders,



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

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

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

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

Additional information is available on the [project webpage](#).

Thank you again.

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