



DEPARTMENT OF
**TRANSPORTATION &
ENVIRONMENTAL SERVICES**

2900 Business Center Dr.
703.746.4025

August 7, 2026

Dear Chair Ebbers, Vice Chair Mihalik, and members of the Traffic and Parking Board,

I appreciate the thoughtful deliberation of the Traffic and Parking Board (Board) and recognize the Board's recommendation on the Russell Road Safe Routes to School Project at the July 27, 2026, meeting was based on a shared commitment to improving safety for all roadway users. I also acknowledge the significant public support expressed for Concept 2 and agree that median refuge islands can provide meaningful safety benefits, particularly when strategically located to serve areas with the greatest pedestrian activity.

After careful consideration of the Board's recommendation, public input, and the project's objectives, I have determined that pursuing a new alternative, "Alternative C," will significantly improve pedestrian safety while balancing neighborhood concerns, and satisfy the Board's request that staff look for additional parking to support Naomi Brooks Elementary School.

Alternative C will install painted curb extensions at the intersections of Russell Road with West Myrtle Street, West Chapman Street, West Oak Street, and West Maple Street to improve pedestrian visibility and reduce crossing distances. In addition, the project will install median refuge islands at the intersections of Russell Road with West Masonic View Avenue and West Walnut Street. By locating the refuge islands at the intersections closest to Naomi Brooks Elementary School, Alternative C concentrates these enhanced crossing treatments where pedestrian activity is greatest and where they can provide the greatest safety benefit for students and families walking to and from school.

Throughout the public engagement process, staff consistently heard concerns regarding the importance of preserving on-street parking for Naomi Brooks Elementary School faculty and staff as well as nearby residents. In developing Alternative C, Transportation and Environmental Services (T&ES) worked closely with the Fire Department and Naomi Brooks Elementary School leadership to identify modifications that both support school operations and maintain emergency access. As a result, the project includes on-street parking modifications listed below. The additions will be brought to the Board in September for consideration. The removal locations were considered by the Board during the July 27 meeting and will not be brought forth a second time.

- Removal of five on-street parking spaces on the 400 block of Russell Road
- Removal of five on-street parking spaces on the 500 block of Russell Road
- Removal of one on-street parking space on the 700 block of Russell Road
- Removal two on-street parking spaces on the 800 block of Russell Road
- **Addition** of five unrestricted on-street parking spaces on the 600 block of Russell Road
- **Addition** of two loading/unloading spaces on the 600 block of Russell Road, as requested by the school for parents and visitors needing short-term access
- **Addition** of six on-street parking spaces on Johnston Place

These modifications reduce overall parking impacts, improve parking availability immediately adjacent to the school, and maintain the project's pedestrian safety objectives. T&ES has also received written support for Alternative C from the Principal of Naomi Brooks Elementary School, reflecting the school's confidence that the proposal appropriately balances student safety with the operational needs of the campus.

I also recognize that the long-term success of safety projects depends not only on achieving engineering and safety objectives, but also on maintaining community support and stakeholder confidence. Alternative C advances the City's Safe Routes to School and Complete Streets goals by delivering targeted pedestrian safety improvements where they are needed most, preserving and enhancing parking opportunities for school staff and nearby residents where feasible, and reflecting the collaborative efforts of City staff, the Fire Department, school leadership, and the community. I believe this approach provides a balanced and practical solution that improves safety for students and other pedestrians while responding to the operational needs of the surrounding neighborhood.

The updated concepts can be reviewed in Attachment 1 and will be posted on the project website.

Sincerely,



Leah Riley
Director

cc: Jim Parajon, City Manager

Emily A. Baker, Deputy City Manager

Hillary Orr, Deputy Director, T&ES

Alex Carroll, Complete Streets Program Manager, T&ES

Silas Sullivan, Complete Streets Coordinator, T&ES

Attachment 1 – Concept Comparison

Option Comparison					
	Existing	Option 1	Revised Option 1 (Staff Rec)	Option 2 (TPB Rec)	Alternative C
Intersection Improvements with Curb Extensions	0/6	6/6	6/6	3/6	4/6
Intersection Improvements with Median Islands	0/6	0/6	0/6	3/6	2/6
SRTS Walk Audit Recommendations Implemented	N/A	5	5	5	5
Parking Removed	N/A	-4 spaces (-2 restricted, -2 unrestricted)	-4 spaces (-2 restricted, -2 unrestricted)	-20 spaces (-11 restricted, -9 unrestricted)	-13 spaces (-5 restricted, -8 unrestricted)
Parking Added	N/A	0 spaces	+2 spaces (unrestricted)	0 spaces	+13 spaces (11 unrestricted, 2 loading)
Total Net Parking Change (%)	N/A	-4 spaces (-3.3%)	-2 spaces (-1.7%)	-20 spaces (-17.8%)	-2 spaces (-1.7%) (converted to loading)
Total Parking Spaces from Summers Dr. to W Cedar St. + Johnston Pl. (10 blocks)	122 spaces	118 spaces	120 spaces	102 spaces	128 spaces
Total Unrestricted Parking Spaces	58 spaces	56 spaces	58 spaces	49 spaces	61 spaces

