

From: [Margaret Janowsky](#)
To: [TES-Traffic and Parking Board](#)
Subject: Fwd: February 23, 2026 TPB Minutes RE: Docket item #9
Date: Sunday, March 22, 2026 3:43:57 PM

I am writing to you today to correct your proposed Minutes of the above referenced meeting regarding the Motion and Vote that was taken for Docket item #9.

Your Minutes as they stand now do not include the addition to the Motion made by Ms. Ebbers at 6:18:01-:11 where she added the words *"this means the Compact intersection at Mt. Vernon, the Commonwealth Bike Lanes on Commonwealth and the Bike Lane Option at Russell."*

From timestamp 6:10 Mr. Cane was questioning "what are we voting on?" After much back and forth, including bringing up some "hidden slides" not included in the Docket presentation materials, at 6:13 it was agreed that the Board was *also* Voting on the design of the intersections as depicted in slide 88. At 6:16 Ms. Ebbers began her Motion by reading the Recommendations as written on slide 97 and included the above referenced quote at the end of those Recommendations as written.

After a motion to remove Segment 3 failed, at 6:20:59, Mr. Cane asked Ms. Ebbers if she wanted to read the Motion again which she declined to do. Therefore, the Board Vote was on the Motion as originally made, including the additional language, and it was unanimous at 6:21:25.

Please CORRECT your Minutes to include the added language that was part of the official Vote taken by the Board.

Please also note that Mallory Lawhorne does not have a "Support" or "Oppose" next to her name.

Thank you, Margaret Janowsky

From: [Amos](#)
To: [TES-Traffic and Parking Board](#)
Subject: [EXTERNAL]Public input on Braddock Road proposal
Date: Thursday, March 19, 2026 11:34:04 PM

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I write, belatedly, to express support for proposed safety improvements along Braddock Road between Russell Road and West Street. I sent a shorter version of this note to City Council, and I am blind copying some additional elected representatives.

My wife and I have driven and biked that roadway on a daily basis for 17 years, and I offer these observations--

1) The short existing bike lane on the south side of Braddock in front of Lena's is often blocked, and people biking to the metro have to cross two lanes of traffic to get from the bike lane to the station. This forced maneuver confuses drivers, increases the risk of accidents, and endangers bikers.

To avoid those perils, some southbound bikers on Mt. Vernon turn left onto the north side of Braddock and bike the wrong direction in the unprotected westbound bike lane.

A safer option for walkers, bikers and motorists is to fully separate motorists and bikers using one single bi-directional separated bike lane on the north side of Braddock.

2) When we drive and stop for pedestrians at crosswalks on Braddock, impatient drivers often try to drive around the stopped car and nearly hit crossing pedestrians. They think they can get around the car stopped at the crosswalk by squeezing through the bike line (between Mt. Vernon and West) or driving through vacant parking spots (between Commonwealth and Mt. Vernon).

The spots with the most near misses we have seen have been the crosswalk near Lena's and the flashing crosswalk that connects the walking trail from King Street to the Metro station.

Switching Braddock to a single lane in each direction would curb this dangerous behavior.

3) The sidewalk on the north side of Braddock between the metro and Mt. Vernon is extremely narrow and very, very busy during the morning and evening commute.

The improvements should widen this sidewalk and protect it from traffic with the proposed bi-directional bike lane. A permanent curb or concrete barrier should separate motorist from the the bike lane.

4) The northside bi-directional bike lane ideally would go all the way from the Metro station area to the intersection with Mt. Vernon. The south side bike lane could be eliminated completely.

I have some concerns that the current design option 1 would require eastbound bikers to cross two lanes of traffic in the middle of the block at Lena's without the aid of a stop sign or a traffic light. This might increase, not reduce, motorist confusion and car/bike accidents.

I don't know whether the city considered the option of a much longer bi-direction bike lane all the way from Commonwealth the metro, but perhaps that would simply traffic patterns for bikers and perhaps preserve some parking on the south side of Braddock.

Finally, I want to express my appreciation to the city staff and the traffic board for carefully studying these improvements and coming up with a carefully designed proposal. Almost anything will be an improvement over the status quo. We appreciate you!

Thank you for your consideration of this resident's input.

Sincerely,
Amos Presler (East Howell Ave.)

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From: [Anita Sachariah](#)
To: [TES-Traffic and Parking Board](#)
Subject: [EXTERNAL]No to Braddock Improvement plan
Date: Tuesday, February 24, 2026 1:13:27 PM

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I drive down Braddock Road between Russell to West street most days. I've never seen that the on street parking was an issue. I don't think this is a safe route for bicycles and would encourage them to use a side street instead.

I think this will inconvenience neighbors and lead to more accidents. Please don't do it.

Anita K. Sachariah, CPTD
417 Monticello Blvd

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From: [Art Witebsky](#)
To: [TES-Traffic and Parking Board](#)
Subject: Fw: Braddock Road Bike Lanes?
Date: Tuesday, February 24, 2026 10:36:01 AM
Attachments: [Outlook-REsized fo.png](#)
[Outlook-REsized fo.png](#)

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I wanted to say thank you to everyone on the board for taking the time to listen to the discussion regarding the Braddock Road project. Your time and energy expended on this issue was certainly great.

It was interesting to hear how important parking was to the residents living near Glebe who wanted to assure that they had parking in front of their homes. It was also great to hear how the City listened and how the City is helping them to retain or gain back their parking. I question whether the residents and stakeholders on Braddock Road are being helped or heard regarding the same issue of parking and the related issues.

That being said, I am so baffled as to why this Braddock Road project is moving "fully" forward. There were options that were proposed or were considered by the City that were not chosen. The "not chosen" options were the options that seemed to satisfy all interested parties to some degree. Yes, some parking would be lost and not all bike lanes would be implemented on both sides of Braddock but I fail to see how the other options could not be implemented first and then determining the efficacy of the change. Just baffles me...

It was interesting to hear how important parking was to the residents living near Glebe who wanted to assure that they had parking in front of their homes and how important that was to them and how the City is helping them to retain or gain back their parking. Do the residents of Braddock Road have less need for parking? Again, one of the options for the Braddock Road project allowed for both parking and bike lanes...but again the decision was made to remove the parking...so I go back to asking where is the any measure of movement to satisfy all parties?

I am hopeful that common sense prevails and there is an effort "work with" all parties that are affected by this decision as opposed to the what I now perceive as just lip service and process by the City. (This assumes that this decision is appealed) I see the process taking place but the sense is that no one has an interest in listening or adjusting their view. Perhaps Mr. Stout last night was the person who seemed to understand all parties and at least convey an interest in a positive outcome for all as opposed to the view that seems to convey the tone deafness of the City to those on Braddock Road who are affected and will be affected by this every hour and every day.

Thank you for taking the time to read this and consider your decision last night...

Respectfully,
Art Witebsky
Partner

office: 703.740.4726
mobile: 240.216.0055
art@seasonsculinary.net
www.seasonsculinary.net



From: Art Witebsky
Sent: Thursday, February 19, 2026 1:38 PM
To: trafficandparkingboard@alexandriava.gov <trafficandparkingboard@alexandriava.gov>
Subject: Braddock Road Bike Lanes?

I understand that the review or discussion of the plan for bike lanes on West Braddock Road is coming soon. I want to be sure that I voice my thoughts as this idea/plan/process seems as if it's not based on data or common sense.

Braddock is already an extremely busy and congested road. Adding or encouraging bikers to utilize this road seems almost comparable to adding bike lanes to the Beltway to encourage bikers to use it. This doesn't make sense. Nothing good will come of this project or idea other than more commuter and biker frustration. There are other alternative routes that can and should be examined (I think most bikers already look and use less congested neighborhood roads that lead to the same destination...the Metro. Where is the data or study to back up the need for this or the safety that this will improve?

I would also suggest that improvements in the road design/configuration should focus on the block from Mt. Vernon Avenue to the Metro/West Street. This is an area that is just ripe with safety issues for drivers/pedestrians and bikers. Can you get this fixed before looking at bike lanes on West Braddock at Russell Road. Using a little patience, common sense and more data would make this process more transparent and rooted in real data and information as opposed to what seems like someone's "idea". Can you please back up this "idea" with something more than a statement that says, "Braddock Road is unsafe for bikers and we need to encourage more bikers"?

Just very disappointed and discouraged by this process to this point. I would hope that anyone looking at this would not approve and approve looking more closely at what will make more sense than this. I don't write or may never have written about any issue to any city official but this issue just looks like an issue that has not been looked at with common sense. Anyone approving this plan, would seem to lack the wherewithal to ask more questions and examine

this issue more deeply...which leads to the question of whether anyone voting for or approving this plan would get my vote.

I appreciate your time and all that you do for the City. Thank you!

Art Witebsky
Partner

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From: [Don Niss](#)
To: [TES-Traffic and Parking Board](#)
Cc: [Alyia Gaskins](#); [Abdel Elnoubi](#); [Jacinta Greene](#); [Canek Aguirre](#); [Sarah Bagley](#)
Subject: Re: Fundamental Flaws with Braddock Road Proposal - Recommend Alternative Options Based on Berkley Austin Minneapolis Approaches
Date: Tuesday, February 24, 2026 12:12:51 PM

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I wanted to be on the record as expressing my deep concern that the chair allowed a speaker to state in the meeting last night that the comments of Alexandria residents over 40 shouldn't count because they are old and aren't raising children. This age discrimination needed to be stopped immediately and was not. As a 56 year old father of twin boys, I found it particularly insulting and a violation of my rights and the rights of other city residents over the age of 40.

The statements made against the needs of disabled residents, particularly disabled veterans was also particularly egregious.

On Feb 23, 2026, at 4:56 PM, Don Niss <don_niss2@hotmail.com> wrote:

Dear Traffic Board Members,

Thank you for the opportunity to comment on this project. I have lived on Braddock with my wife and sons for 15 years. I am a long time and active bike rider and live on Braddock Rd so my feedback comes from that perspective. I am the father of twin 12 year-old boys - my wife and I have biked in this neighborhood with our sons riding on bike seats, trailer bikes and their own bikes in this neighborhood. We agree that Segment 1 of the project closest to the Braddock Road Metro makes a great deal of sense. However, we have actively used our bikes from Mount Vernon to Russell (Segment 2 and 3) without the need for bike lanes on Braddock Road. This is a sentiment that many of my neighbors who also ride in Alexandria share.

Our deep concern is that the proposal does not properly analyze the road usage by bikes, vehicles and emergency services to show how the demand for bike lanes from Mount Vernon Avenue to Russell Road justifies removing existing parking and turn lanes. It also does not evaluate secondary impacts and risks to slowing emergency service response times and increasing traffic overflow deeper into residential neighborhoods. It argues that the existing 4.8 million vehicles that transit this corridor will be less congested by reducing the available lanes by 50%. This defies physics and engineering; there is no amount of traffic signal adjustments that would expedite the volume of traffic passing

through to overcome the removal of the traffic and turn lanes.

The main safety issue on Braddock isn't bike lanes - the issue is car and trucks that race between the Russell Road light to the Commonwealth Road light at high rates of speed (regularly 40-55 MPH). The neighborhood has regularly lobbied the previous Mayor, the Council and police to address the speeding, but emergency services has opposed measures to slow speeds stating that it is an emergency corridor. Furthermore, the proposal actually increases risks for pedestrians and bicyclists by forcing traffic off of main roads into cut throughs on residential streets recommended by Apple Maps and Waze.

The final proposal recommended is particularly frustrating as it does not reflect the significant opposition to the project by residents and other organizations in the impacted areas. The three items that TES suggests are examples of taking community input are substantively flawed. Keeping the direction of West Alexandria Avenue one-way westbound merely rejects a proposal that had no safety justification in the first place. Relocating and augmenting the disability space at Good Shepherd Lutheran Church does not address the issue since there is no Americans with Disabilities (ADA) ramp on that side of the church which would require the funding and construction of a new ramp and would lengthen the distance from parking to the church entrance. Retaining about 160 feet of on-street parking on East Braddock Road has not been explained why further exemptions shouldn't be applied.

The surveys conducted by TES soliciting input from the community have confirmation bias and were designed in such a way to ensure a response that could ambiguously be interpreted to support the preferred option. The surveys and community sessions never presented less risky East-West options that do not involve Braddock Road. Cities such as Berkeley, Austin and Minneapolis have used pilots around Bike Boulevard approaches that keep bike traffic away from higher risk roads rather than encouraging more bike-car interactions. A neighbor offered these examples for more information:

- <https://berkeleyca.gov/city-services/getting-around/walking-biking-and-rolling/bike-boulevards>
- <https://www.austintexas.gov/page/neighborhood-bikeways-0>
- <https://sdg.minneapolismn.gov/design-guidance/bikeways/neighborhood-greenways-bicycle-boulevards>

All of the city's bike plans are supposed to be data driven, but there is fundamental data that TES has not provided or has not clearly presented

by each of the 3 segments to demonstrate demand for bike lanes. I participated in community meetings with city representatives 4 times to discuss this project and have asked for data on:

1. How many bicyclists use each of the 3 segments of the road?

TES has not shared data for current or future estimated bike usage, but the estimated usage is roughly 40 bicyclists per month from Mt Vernon to Russell – Segments 2 and 3. This is based on my observation working at home for 4 ½ of the last 6 years with input from other neighbors. The usage is likely higher in Segment 1 from Mt Vernon to Russell.

2. How many car accidents have there been on each of the 3 segments? How many have involved bikes?

The report cites that there has been 17 accidents in the proposed area between 2019 and 2023 but none have involved bicycles. This data is three years old.

- 3) How many emergency vehicles transit this corridor on a daily basis?

Neither the proposal nor the input from the Fire Department states how many runs fire, ambulance and police make on the corridor. This is a critical piece of information considering the existing back-ups and traffic. The Fire Department has frequently cited the fact that Braddock is an emergency corridor when it has opposed measures to slow the speed of cars on Braddock Rd from the approach to the intersection at Russell through the intersection at Commonwealth. Vehicles frequently drive 20+ MPH over the speed limit in order to beat the light. The surrounding Brooks School community has raised the speed issue a number of times.

It's important to reiterate that roughly 390,000 vehicles transit this Braddock Rd corridor monthly. By removing the turn lanes at Commonwealth and Russell, the city would be funneling that same amount of traffic through 50% of the space. No number of signal changes will reduce the backups that already occur even with the turn lanes. Removing the turn lanes will make the back-ups worse. The roads are already backing up to a full block behind the light at rush hours. In addition, I would conservatively estimate that emergency vehicles take 40-60 trips through the corridor with sirens on per month, which does not include a significant number of non-emergency police, ambulance and fire trips.

Everyone here wants a safer community. There is a very legitimate debate

whether the proposal clearly identifies sufficient benefits to residents while mitigating very real risks and secondary effects of the proposal or whether there are alternative options that need deeper analysis and consideration. Segment 1 of the proposal from Mount Vernon to West Street is a smart use of taxpayer resources. Segments 2 and 3 (Mount Vernon to Commonwealth) are not supported by the demand for bike lanes or the traffic engineering premises. These options must be scrapped completely or reformulated to look at options that do not increase risky bike vehicle interactions.

Thank you for your consideration.

Don Niss

Braddock Road

From: [Kathryn Schmidt](#)
To: [TES-Traffic and Parking Board](#)
Subject: [EXTERNAL]Braddock Road Project
Date: Monday, March 9, 2026 3:59:54 PM

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

Dear Members of the Alexandria Traffic and Parking Board,

I am a resident of West Braddock Road and strongly oppose the proposal to eliminate street parking along this corridor as part of the Braddock Road Corridor Improvements Project.

West Braddock is already one of the most heavily traveled roads in this part of the city. Removing approximately 100 parking spaces and altering existing turn lanes will worsen congestion and create new traffic problems on a corridor that residents already struggle with daily. I just drove down Braddock to the Metro and there were at least 45 cars parked on the street in the middle of the day! Where are these people going to park? What about Yates Dry Cleaning? People use the 15 minute parking to pick up and drop off clothes all the time! There are also always delivery trucks parked there delivering to Lena's. I VERY rarely see cyclists on this stretch of road. Why inconvenience an entire swath of Alexandria for very small number of people (cyclists)?

I would also recommend that you drive through the Mt. Vernon/Braddock intersection during rush hour in morning and evening. It is so congested, it usually requires 3-4 light cycles to inch through that area. And when it's raining, it's even worse. I cannot imagine what will happen when the turn lane goes away.

As I am sure you are aware, many homes along Braddock do not have driveways and rely on street parking. Eliminating that parking will simply push cars into surrounding residential streets. It will also invite Metro commuters to park all day in nearby neighborhoods that do not have residential parking restrictions, further burdening residents.

Equally concerning is the cost. Spending taxpayer dollars to remove functional parking and redesign a corridor in ways that create additional problems for residents is difficult to justify.

While the City often speaks about community engagement, many residents feel that decisions on projects like this are made long before public input is heard. I hope the Board will take the concerns of the people who actually live along this corridor seriously before moving forward with a plan that will have lasting impacts on our neighborhood.

Thank you.

Kathryn Schmidt

613 W. Braddock Rd.

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From: [Luke Fields](#)
To: [TES-Traffic and Parking Board](#); [Alvia Gaskins](#); [Abdel Elnoubi](#); [Jacinta Greene](#); [Kirk McPike](#); [Sarah Bagley](#); [John Chapman](#); [Canek Aguirre](#)
Cc: lukefields@gmail.com
Subject: [EXTERNAL]Braddock Road Corridor Project
Date: Monday, February 23, 2026 6:51:20 PM
Attachments: [image001.png](#)

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Good afternoon, I am a resident of West Alexandria Avenue and am writing to express my complete opposition to the removal of street parking and the installation of bike lanes on Braddock Road between Mount Vernon and Russell Road.

I understand that this proposed change is entirely unsupported by safety data. Indeed, the current traffic configuration has resulted in zero pedestrian and bicycle collisions since at least 2017, **according to the City's own data.**

Together with no demonstrated need for this portion of the project, there are also significant negative effects that will result if implemented, including but not limited to:

- Increased congestion due to the removal of eight turn lanes along Braddock, leading to traffic backups and frustrated drivers, who pose a safety risk to bikers, pedestrians, and other vehicles;
- Constraints on emergency vehicles who travel down Braddock Road, due to the elimination of space for vehicles to pull aside;
- The elimination of parking for residents on Braddock who purchased their homes with the expectation that they would be able to park near their homes as they go about daily tasks like taking children to school, carrying groceries, etc.;
- The elimination of parking relied upon by four different churches that serve as gathering places for community members throughout the week; and
- Increased congestion on side streets (like West Alexandria Avenue) as both traffic and parking are displaced off of Braddock. This undermines our expectations as homeowners, too.

City data indicates that previous corridor projects on Seminary Road and Commonwealth Avenue have resulted in ***more crashes after the City implemented its plans.*** If those prior projects are predictive, the safest thing to do here, rather than implement this poorly-considered project, is leave the status quo undisturbed.

I am disappointed in the ways in which project coordinators have dismissed the concerns of the Alexandria residents most affected by the proposed changes: the people who live and commute (by car, bike, or foot) along Braddock and the sides streets that will be directly affected by the proposed changes.

Please reject this unsupported and ill-conceived plan.

Lucas M. Fields

Partner

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

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From: malexandre01@aol.com
To: [TES-Traffic and Parking Board](#)
Subject: [EXTERNAL]Braddock Road Corridor Improvements
Date: Thursday, March 5, 2026 11:04:51 AM

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Dear Board Members,

My name is Mary Alexandre and my husband, Joe, and I live on a street between W. Braddock Road and Russell Road. I have lived in Alexandria my entire life and what I have experienced driving around our city is extremely frustrating. Your bike lanes have snarled traffic and the no right turn at many red lights throughout the city makes no sense. Why not make plans to keep traffic moving so it eases the number of cars our streets especially during high traffic hours? If one of your main concerns along W. Braddock Road is pedestrian safety improve pedestrian crosswalks and add speed cameras or speed bumps. I would also encourage the "bikers" not to ride on high traffic roads because of potential danger and what you are doing is encouraging them to do so. All of this is just common sense.

This latest plan to add bike lanes on W. Braddock Rd from Russell to West Street, reduce it to one lane each way and take away tax paying home owner's street parking is absolutely terrible. Where do you expect them to park if they can't park outside their homes? Around the corner in front of someone else's home who also needs street parking and most home owners have two cars. W. Braddock Road already gets backed up and this is going to make it 100% worse. Furthermore, I have never seen anyone biking on Braddock Road in either direction. It's the same on Seminary Road. When my children went to St. Steven's and St. Agnes, I never saw anyone biking on Seminary Road. I drove that road everyday because I also volunteered at the school and only thing I experienced was a nightmare of backups while I was trying to get home along with so many other drivers.

As you know city tax assessments rose quite a bit this year. Ours in particular increased \$108,000.00, as did many of my neighbors, which is staggering especially when city council plans are not looking out for the majority of our tax payer's best interests. We rely on you to make the best decisions and this is just the opposite.

Thank you for your time and consideration.

Best,

Mary Alexandre

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From: [Mary Daly](#)
To: [TES-Traffic and Parking Board](#)
Subject: [EXTERNAL]Braddock Rd. - explanation needed
Date: Tuesday, February 24, 2026 5:07:44 PM

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There were many, many good ideas on the table to serve the interests of cyclists, pedestrians and drivers on the Braddock Rd corridor. Excellent proposals. Because those of us who live around Braddock Rd all drive, cycle and walk. We are ready for a safer way to do so that serves all of us.

Instead of working with us, you just let the obviously crazy city plan go through. Why?

People drive. To get to the doctors. To patronize Alexandria businesses. To volunteer. To cart their kids around. Things you can't cycle to. For which there is not public transportation.

Forgive my bluntness but you chose to make living in Alexandria a nightmare when there were MANY ways to improve public safety without making life even more miserable for those of us who live on or near Braddock Rd. Why? Seriously, we would all appreciate an answer because it looks like another case of performative listening, not public service, as though badges are given out whenever you pass a plan that pretends we all can cycle to all things.

While I appreciate your willingness to serve on the board, I am flabbergasted by this rubber stamp of a bad idea. Other cities, other countries gave you a better example. But you rubber stamped this one, notwithstanding the majority views of citizens most directly affected.

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From: [Melissa Logan](#)
To: [TES-Traffic and Parking Board](#)
Subject: [EXTERNAL]Keep Parking Please!
Date: Thursday, February 26, 2026 1:28:29 PM

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As a frequent driver in Braddock Road between Russell and Mt. Vernon, please do not advance the “improvement plan” under consideration. Specifically:

- 1) Keep street parking available on Braddock Road - especially for those without street parking (we will lose over 100 spaces on Braddock, Commonwealth and Spring with this plan)
- 2) Keep the intersections of Braddock/Commonwealth and Braddock/Russell as-is (they will go down to single lanes in this proposal creating backups and volume beyond what we already deal with each day).
- 3) Allow emergency vehicles to use this emergency route which is challenging enough as it is. Under this plan, there will only be one lane in either direction, so there will be nowhere for cars to pass for emergency vehicles and that will greatly delay service to those who need it most. This will also delay Dash busses and ACPS school busses that are often late getting kids to school with two lanes.
- 4) Keep access to the THREE churches on Braddock Road that have no (or very little) off-street parking. This includes the handicapped spaces in front of the Lutheran Church and direct access to the ADA compliant ramp on the Braddock Road side
- 5) Protect bikers from the increase in accidents that will undoubtedly happen when drivers who DO have off-street parking back out onto Braddock Road. Under this plan, we will not only have to navigate heavy traffic but also a new "protected" bike lane with plastic guards up. Visibility that is always a challenge will go down to zero.

Thank you,
Melissa Logan

Sent from my iPhone

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From: [Michael Geffroy](#)
To: [TES-Traffic and Parking Board](#)
Subject: [EXTERNAL]Stop taking away parking for bike lanes
Date: Sunday, March 22, 2026 11:14:12 AM

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

I oppose taking away parking spaces on Braddock Road in order to make bike lanes.

My real world experience over many years is that the bike lanes cause more traffic not less. Bikers don't obey traffic rules. Many of them feel it is OK to violently bang on people's cars. I've witnessed this several times.

Let people park in front of their houses. We live in a world where the vast majority of people drive cars. Stop taking away basic tax payer amenities to accommodate the minority biker agenda.

M. Geffroy

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From: [Bill Pugh](#)
To: [TES-Traffic and Parking Board](#)
Subject: [EXTERNAL]Docket item #4C: Duke and West Taylor Run Update
Date: Friday, March 20, 2026 12:00:19 PM

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

Dear Traffic and Parking Board members,

I am writing to request that a clear, simple updated diagram of the Duke Street and West Taylor Run Intersection project be included in the information materials on the project website related to the upcoming hearing ("What's New", "Project Design"). This would be a big help to the public.

<https://www.alexandriava.gov/transportation-planning/duke-street-and-west-taylor-run-project>

A resident who lives next to the project site and I tried to read the posted 90% design plans and other materials linked from "project design" at the top of webpage and we couldn't figure out what is currently planned at this point in the project.

Thank you,

Bill Pugh, AICP CTP
Transportation & Climate Director
Coalition for Smarter Growth
(and City of Alexandria resident)

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

From: **Bill Pugh** <bill@smartergrowth.net>
Date: Thu, Mar 12, 2026 at 10:31 AM
Subject: Simple diagram for Duke & West Taylor Run Inters. Impr. Project?
To: <Anup.Gautam@alexandriava.gov>
Cc: Christopher Ziemann <christopher.ziemann@alexandriava.gov>

Dear Anup Gautam,

Could the City please provide a simple diagram showing the proposed improvements and include it on the [project website](#)?

It's hard to understand the 90% design drawings and there appear to be differences from various links of other past concept plans.

Thank you,

Bill Pugh, AICP CTP | Transportation & Climate Director
Coalition for Smarter Growth
bill@smartergrowth.net
(202) 675-0016, ext. 7084

Celebrate the leaders shaping our future! Join CSG on May 13th for the [2026 Livable Communities Leadership Award & Reception](#). Help us honor this year's changemakers and support our mission by securing your tickets, joining the host

committee, or becoming a featured sponsor today.

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From: [Ashley Sherrod](#)
To: [TES-Traffic and Parking Board](#)
Subject: [EXTERNAL] Formal Complaint Regarding Parking Enforcement Practices and Two-Hour Zone Limitations
Date: Wednesday, March 18, 2026 8:08:38 AM

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To Whom It May Concern,

I am writing to formally express concern regarding current parking enforcement practices and the limitations of two-hour parking zones in Alexandria.

First, I would like to highlight a specific issue with a recent citation I received, which contained an incorrect license plate number. This type of error raises questions about the accuracy and reliability of enforcement procedures.

More broadly, I am concerned about the structure and enforcement of two-hour parking zones. These time limits do not reasonably accommodate common, everyday activities such as medical appointments, hair or nail services, or dining at local restaurants. It is unrealistic to expect individuals to interrupt these commitments to relocate their vehicles, particularly when such appointments are time-bound and cannot simply be paused.

Additionally, parking availability in many areas is already limited. Requiring drivers to move their vehicles after two hours creates a significant burden, as finding another available legal parking space nearby can be challenging and, at times, impractical. This situation places undue stress on residents and visitors who are otherwise attempting to comply with parking regulations.

In my case, I made a good-faith effort to comply by paying for parking through the designated app. However, I was unable to extend my session due to the enforced two-hour limit for the zone. Despite this, a citation was issued immediately upon expiration, without any apparent grace period.

Parking policies should balance enforcement with practicality and fairness. The current system, particularly strict adherence to two-hour limits combined with immediate ticketing, does not reflect the realities of how people use local businesses and services. Extending allowable parking durations in certain areas, or implementing more flexible enforcement practices, would better serve the community.

I respectfully urge the Parking Enforcement Division to review these policies and consider adjustments that reflect realistic usage patterns, support local businesses, and promote fair enforcement.

Thank you for your time and consideration.

Sincerely,

Ashley Sherrod
240-370-2352

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From: [Kathleen Sindell](#)
To: [TES-Traffic and Parking Board](#)
Subject: [EXTERNAL]Traffic and Parking Board Meeting
Date: Friday, February 27, 2026 8:21:08 AM

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Dear Traffic and Parking Board,

This comment applies to the availability of parking for Alexandria residents. I am requesting that residential parking in established neighborhoods be retained. Residential parking is essential to preserving safety, accessibility, and residents' quality of life. In dense areas where on-street parking is often limited and demand is high, the availability of spaces near one's home is not a convenience; it is a necessity.

Many residents rely on proximate parking to carry groceries, household goods, and essential supplies safely into their homes, particularly in multi-story townhouses without driveways or garages. For older residents, families with young children, and individuals with temporary or semi-permanent mobility limitations, walking several blocks, especially at night, can be difficult and pose safety risks. Accessible on-street residential parking supports aging in place and allows residents to remain in their homes safely and independently.

Residential parking protections also contribute to neighborhood stability. When on-street parking is heavily displaced by commercial or visitor demand, residents may face chronic shortages, increased traffic circulation, and conflicts over limited curb space. This can undermine both passenger mobility and ADA accessibility, affecting public safety and community cohesion.

Balanced parking policies should accommodate business vitality while recognizing that residential streets are, first and foremost, homes. Maintaining reasonable residential parking access ensures that long-term residents are not disproportionately burdened by surrounding commercial activity and that neighborhoods remain livable, accessible, and safe for all who reside there.

Sincerely,
Kathleen Sindell, Ph.D.

Kathleen Sindell, Ph.D.
200 North Columbus Street
Alexandria, VA 22314
Email: ksindell@gcsr.com
Voice: 703-299-1700
Mobile: 703-474-6645
URL: <http://www.kathleensindell.com>

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From: [Rick Plotkin](#)
To: [TES-Traffic and Parking Board](#)
Subject: [EXTERNAL]Fwd: Alex311 Case 25-00028962
Date: Monday, March 23, 2026 12:41:36 AM

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Please reopen this case. The original problem has reverted back so a pedestrian or bicyclist heading west on Wilkes at Rte 1 (N Patrick/S. Henry) can only cross when the signal has been pressed with enough time before the traffic lights change.

I emphasize that last point since I recently pressed the walk button at the time the lights were seconds from changing. Once again, I observed northbound Rte 1/N Patrick traffic never getting a red light though southbound S. Henry gets a red light as does eastbound traffic on Wilkes waiting to turn north or south on Rte 1.

While standing on the eastbound side of Rte 1 heading west on Wilkes, you can't see whether the light for traffic coming off eastbound Wilkes is red, yellow or green. Nor do you know how long the southbound light will remain red when that pedestrian signal isn't working.

I stressed the last time that Wilkes and S Washington has NO pedestrian signal to press at all yet I've never had an issue crossing that intersection since the lights and signals operate as expected unlike the same intersection at Wilkes & Rte 1.

I recently read a study for the Braddock Road Corridor Improvement and feel that a similar project be done for the Route 1 corridor between First St and Franklin St as it pertains to traffic flow, or significant lack thereof on westbound Duke Street & Gibbon Street. If parking were eliminated on those stretches of Duke & Gibbon between S. St Asaph & Route 1, the goal of creating a more connected, comfortable and safe corridor for walking, biking & driving would improve access to the Beltway.

Given what I've observed in this area for the past 20 years I've lived in Old Town, this problem persists, resulting in cars (many from Maryland) blocking the boxes of intersections & crosswalks & running red lights making this corridor very unsafe.

Parking isn't allowed on Duke St between S. Peyton & Callahan, a stretch that has 2 lanes in both directions with turn lanes. That's why I find it perplexing that parking is allowed on Duke between St Asaph & Route 1 where it's just one lane in both directions with no turn lane. And westbound Gibbon is one-way westbound yet parking is allowed on both sides of the street, creating extreme bottlenecks where southbound traffic on S Washington is backed up past Wilkes by cars trying to turn on Gibbon. I'd suggest that cars currently parking on Duke or Gibbon use any number of cross streets including Alfred & Columbus. A parking study would likely demonstrate there are plenty of open spaces for residents losing spaces on Duke or Gibbon.

I can't imagine a scenario where the staff wouldn't ask this Traffic & Parking Board to approve their recommendations within the corridor operations for every signal cycle with minimal impact to network operations.

Please call if you have any questions. I'd welcome the chance to join staff for a field review to observe existing conditions and traffic patterns.

Thanks for your attention to this matter.

Rick Plotkin
Alexandria, VA 22314
202-494-9582, cell

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

From: **Daniel Markham** <daniel.markham@alexandriava.gov>
Date: Thu, Nov 20, 2025 at 10:45 AM
Subject: Alex311 Case 25-00028962
To: rhplotkinh@gmail.com <rhplotkinh@gmail.com>
Cc: Emily Baker <Emily.Baker@alexandriava.gov>, Hillary Orr
<Hillary.Orr@alexandriava.gov>

Mr. Plotkin. I received your message regarding the subject Alex311 case at Route 1 and Wilkes Street. I understand the response you received did not meet your expectations. After further review of operations and field conditions (e.g. traffic flow, bicycle and pedestrian activity), we have determined that the pedestrian signal display (walk and flashing don't walk) can be accommodated within the corridor operations every signal cycle with minimal impact to network operations.

As of 9:15 AM this morning, the signal has been programmed to display the pedestrian signal every cycle. We acknowledge that this will provide a benefit to bicyclists and pedestrians that use the facility along Wilkes Street. Note that this mode of operation is not programmed to occur during the overnight hours when vehicular, bicycle, and pedestrian activity is low.

Thank you for your attention to safety in the City. We appreciate your feedback. Please let me know if you have any further questions.

Thanks,

Daniel

Daniel Markham, P.E., PTOE
Senior Transportation Engineer

Transportation & Environmental Services
City of Alexandria

2900 Business Center Drive, Alexandria, VA 22314

703-746-4026

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From: [Anthony Smith](#)
To: [TES-Traffic and Parking Board](#)
Subject: [EXTERNAL]No to the Braddock Road improvement plan
Date: Friday, February 27, 2026 5:29:32 PM

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Hello,

I am writing to voice opposition to the Braddock Road. "improvement" plan. I live very dear to Braddock Road. Nothing in the plan would benefit those residence who use the road or anyone who uses Braddock Road for any type of locomotion. Please do not implement any of these proposed ideas. If you need to do anything, please focus on keeping the road in good repair.

Anthony Smith

205 W. Alexandria Ave.

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